



Uptown Community Plan

DRAFT June 2016



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INTRODUCTION

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- 1.2 COMMUNITY PLANNING FRAMEWORK
- 1.3 COMMUNITY PLAN GUIDING PRINCIPLES
- 1.4 LEGISLATIVE FRAMEWORK
- 1.5 PLANNING PROCESS
- 1.6 PLAN SCOPE AND ORGANIZATION

1.1 COMMUNITY PROFILE

COMMUNITY SETTING

Uptown 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 Complex. Each exhibits a variety of historic architectural types, established landscaping, active neighborhood and commercial districts, natural canyon 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. Most of the street system and building lot development was established before the automobile as a part of subdivision planning. The community is relatively well-served by transit along major corridors. The canyon systems help define the community's urban form, provide environmental benefits, and offer magnificent views.

Uptown is located just north of Downtown. 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 Town San Diego and Interstate 5. Uptown comprises about 2,700 acres or approximately 4.2 square miles. See Figure 1-1.

The community's topography generally consists of a level mesa that is segmented by canyons and borders

two major parks, Presidio and Balboa. This gives the area a sense of seclusion from Downtown and other surrounding communities, and provides a sense of openness within the community. It also affords scenic views of Downtown, the ocean, canyons, the harbor, Coronado, and Point Loma.

UPTOWN 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 Design Element is to protect and enhance the qualities that make these neighborhoods unique.

The boundaries of the community's six neighborhoods are based upon historical documents, county assessor's parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents' perceptions about where they live within the community. See Figure 1-2. Residents within these neighborhoods have come together to focus on their local needs, improvement opportunities, and to celebrate their local identity within the greater Uptown community.



Uptown is a community of diverse neighborhoods.



Uptown's diversity contributes to its dynamism and regional attraction.

FIGURE 1-1: SURROUNDING COMMUNITIES

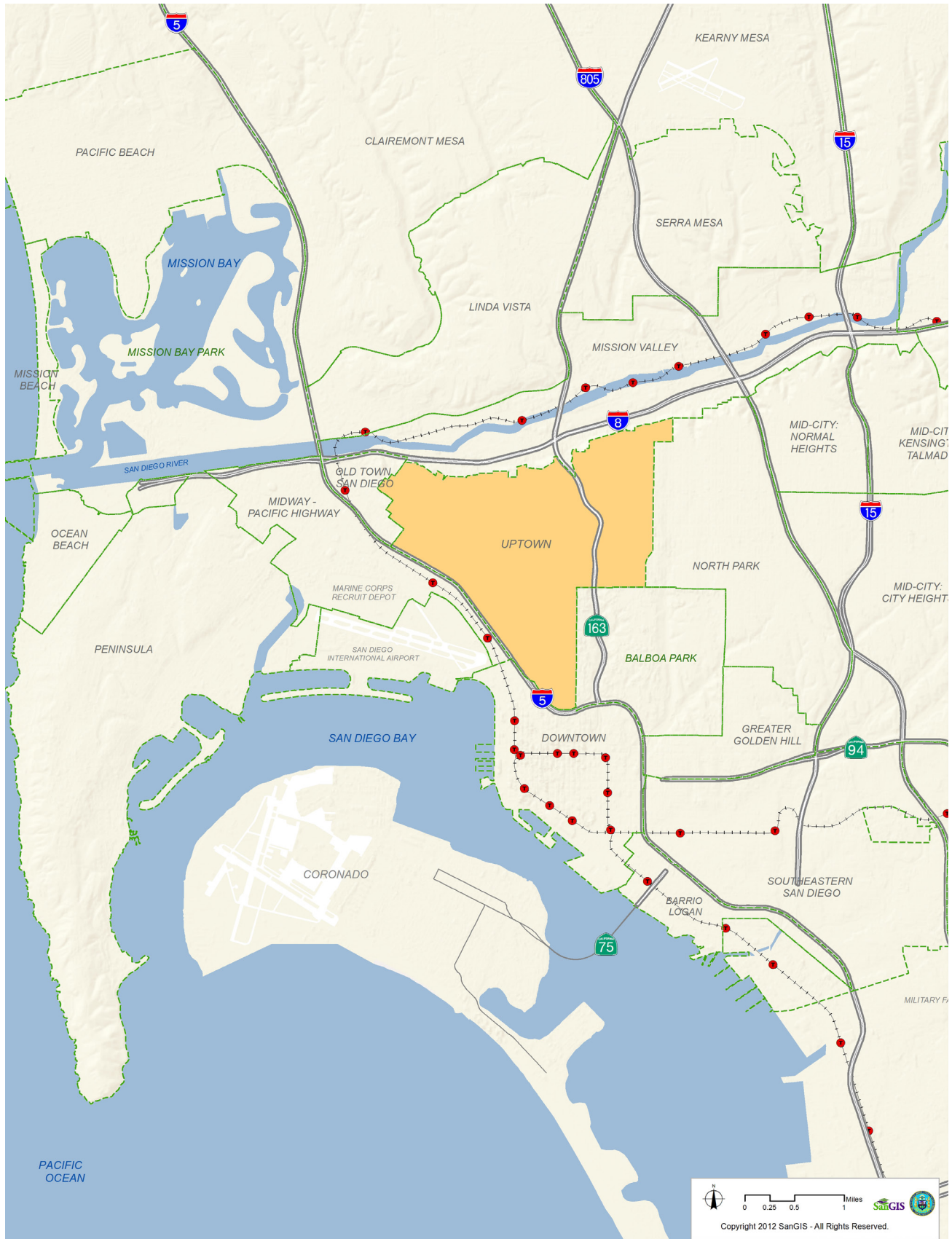
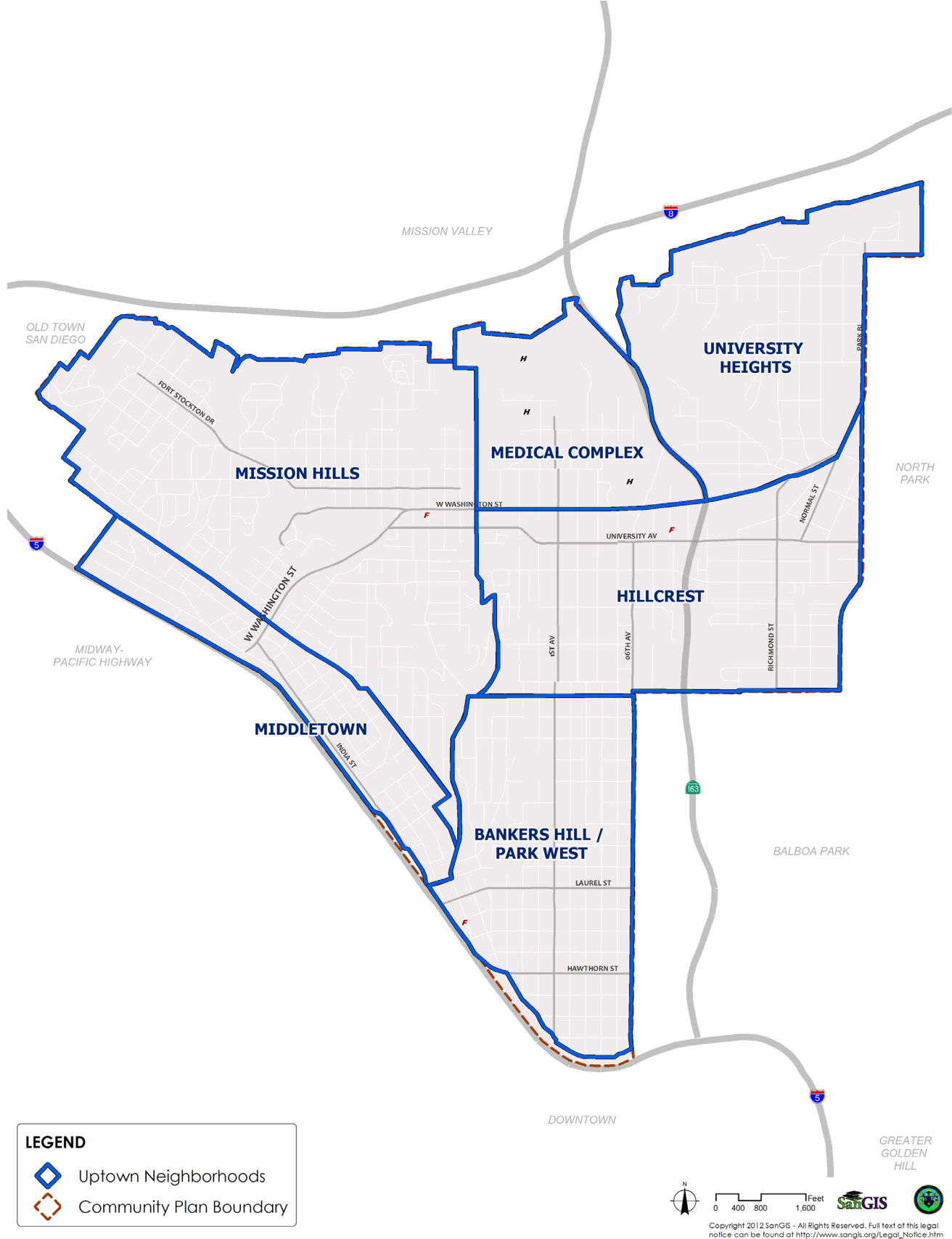
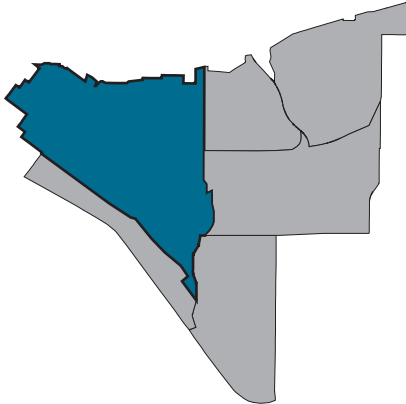


FIGURE 1-2: UPTOWN NEIGHBORHOODS



Mission Hills



Mission Hills

Mission Hills is a residentially-focused neighborhood consisting of predominantly single-family homes, with Washington Street as the primary corridor providing access through the neighborhood. The main commercial core is located along Washington Street, with another smaller neighborhood-serving commercial area located at the intersection of West Lewis and Stephens streets. Higher density, multifamily buildings 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 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 canyon mesas, 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, Sunset Boulevard, and Juan Street serve as residential collectors that distribute local traffic in the upper areas, and Reynard Way distributes traffic to the south. The scale and character of Washington Street sharply contrasts with the placid character of the rest of the neighborhood. Washington Street has a predominance of auto-oriented commercial uses and design 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 monument on Washington Street provides a neighborhood marker and sense of entry into the neighborhood.



Hillcrest

Hillcrest contains a diverse mix of retail, office and mixed-use as well as a varied residential character. Hillcrest 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, and south. This area is also marked by the iconic Hillcrest gateway sign, at University and Fifth Avenues, serving as a key neighborhood identity feature. 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.

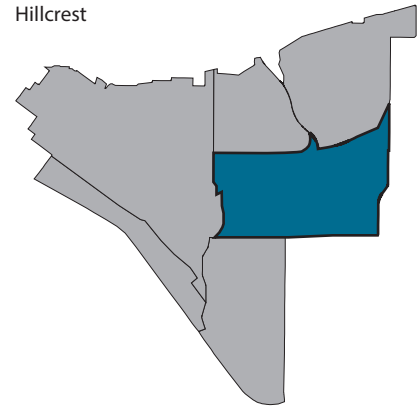
University Avenue is the primary spine of Hillcrest, with commercial development extending along University Avenue east of State Route 163, and west until it converges with Mission Hills. Although the eastern portion of University Avenue has an increased street width, streetscape improvements and the 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. The neighborhood includes a variety of multifamily residential and mixed-use buildings. Hillcrest also has a large number of office and retail uses in the community, particularly in the core retail district where building setbacks are not required. The area also includes high-rise buildings, all of which were developed to take advantage of views of either Balboa Park or the San Diego Bay. Taller buildings are scattered but tend to be located in the core along Fifth 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 First and Second Avenues, and east of State Route 163 and south of Robinson, include styles associated with early development, such as Craftsman, Bungalow, Prairie, and Mission and Spanish Revival. Infill development has introduced new architectural forms and styles, many of which try to complement the form, scale and stylistic precedents found within Hillcrest.

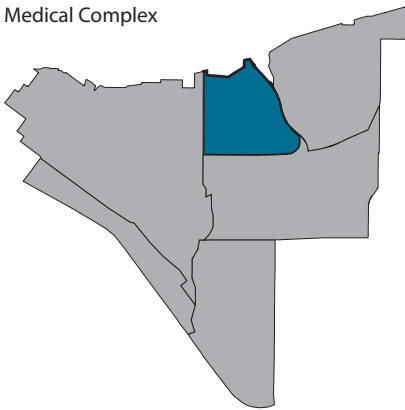
Hillcrest is generally characterized by a street grid pattern that includes little variation in response to topography. The predominant block pattern consists of long rectangular blocks (300 feet by 600 feet) with a mid-block alley running the length of the block. While retaining the same general dimensions, the blocks are oriented north-south along the avenues. They are rotated east-west along University Avenue and Robinson Avenue, and then northeast/southwest along Normal Street. Despite this grid pattern, Robinson Avenue, University Avenue and

Hillcrest





Medical Complex



Washington Street are the only streets that provide contiguous east-west connections through Hillcrest, due to the divide created by State Route 163 and canyons. Hillcrest is the crossroads of Uptown, with major streets intersecting in Hillcrest's core. Normal Street represents a unique feature in the street system with its diagonal orientation and wide right-of-way.

Medical Complex

The Medical Complex neighborhood sits atop a flat mesa north from Washington Street with canyons that flow down to Mission Valley. The rim of the canyons 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 with the two medical centers containing the tallest structures in the neighborhood. The western portion of Medical Complex has more single family housing and residential structures. Development intensities, both residential and institutional, are generally higher in the Medical Complex neighborhood than in the majority of Uptown due to the hospitals and medical office buildings having a higher intensity of building floor area.

The Medical Complex is dominated by Scripps Mercy Hospital and Medical Center and the University of California, San Diego (UCSD) Medical Center, which occupy over forty percent of the neighborhood. The remaining portion of the Medical Complex area is occupied primarily by residential uses, the majority being multifamily. Commercial development, which is mostly auto-oriented, is located on the north side of Washington Street, and sporadically surrounds the medical centers. Medical Complex contains the lowest proportion of single-family homes in Uptown. Multifamily buildings are more contemporary, reflecting a combination of mid-century, 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 focus varies according to the surrounding use. The residential areas generally have a pedestrian focus with street trees, while the hospital areas have a more vehicular access focus.

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 connection being to Washington Street.

Bankers Hill/Park West

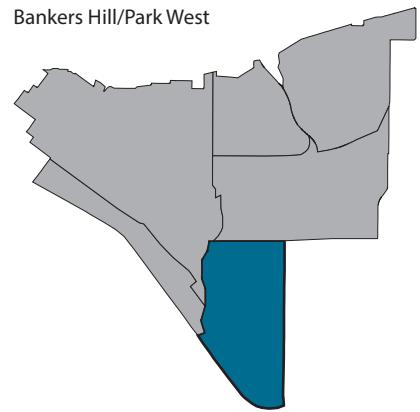
The Bankers Hill/Park West neighborhood is located just west of Balboa Park. Its proximity to Downtown and Balboa Park has been an important influence on the neighborhood, while its topography, which slopes down to the south and west, plays an important role in its character, providing dramatic views of both Downtown and the Bay, and influencing the design of buildings. The canyons that cross the northwest corner of the 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 Fourth and Fifth Avenues, 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.

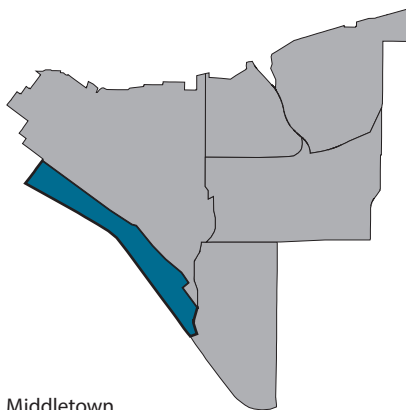
Bankers Hill/Park West includes single-family neighborhoods isolated by canyons in the northwest portion of the neighborhood, older multifamily residential development in the southwest area, and a significant component of professional office uses that extend the length of the area along the avenues. Small clusters of neighborhood commercial are located on Reynard Way between Eagle and Falcon Streets, on First Avenue between Ivy and Juniper Streets 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 eating and drinking establishments, dry cleaning businesses and entertainment venues.

Bankers Hill/Park West contains some of the oldest architecture in Uptown, including several large Victorian and Queen Anne homes from the 1870's. The neighborhood also expresses a range of architectural styles from different periods, including several recent, high-density mixed-use developments along the avenues, and single- and multifamily



Bankers Hill/Park West





Middletown



neighborhoods characterized by Craftsman bungalow, Mission Revival, and Colonial Revival styles. Several churches and office buildings also represent distinctive architectural styles and periods of development within the neighborhood. Building heights vary greatly, with several high-rise buildings located between Fourth, Fifth and Sixth Avenues, taking advantage of views and proximity to Balboa Park and the bay. Elsewhere in the neighborhood, the majority of buildings are low-rise (below four stories), and density is lower, as buildings step down to integrate with the neighborhood.

Bankers Hill/Park West neighborhood is characterized by the historic grid street pattern that extends from Downtown. The grid comprises of short blocks (200 feet' x 300 feet') without alleys. Blocks near canyons are irregular, responding to the topography of the canyon. A key characteristic of streets in Banker Hill/Park West is that they are generally wider than all but major collector streets found elsewhere in Uptown. With curb-to-curb cross-sections of fifty 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 west side of Uptown. Historically, it included areas to the west and south of Interstate 5, but the community boundaries changed with the construction of the freeway. Middletown is built on a west-facing hillside facing the San Diego Bay, with buildings that 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 in contemporary styles, including both single- and multifamily 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 and light industrial buildings. The majority of the streets are relatively narrow residential streets. San Diego Avenue/India Street is a busy collector street that parallels the freeway, it carries both local traffic and serves as a frontage access road for Interstate 5. The Five Points commercial area located at the intersection of India Street and Washington Street is the neighborhood center/node of Middletown.

University Heights

The University Heights neighborhood is part of both North Park and Uptown. The portion of University Heights within Uptown is west of Park Boulevard, south of Mission Valley, north of Washington Street, and east of State Route 163. University Heights occupies the flat top of a mesa that is ringed on three sides by canyons that create a sense of enclosure and privacy within 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 terminating at Adams Avenue and is the neighborhood center/node for University Heights.

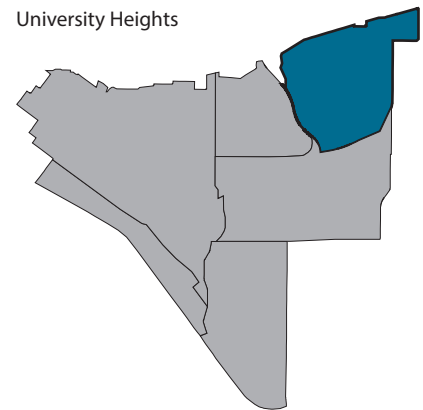
University Heights is a predominantly single-family, low-rise residential neighborhood, with multifamily residential located along and nearby to the major north-south streets west of Park Boulevard. Despite its relatively low profile, University Heights is one of Uptown's denser neighborhoods due to a higher conservation of multifamily units. Residential buildings are typically one to two stories. Commercial development along Park Boulevard ranges between one to two story buildings with some scattered three story buildings.

The area west of Park Boulevard includes examples of early architectural styles such as Craftsman, Arts & Crafts, Bungalow, Prairie, Mission and Spanish revival, and Monterey, 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 Unified School District's 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



University Heights



Hampshire Street, that extend out between the canyons. As in Banker Hill/Park West, University Heights also has very broad streets. Since these streets generally accommodate only local traffic, they are relatively quiet with an open 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 along Adams Avenue are all distinctive features that contribute to neighborhood character.

POPULATION CHARACTERISTICS

The future residential population of the community is estimated based upon the total number of dwelling units expected to be achieved with the implementation of the Community Plan land uses. At the time of the 2010 Census, the population of Uptown was approximately 36,750 people, with 23,000 dwelling units. The community is estimated to have a future population of 55,700 people and 32,680 dwelling units at the build-out of the Community Plan.

1.2 COMMUNITY PLANNING FRAMEWORK

SHARED PLANNING PROCESS WITH NORTH PARK AND GOLDEN HILL

The Uptown Community Plan provides a long range guide for the future physical development of the community and was updated concurrently with the community plans for North Park and Golden Hill. A goal of the concurrent updates was 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, respective community planning groups, workshops on key topics and a multi-day charrette. Various attributes including those 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



A common feature that the neighborhoods in Uptown share are open space and canyon views.

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, although freeways have also created negative effects and undesirable divisions within each community.

The three communities surround regionally significant and historic Balboa Park. As development radiated out from Downtown 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 within 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 attracted retail and employment away from these communities.



Uptown, along with its adjacent neighbors, North Park and Golden Hill share direct connections to Balboa Park.

As these communities developed prior to current citywide public facilities standards, locating and financing new facilities, such as parks, is difficult due to lack of available land and aging infrastructure needs to be upgraded and/or replaced.

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

COMMUNITY IDENTIFIED ISSUES

- Providing a wide variety of housing types for all age, income and social groups.
- Revitalizing certain neighborhood commercial districts.
- Establishing and maintaining a high level of public facilities and services to meet the needs of the community.
- Promoting a clean, healthful, and sustainable environment.
- Preserving community character including the preservation of significant and historical, architectural and cultural resources and the designation of historic districts.
- Preventing further loss and encroachment into open space.
- Establishing urban design standards and criteria for various neighborhoods.
- Addressing discrepancies between actual zoning and Community Plan land use recommendations.

1.3 COMMUNITY PLAN GUIDING PRINCIPLES

The following are the guiding principles that establish the essential structure for the Uptown Community Plan:

- Maintain distinctive neighborhoods by preserving the qualities and resources that make Uptown unique.
- Encourage development diversity by maintaining the demographic, architectural, and economic diversity that have contributed to Uptown's vitality and aesthetic vibrancy.
- Preserve Uptown's historic fabric by preserving important resources, adaptively reusing older buildings, and sensitively responding to the scale and character of historic buildings.
- Recognize the environmental, visual, and recreational value of Uptown's natural canyon landscape.
- Create a complete, well-served community, ensure that existing levels of service are not diminished, and existing deficiencies are not exacerbated.
- Ensure vibrant business and commercial districts by creating a physical environment that supports retail and entertainment activities and encourages multi-modal access.
- Provide convenient access to parks and community open spaces through the addition of new park lands, including small pocket parks and spaces for community gardens, and better trail connections to canyons and other open space.
- Create walkable neighborhoods and complete streets that accommodate bicyclists and pedestrians safely, and reduce vehicular travel speeds.
- Re-establish transit as an attractive and viable transportation alternative to the automobile.
- Create a balance between integrating parking into the urban fabric to support commercial areas and access for non-motorized forms of transportation.
- Design for sustainability in buildings and in the environment.
- Provide a balanced transportation network that accommodates all modes of transportation, links Uptown to the region, and efficiently manages parking.
- Develop an urban form that respects neighborhood context through appropriate scale and transitions between existing and infill development and promotes sustainability.
- Include 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 Uptown.
- Support an open space network that links local neighborhoods to the region and allows for non-traditional opportunities for recreation.
- Respect and preserve cultural and heritage resources through historic designations and adaptive reuse within the community.



Active stewardship of the community's canyons contributes to promoting a clean, healthful, and sustainable environment.

1.4 LEGISLATIVE FRAMEWORK

THE 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 in next page). 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 traveled 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 and activity centers are identified in the Community Plan. The mixed-use commercial districts and higher density neighborhoods along transit lines are candidate village locations within the community. Within these village areas the policies of the plan can be used to focus the implementation of 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;
9. A clean and sustainable environment; and
10. A high aesthetic standard.



Regional projects such as the Mid City Rapid Bus are key in supporting the City of Villages Strategy.

LAND DEVELOPMENT CODE

The City of San Diego Land Development Code (LDC) is part of the municipal code and contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, street frontages, lighting, and other development characteristics. The LDC implements the policies and recommendations of the Community Plan, including application of the Community Plan Implementation Overlay Zone. All development within the community must comply with regulations set forth in the LDC.

AIRPORT LAND USE COMPATIBILITY PLAN

The Airport Influence Area for San Diego International Airport (SDIA) affects the Uptown Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.



Open space and canyons contribute to Uptown's character and are discussed in the Conservation and Recreation Element of the Community Plan.

MULTIPLE SPECIES CONSERVATION PROGRAM

The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation planning program to preserve native habitat for multiple species. This is accomplished by identifying areas to be conserved in perpetuity, referred to as the Multi-Habitat Planning Area (MHPA), to achieve a workable balance between new development and species conservation. A portion of the open space lands within the community are within the MHPA. Open space lands within the MHPA are addressed in the Conservation and Recreation elements of the Community Plan and are implemented by the City's MSCP Subarea Plan.

ENVIRONMENTAL IMPACT REPORT

Pursuant to the California Environmental Quality Act (CEQA), the Uptown Community Plan Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the realization and implementation of community plan policies and recommendations. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies were designed to reduce or avoid such impacts.

1.5 PLANNING PROCESS

COMMUNITY PLAN UPDATE

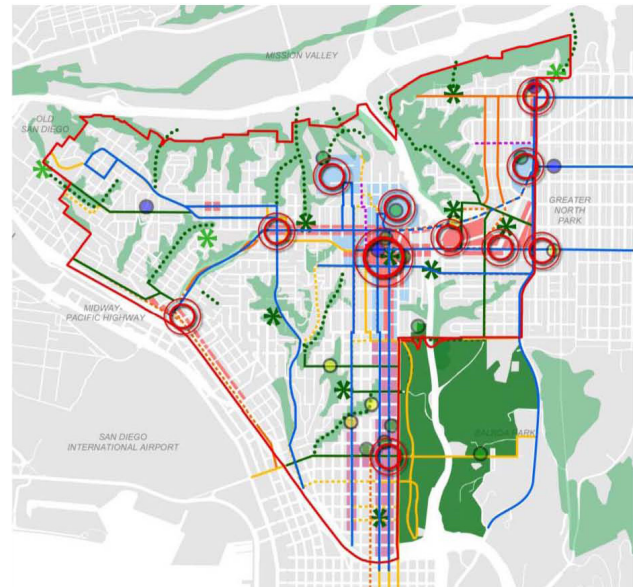
The City prepares its community plans with an expected 20-30 year period of relevance. This Community Plan update was initiated in 2009 and supersedes the previous Uptown Community Plan adopted on February 2, 1988. The community plan update process evaluated issues identified with the previous community plan. Although visible progress was made since the past update to address the issues identified in the prior community plan, many of the issues are still relevant, particularly as progress is uneven throughout the community. The City's General Plan places more focus on how to design infill development and reinvest in communities. Other plans and studies have been prepared for the Uptown community since adoption of the 1988 community plan. 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 breadth of analysis and public deliberation on planning issues and have been used in the preparation of the Community Plan.



Uptown Planners is the City Council-recognized advisory body to the City regarding community land use matters.



A 3-day urban design focused charrette process was held in the community to develop ideas for the plan.



Urban Design, Mobility, Recreational Opportunities, and Historic Resources were major focus areas of this plan.

1.6 PLAN SCOPE AND ORGANIZATION

The Uptown Community Plan provides policies to inform land use, development form and public resource decisions. The Community Plan is a component of the General Plan. Both the General Plan and the Uptown Community Plan should be reviewed for land use planning direction. While the Community Plan addresses specific community needs, its policies and recommendations remain in harmony with the General Plan. Specific General Plan policies are referenced within the Community Plan to emphasize their significance within the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan.

The Community Plan is not a static document. After the Community Plan is adopted, the implementation and review process follows. Implementation is the ongoing process of putting plan policies and recommendations into effect. A zoning implementation program was adopted concurrently with the Community Plan update. Review refers to the process of monitoring the community and recommending changes to the Community Plan as conditions in the community change. The actual work requires a sustained, cooperative effort of private citizens, City officials and other agencies. As the City's officially recognized community planning group, the Uptown Planners is tasked with providing the continuity and oversight needed for an effective and relevant implementation of the Community Plan.

The Community Plan is organized into nine elements, an implementation section and appendices as outlined in the Table of Contents. Each element contains an introduction intended to establish overall vision, purpose and context as needed. A table of key General Plan related cross-references is included in certain elements for ease of use. The goals within each plan element or section are succinct statements of the community's vision. The policies and recommendations address specific topics or issues and guides Community Plan implementation.



The Historic Preservation Element contains specific goals and recommendations to address the historic and cultural resources unique to Uptown.



Pedestrian-oriented retail streets, such as Fifth Avenue, are addressed in the Urban Design Element.



Encouraging mixed use development along commercial corridors, served by transit is a major focus of the Community Plan.

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2

LAND USE

- 2.1 LAND USE CONTEXT
- 2.2 LAND USE FRAMEWORK
- 2.3 VILLAGES

INTRODUCTION

The Land Use Element guides the future growth and development of Uptown through the distribution of land uses and the application of a range of land use designations. The community has an established land use pattern that is expected to remain, with some refinements that will 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 destinations such as Balboa Park, Downtown, and the San Diego International Airport (SDIA).

The land use framework is a function of long-standing development patterns, previous planning efforts to redistribute density in order to protect the character of certain single-family and lower density neighborhoods, as well as the need to preserve 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 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).

GENERAL PLAN CROSS-REFERENCE

The General Plan establishes citywide policies to be cited in conjunction with a community plan. Policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan Land Use Element policies particularly significant to Uptown Land Use Element are listed by topic in the cross reference table below and should be referenced in conjunction with the land use policies in the community plan.

TABLE 2-1: GENERAL PLAN - RELATED LAND USE TOPICS AND POLICIES

GENERAL PLAN-RELATED TOPICS	POLICIES
Community Planning	LU-C.4
Airport Compatibility	LU-G.1 – LU-G.10
Balanced Communities	LU-H.1 – LU-H.7
Environmental Justice	LU-I.1 – LU-I.16
Mixed-Use and Commercial Areas	LU-C.1 – UD-C.8
Office and Business Park Development	UD-D.1 – UD-D.3
Public Spaces and Civic Architecture	UD-E.1 – UD-E.2
Non-Base Sector Employment Uses	EP-A.6 – EP-A.11
Commercial Land Use	EP-B.1 – EP-B.16
Business Development	EP-E.1 – EP-E.4, EP-I.1 – EP-I.5
Visitor Industries	EP-I.1 – EP-I.7
Land Use Noise Attenuation	ALL NOISE ELEMENT POLICIES IN SECTIONS A THROUGH I

LAND USE ELEMENT GOALS

The Land Use Element Goals developed during the community plan update process were formed with the community and stakeholders through a process of re-evaluating and refining goals from the 1988 community plan and creating new goals to address desired land use conditions in Uptown.

- 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
- Multifamily development that does not detract from its surrounding neighborhood
- Opportunities for new medical and professional office development
- Active commercial districts that benefit from a sustainable level of residential density and multiple mobility options
- Adequate transitions between new and existing development
- Preservation of natural hillsides and canyons as open space
- Compatibility of uses within established neighborhoods
- Preservation of structures with potential historic significance
- Continued revitalization of commercial districts
- Active pedestrian-oriented commercial areas
- Retention of residential neighborhood character



A key characteristic of walkable communities is the availability of a mix of land uses that bring more residents in proximity of goods, services, and employment.



Land use and transit are linked. The distribution and types of land uses can have a direct influence on community travel patterns and the placement of transit facilities.



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

TABLE 2-2: UPTOWN EXISTING LAND USE

GENERAL PLAN LAND USE CATEGORY	ACRES*	% OF TOTAL ACREAGE*
Single-family Residential	852	32%
Roads	761	28%
Open Space, Recreational & Parks	441	16%
Multifamily Residential	277	10%
Office, Retail & Visitor Commercial	172	6%
Education & Institutional	127	5%
Vacant	26	1%
Industrial	1	1%
Agriculture	0.5	1%
Total Acreage	2,658	100%

* Rounded to the nearest whole number or percentage



Uptown's proximity to Downtown and the prevalence of canyons and open space areas lend to its diverse land use patterns.



Canyons and open spaces within Uptown include Maple Canyon in the Bankers Hill/Park West neighborhood.

2.1 LAND USE CONTEXT

EXISTING LAND USE

Uptown contains a balance of residential, commercial and employment uses. 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. Planning for 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 Fourth and Fifth Avenues contributes a distinct individuality to these north-south corridors. Office uses also serve as transition to residential uses to the west.

The negative effects on existing urban neighborhoods from the mid-twentieth century federal and state freeway construction era have also factored 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 (SR 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 source of air and noise pollution that are diminished with distance from the source. Portions of the community are also affected by aircraft noise arriving and departing at San Diego International Airport.

LAND USE DISTRIBUTION

The overall land use distribution within the community consists of community-commercial, neighborhood-commercial, and office-commercial with medium to high residential density located along the major commercial corridors such as Washington Street, University Avenue, Park Boulevard, Fourth Avenue, Fifth Avenue, and India Street. Multifamily residential uses are generally distributed throughout the community adjacent to the commercial land uses along the major corridors. Single-family land uses are focused around the central, eastern and western ends of the community and to the north where they are adjacent to open space. Institutional uses consisting of schools, hospitals and government institutions are also located in the northern end of the community.

The land uses and residential intensities in the Uptown Community Plan are summarized and illustrated on the Community Plan Land Use Map (Figure 2-1) and separated into three sectors for more detail (Figures 2-2, 2-3 and 2-4). The Community Plan Land Use Map is intended to guide development and represent a diagrammatic illustration of land use policies. 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.



Typical areas of higher density development include the 5th Avenue commercial corridor that runs through Bankers Hill/Park West to Hillcrest.

POLICIES

- LU-1.1** Provide a variety of land use types to accommodate both affordable and market rate housing and commercial opportunities.
- LU-1.2** Encourage mixed-use infill development along commercial corridors and in the core village centers.
- LU-1.3** 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, negative effects on sensitive land uses (including housing, schools and outdoor athletic areas) through appropriate buffers, barriers and construction measures.

LAND USE INTENSITY

Land use intensity is related to the extent of which land is developed in accordance with adopted policies and regulations. A generalized description of land use categories is provided in Table 2-3 which indicates allowable dwelling units per acre (du/ac) and standards for development associated with zoning.

FIGURE 2-1: COMMUNITY PLAN LAND USE MAP

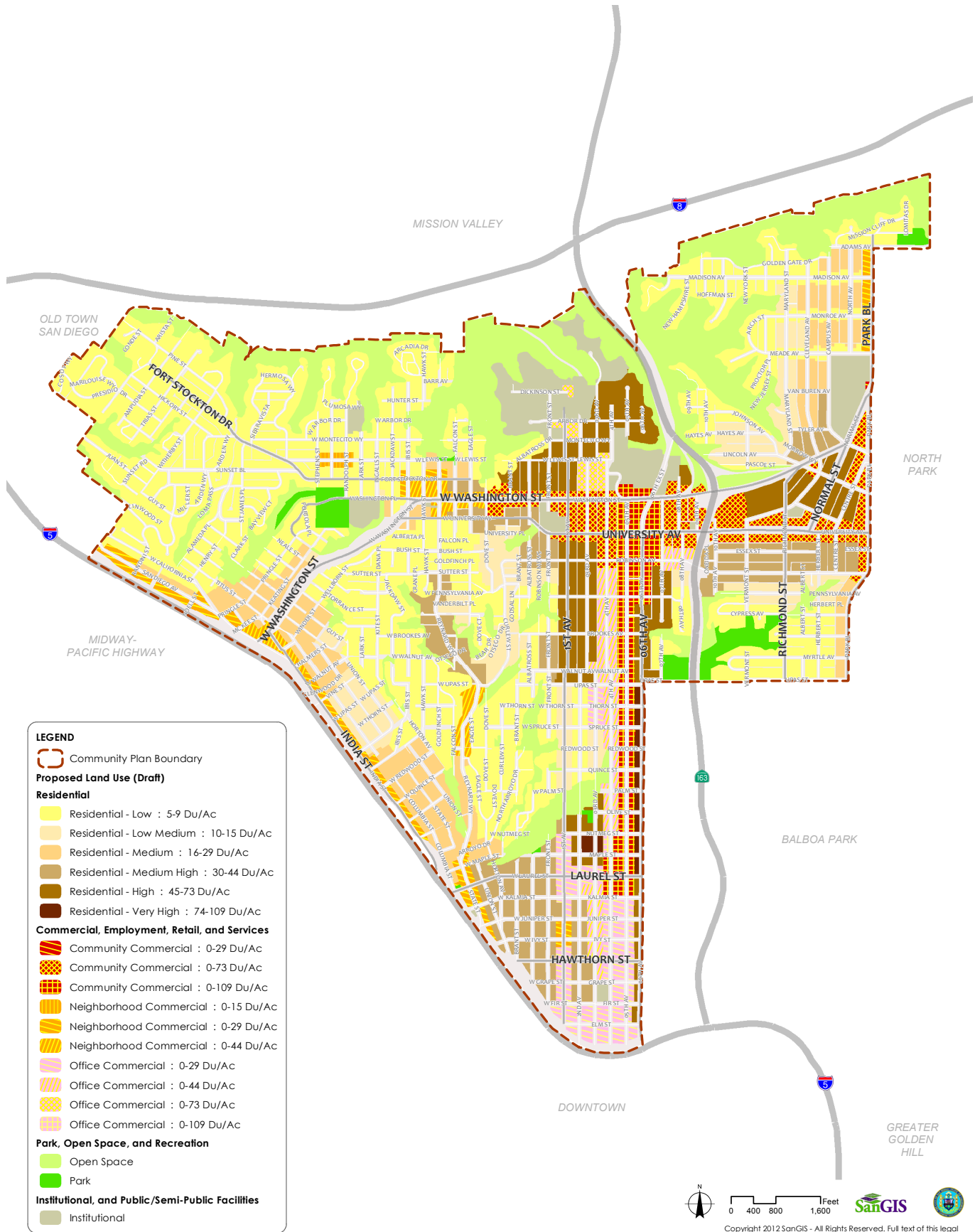


FIGURE 2-2: COMMUNITY PLAN LAND USE MAP - WEST

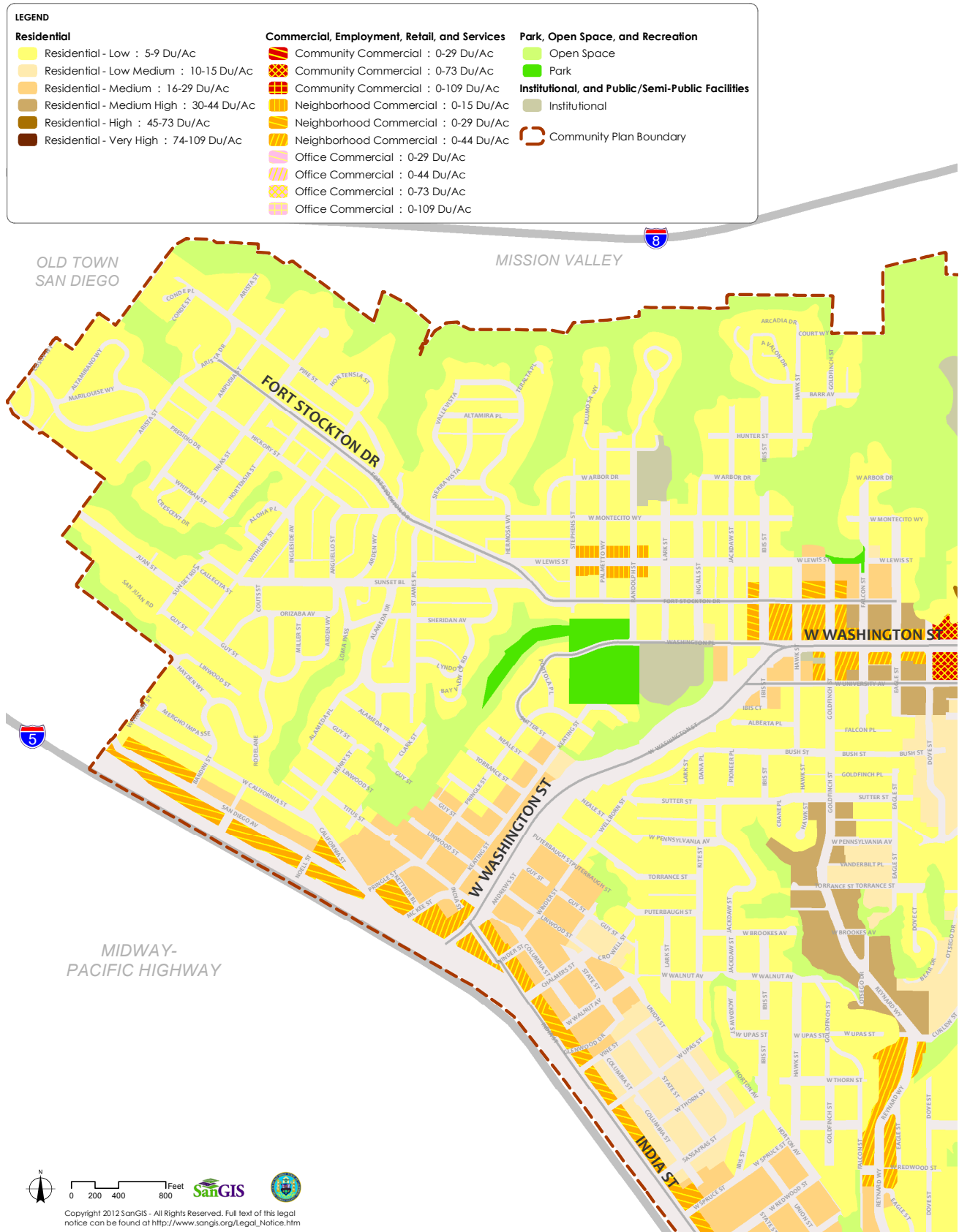


FIGURE 2-3: COMMUNITY PLAN LAND USE MAP - EAST

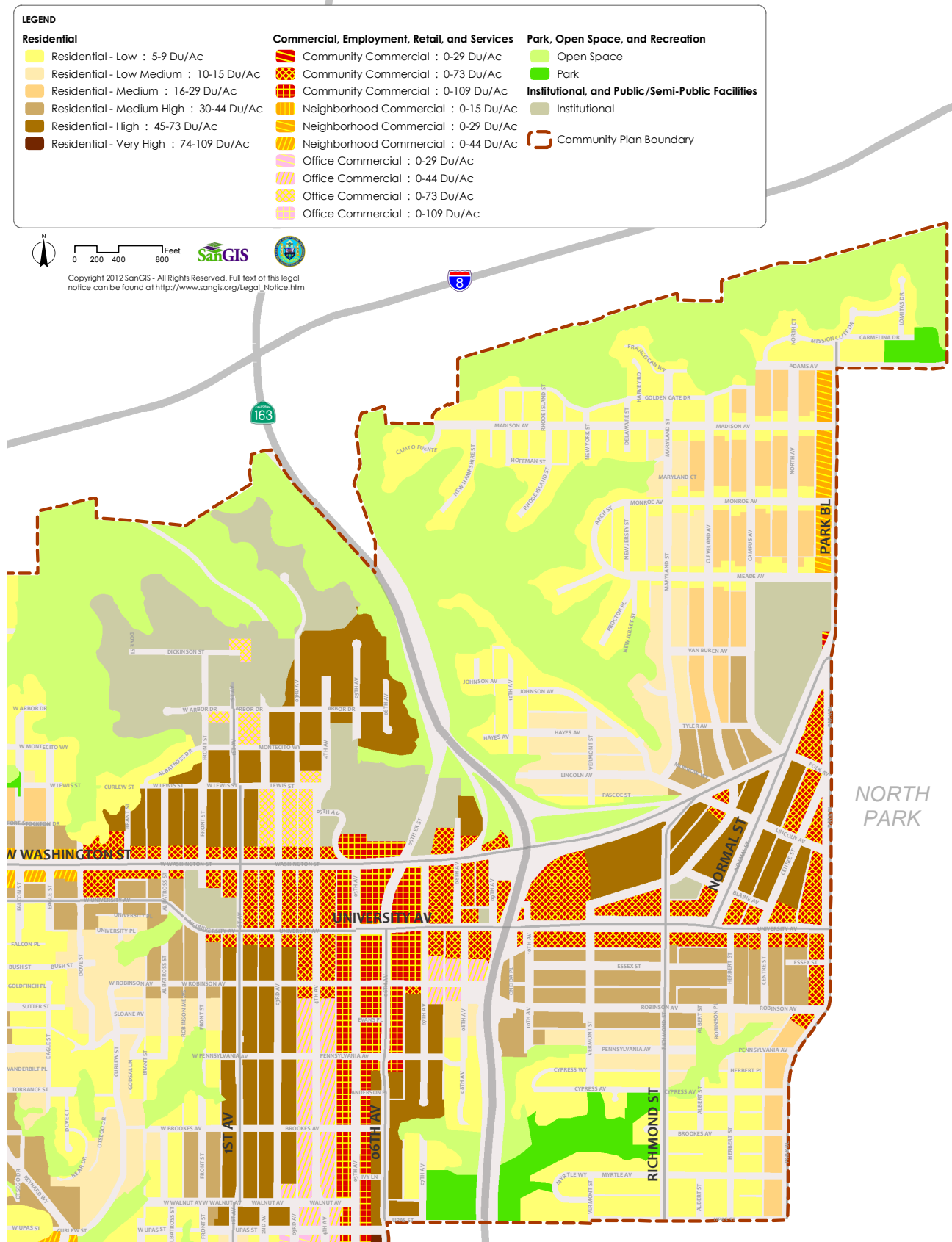


FIGURE 2-4: COMMUNITY PLAN LAND USE MAP - SOUTH

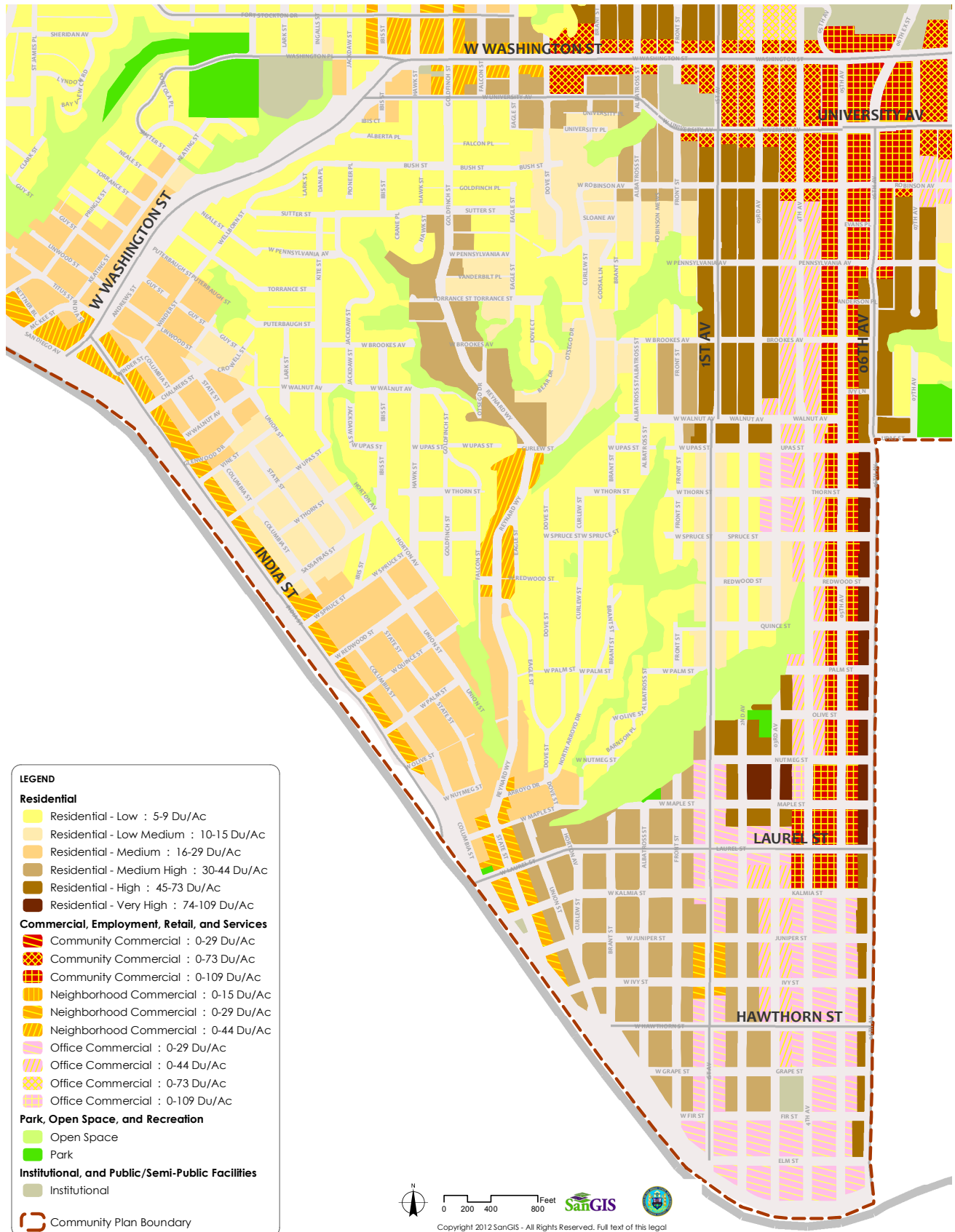


TABLE 2-3: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS

GENERAL PLAN LAND USE	COMMUNITY PLAN DESIGNATION	SPECIFIC USE CONSIDERATIONS	DESCRIPTION	INTENSITY	
				RESIDENTIAL DENSITY (DWELLING UNITS/ACRE)	DEVELOPMENT INTENSITY ¹
Parks, 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.	1	OR-1-1 zone 0.45 FAR
	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	OP-1-1 zone OP-2-1 zone
Residential	Residential - Low	None	Provides for single-family housing within a low residential density range and limited accessory uses.	5-9	RS-1-7 zone FAR Varies
	Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low-medium residential density range.	10-15	RM 1-1 zone 0.75 FAR
	Residential - Medium	None	Provides for both single-family and multifamily housing within a medium residential density range.	16-29	RM-2-5 zones 1.35 FAR
	Residential - Medium High	None	Provides for multifamily housing within a medium-high residential density range.	30-44	RM-3-7 zone 1.80 FAR
	Residential - High	None	Provides for multifamily housing with a high density range.	45-73	RM-3-9 zone 2.70 FAR
	Residential - Very High	None	Provides for multifamily housing with a very high density range.	74-109	RM-4-10 zone 3.60 FAR

TABLE 2-3: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS (CONTINUED)

GENERAL PLAN LAND USE	COMMUNITY PLAN DESIGNATION	SPECIFIC USE CONSIDERATIONS	DESCRIPTION	INTENSITY	
				RESIDENTIAL DENSITY (DWELLING UNITS/ACRE)	DEVELOPMENT INTENSITY ¹
Commercial Employment, Retail & Services	Office - Commercial	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 as part of a mixed-use development.	0-29	CC-1-3 zone 0.75/0.75 ¹ FAR
			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 as part of a mixed-use development.	0-44	CC-3-6 zone 2.0/2.0 ¹ FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a high residential density as part of a mixed-use development.	0-73	CC-3-8 zone 2.0/2.5 ¹ FAR
			Provides for local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a very high residential density as part of a mixed-use development.	0-109	CC-3-9 zone 2.0/3.0 ¹ FAR

¹ Where residential is permitted a Floor Area Ratio bonus is provided per the zone to encourage residential mixed-use development.

TABLE 2-3: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS (CONTINUED)

GENERAL PLAN LAND USE	COMMUNITY PLAN DESIGNATION	SPECIFIC USE CONSIDERATIONS	DESCRIPTION	INTENSITY	
				RESIDENTIAL DENSITY (DWELLING UNITS/ACRE)	DEVELOPMENT INTENSITY ¹
Commercial Employment, Retail & Services	Neighborhood Commercial	Residential Permitted	Provides for local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a low-medium residential density as part of a mixed-use development.	0-15	CN-1-1 zone 1.0/1.5 ¹ FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density as part of a mixed-use development.	0-29	CN-1-3 zone 1.0/0.75 ¹ FAR
			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 as part of a mixed-use development.	0-44	CN-1-4 zone 1.0/1.2 ¹ FAR
	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 density as part of a mixed-use development.	0-29	CC-3-5 zone 2.0/2.0 ¹ FAR
			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 as part of a mixed-use development.	0-73	CC-3-8 zone 2.0/2.5 ¹ FAR
			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 as part of a mixed-use development.	0-109	CC-3-9 zone 2.0/3.0 ¹ FAR
Institutional, Public and Semi-Public Facilities	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	To be determined based on abutting zones.

¹ Where residential is permitted a Floor Area Ratio bonus is provided per the zone to encourage residential mixed-use development.

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. Several of these recommendations relate specifically to residential neighborhoods such as preserving and enhancing the special character of well-defined neighborhoods; providing adequate housing for a broad spectrum of housing opportunities, promoting mixed-use development along transit corridors as well as higher density residential development to activate commercial centers and districts, and ensuring adequate transitions and buffering between potentially incompatible uses. Recommendations for the viability of commercial centers and districts included enhancing pedestrian orientation and walkability, and the preserving and encouraging pedestrian-oriented businesses, especially those that would generate pedestrian activity after typical business hours.

The overall distribution of land uses generally follows that of the 1988 Community Plan with several revisions. These primarily 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 have resulted in a reduction in residential densities to address preservation of neighborhood character within older, historic neighborhoods, a lack of public facilities, and changes in the development vision for certain neighborhoods within the community. During this process areas that could support increased residential density were also identified. These areas were primarily located adjacent to already existing very-high density, mixed-use corridors in the Bankers Hill/Park West neighborhood and along University Avenue in the Hillcrest neighborhood where high residential density could support the business core and taller buildings in proportion to the wide nature of the street could be accepted.

RESIDENTIAL

The age, type and tenure of the community's housing stock allows for a wide range of income and housing 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. This is reflected through the various trends in building densities, unit configurations and provision of amenities. Pre-war housing often features a higher level of craftsmanship and includes single-family homes with a broad range of sizes, and duplexes and apartments at an appropriate scale for their neighborhood. Post-war housing is largely multifamily and reflects modernist principles of efficient use of space, minimal ornamentation, and greater accommodation of the automobile. Versions that did not involve lot assembly give an illusory sense of single-family scale although this is often overshadowed by the loss of landscaping and sidewalk comfort due to wide driveways and parking previously allowed within front yards. More recent post-modern style buildings often use ornamentation and design features to better establish neighborhood context.

Uptown 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 in Mission Hills, neighborhoods with a mix of single-family and multifamily housing such as in University Heights, and those with a mix of commercial and residential uses such as in 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 mid and high-rise multifamily buildings. The intensity and mix of uses allowed within the commercial designations along the major corridors can also result in a broad range of building types and sizes. This can often create the need for scale transitions between residential and commercial or mixed uses.

Uptown has been an attractive area for senior housing given the availability of transit service, neighborhood markets, and shopping. Medical offices and facilities in the Bankers Hill/Park West and the presence of UCSD Medical Center and Scripps-Mercy Hospital provide essential medical services in close proximity and create an ideal and convenient draw for senior housing development. Multifamily housing as part of mixed-use developments will continue to provide opportunities for senior housing in the community.



Multifamily rowhome development along San Diego Avenue in the Middletown neighborhood.



Apartment lofts along Centre Street in Hillcrest.

POLICIES

- LU-2.1 Provide a diverse mix of housing types consistent with allowable densities.
- LU-2.2 Enable rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/work studios, and shopkeeper units.
- LU-2.3 Develop adequate housing for those with special needs such as the elderly, disabled persons, low income, and those who need nursing care. Consideration should be given to accessibility and proximity to transit stops, public facilities, public spaces, and safe and pedestrian-oriented streets.
- LU-2.4 Preserve existing single-family homes as a distinct housing choice as well as for their contribution to the historic character of the community.
- LU-2.5 Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.
- LU-2.6 Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development. 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.
- LU-2.8 Preserve and provide incentives for mixed residential/commercial development at appropriate locations.
- LU-2.9 Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.

- LU-2.10** Ensure adequate transition between commercial/mixed-use and residential uses.
- LU-2.11** Design and enforce stricter controls and location criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses.
- LU-2.12** Maintain the low scale intensity of multifamily residential designations for parcels and the end of blocks facing the east-west running streets such as Meade Avenue, Monroe Avenue, and Madison Avenue to maintain the traditional development pattern.

COMMERCIAL AND EMPLOYMENT

Uptown consists of a variety of commercial uses ranging from neighborhood commercial facilities, community shopping facilities, specialized commercial centers, and medical facilities. Generally, existing commercial development within the community is distributed along major transit corridors, commercial nodes, and the community's urban villages. Commercial land uses support residential and other land uses by providing needed or desired goods and services, or functioning independently as employment generators. Uptown's commercial land is unique as employment is a relatively large contributor, including three major hospitals and small-scale professional offices.

It is anticipated that the community will see an increase in medical office use as most of the substantial growth in jobs in Uptown is expected to be in health services which also includes professional and business services, and personal services (see discussion in the Economic Prosperity Element). These uses over time have located along the north-south running streets, within commercial areas or have adaptively reused residential structures, in Bankers Hill/Park West, Hillcrest, and in the Medical Complex neighborhood which are anchored by UCSD Medical Center and Scripps-Mercy Hospital to the north and Sharp Rees-Stealy Urgent Care Center to the south.

NEIGHBORHOOD COMMERCIAL DISTRICTS

Neighborhood commercial districts typically provide nearby residential areas with access to a limited number of convenient retail and personal services uses. They are characterized by pedestrian friendly, small-scale, low intensity commercial, office, and mixed-use development served by local transit that are compatible with surrounding residential areas.

There are five neighborhood-oriented commercial areas in Uptown:

- 1. 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.
- 5. Five Points Area.** The western gateway into Uptown, this area also provides a mixture of goods and services primarily focusing on local restaurants and eating establishments.



Commercial uses along India Street emphasize walkability and pedestrian orientation.

COMMUNITY COMMERCIAL DISTRICTS

Community commercial districts accommodate community-wide serving commercial services and retail uses. Commercial, office, institutional, and mixed-use development within community commercial districts range from small- to large-scale development served by transit. They provide a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets.

The Hillcrest Business District is the primary community commercial district for Uptown and the community's major entertainment center that attracts visitors citywide. The Hillcrest Business District provides shopping, dining, convenience and specialized retail goods including personal, professional, repair, business, and financial services. The Hillcrest Business District contains the Uptown District shopping center.

The commercial core at Fifth and University Avenues has served as the heart of Hillcrest. The east end of Hillcrest along University Avenue, between SR 163 and Park Boulevard has grown as another commercial center and is considered the "second core" of Hillcrest. The presence of the Uptown District shopping center, the LGBT Community Center, the Hillcrest Farmers Market, the Hillcrest Pride Flag, and many new businesses have made the east end the this area another focal point of the Hillcrest neighborhood.



Specialized commercial areas like along India Street in Middletown, offer a number of locally run, neighborhood business establishments.

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 SR 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 a specialized commercial center with a focus on restaurants which make up the International Restaurant Row.
3. **State Street.** This commercial area south of Laurel Street includes a variety of small scale offices and other specialized commercial uses.
4. **Washington Street.** This area offers a range of goods and services across multiple neighborhoods.
5. **West Lewis Street.** This 2.5 block area caters to the needs of nearby residents and contains specialty shops and offices.

POLICIES

- LU-2.13** Encourage new mixed-use development and pedestrian-oriented commercial uses on Fourth and Fifth Avenues, especially south of Fir Street to create pedestrian activity along these corridors and establish connections between Uptown and Downtown.
- LU-2.14** Incorporate office uses as part of mixed-use developments. Locate them to create a buffer between single-family neighborhoods and active evening uses such as bars, restaurants, and breweries.

- LU-2.15** Support the intensification of existing hospital uses on institutionally-designated areas rather than expanding into residential or commercial areas.

INSTITUTIONAL

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. 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 also 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.

MEDICAL FACILITIES

There are two major hospitals and various medical offices located in Uptown offering urgent care and a wide range of medical services. These two main hospitals are primarily located at the northern portion of the community, located primarily in the Medical Complex neighborhood. Other medical facilities extend south from the Medical Center Complex neighborhood through Hillcrest and to the southern end of Bankers Hill/Park West, anchored by the Sharp Rees-Stealy Urgent Care Center.



Scripps-Mercy Hospital and UCSD Medical Center are major employers within the Uptown community.

- 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 Sixth Avenue.
- 2. UCSD Medical Center.** This facility is located in the northwest portion of the medical complex area at Dickinson Street and Front Street
- 3. Sharp Rees-Stealy Medical Center.** This facility and associated medical offices occupies over two city blocks located at Fourth Avenue and Grape Street.

POLICIES

- LU-2.16** Evaluate proposed institutional uses for appropriate development intensity and effects on visual quality and neighborhood character. Additional factors, such as those related to mobility, noise, and parking demand should also be evaluated as needed.
- LU-2.17** Consider the reuse of the San Diego Unified School District Education Center at Park Boulevard and Normal Street which could include medium-high residential development, the potential for mixed-use development, public space, and/or the rehabilitation and reuse of buildings such as the Teachers Training Annex.
- LU-2.18** Ensure that new office development with the Medical Complex neighborhood is evaluated for design compatibility (building height, architectural detailing, setbacks, access, lot configuration, and views), relationship to residential development and open space, and potential traffic circulation impacts.

PARKS

Parks and open space fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources, and protection of views and visual relief from urbanization. Designated open space within Uptown consists of natural open space areas concentrated in undeveloped canyon areas interspersed throughout the community. Policies pertaining to parks are located in the Recreation Element.

OPEN SPACE

Open space is 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 open space system recommended for conservation. The description of the purpose and attributes for the preservation of Parks and Open Space is shown in Table 2-3.

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. The City also pursues acquisition of private parcels or acquisition of easements as a means of conserving open space resources and protecting property from development.

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.

Quince Street Bridge



First Avenue Bridge

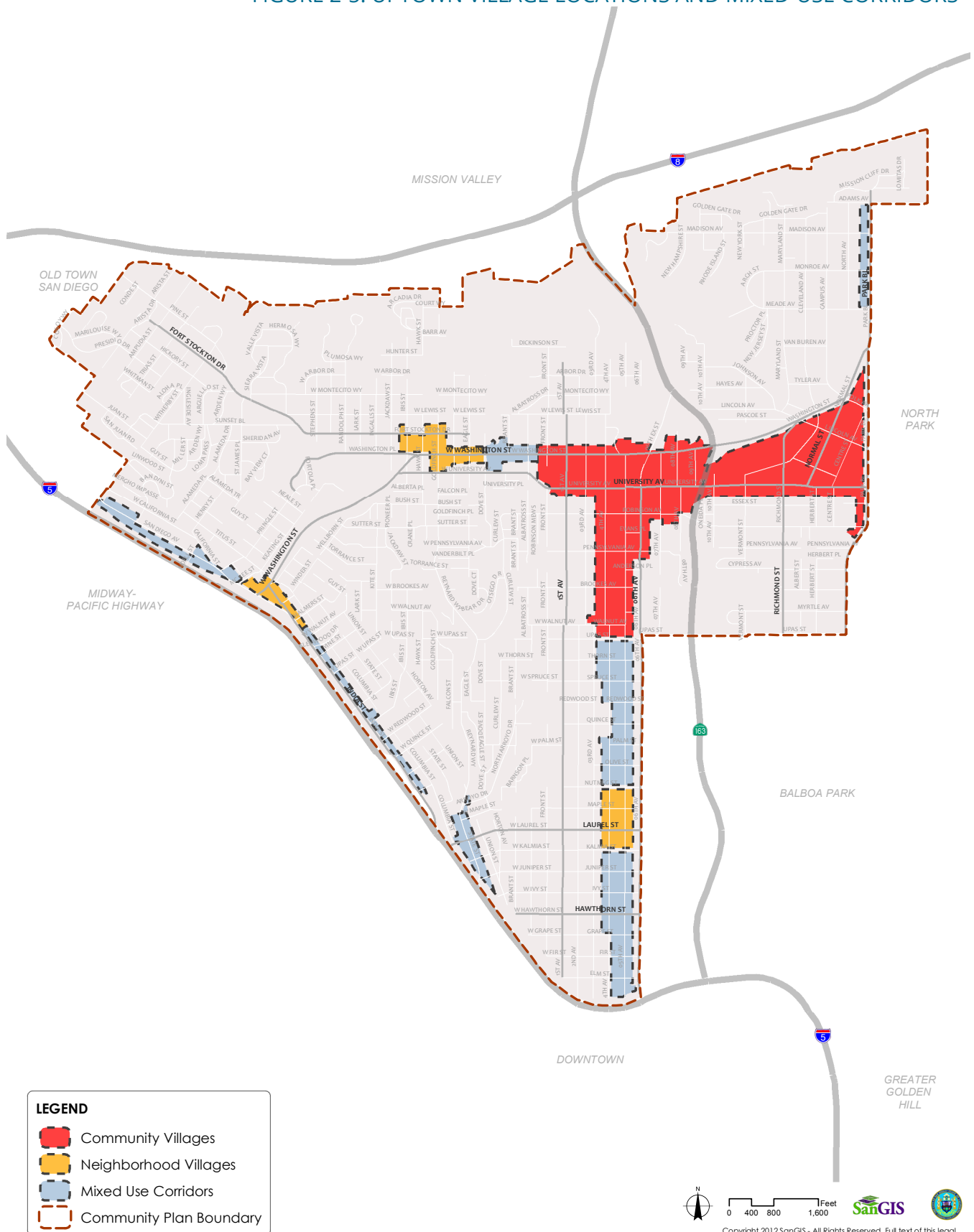


Spruce Street Suspension Bridge



Bridges such as those that allow access over Maple Canyon provide an opportunity to appreciate the open space resources that existing in the community.

FIGURE 2-5: UPTOWN VILLAGE LOCATIONS AND MIXED-USE CORRIDORS



2.3 VILLAGES

VILLAGE/MIXED-USE TRANSIT CORRIDORS

The General Plan City of Villages strategy calls for focusing growth into mixed-use activity centers that are pedestrian-friendly, centers of community life, and linked to the regional transit system. The community plan supports “village-like” development, with medium-high to very-high residential densities along major commercial transit corridors and nodes. The plan focuses on improving the pedestrian environment by enhancing pedestrian activity in the business districts and neighborhoods. Uptown’s neighborhoods are urban, dynamic, and attractive areas full of unique character and village characteristics. Uptown represents the City of Villages Strategy by focusing growth into its pedestrian-oriented, mixed-use commercial areas that are served by transit. Growth and development in Uptown has taken place within these areas, primarily in Hillcrest and Bankers Hill/Park West, and along the commercial corridors of University Heights and Mission Hills. The areas have been the focus of new development and revitalization in the community. This has been supplemented by the growing concentration retail and entertainment uses, coupled with the access offered by the community’s transportation corridors and grid network of streets.



Villages in Uptown come in varying scales, but all enjoy a high level of walkability and pedestrian orientation.



The Hillcrest commercial core serves as the community’s major business district with regional attraction.

Villages within Uptown have established themselves as community and neighborhood-oriented areas with local commercial, office, and multifamily 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” already exemplified in Uptown. The Community Village areas in Uptown are located in the Hillcrest neighborhood, focused around two commercial cores linked by Washington Street and University Avenue: Hillcrest Core-West located west of SR 163 to Front Street, and Hillcrest Core-East located east of SR 163 along Washington Street and University Avenue to Park Boulevard. Neighborhood Villages within the community are located in the Mission Hills neighborhood centered at Goldfinch Street and Washington Street, within the Middletown neighborhood at India Street and Washington Street, and in the Bankers Hill/Park West neighborhood at Laurel Street and Fifth Avenue. Mixed-use corridors within Uptown, which are multiple-use linear commercial areas, are located along arterial and collector streets that connect to Commercial and Neighborhood Villages. These corridors include Park Boulevard, Washington Street, Fourth and Fifth Avenues, India Street, and State Street. Community Village, Neighborhood Village, and Mixed-Use Corridor locations are shown on Figure 2-5.

Improving walkability and providing public space opportunities within village areas will be major keys to strengthening their viability and desirability within the community. The implementation of the City of Villages strategy is dependent on the close coordination of land use and transportation planning. The Community Plan focuses on improved level of walkability, bicycling, and transit use through the implementation of future transportation-related projects and infrastructure improvements that are focused within the Villages and along transit corridors. 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, convenient, and healthy for residents and employees while also being beneficial to the environment.

POLICIES

- LU-3.1** Expand mixed-use and commercial development at the Neighborhood Village at Washington and Goldfinch Streets.
- LU-3.2** Encourage high intensity pedestrian-oriented commercial and mixed-use development in the Community Village - Hillcrest Core West surrounding University and Fifth Avenues.
- LU-3.3** Encourage “active” commercial business uses on the ground floor level in the Community Village - Hillcrest Core West, especially those that generate pedestrian-oriented activity into the evening.
- LU-3.4** Consider mixed-use options for the redevelopment of the Department of Motor Vehicles (DMV) site.
- LU-3.5** Encourage new development in the vicinity of the North Park/Hillcrest gateway on University Avenue and Park Boulevard to incorporate neighborhood identity signs, public space, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

LU-3.6 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.

LU-3.7 Identify, prioritize, and implement future park sites and public space within and in close proximity to village areas with input from the public.



The Hillcrest neighborhood features Uptown's premier, walkable community village.

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3

MOBILITY

- 3.1 WALKABILITY
- 3.2 BICYCLING
- 3.3 TRANSIT
- 3.4 STREET AND FREEWAY SYSTEM
- 3.5 INTELLIGENT TRANSPORTATION SYSTEMS
- 3.6 TRANSPORTATION DEMAND MANAGEMENT
- 3.7 PARKING MANAGEMENT

INTRODUCTION

The community plan envisions a high-quality, reliable, multi-modal transportation network that strengthens the land use vision, promotes travel choice, and fosters a clean and sustainable environment. A balanced multi-modal transportation network ensures all people, regardless of ability or choice, can access destinations within the community because it recognizes that not all people use an automobile as their primary mode of travel. The community plan supports broadened travel choices, so that trips can be made without a car. Walking, bicycling, and transit should be convenient, pleasant, safe and desirable modes of travel. The Mobility Element includes goals, policies, and recommendations that will lead to a robust multi-modal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

Key to achieving a multi-modal balance is to create and maintain a comprehensive integrated transportation network that serves all users and makes efficient use of the street right-of-way. The guiding strategy for mobility planning in Uptown is to provide a complete streets network which accommodates all modes and users, limits transportation improvements to modifications within the existing right-of-way, avoids extensive road widening, and promotes walking, bicycling, and use of public transit. This strategy will result in a more efficient use of the streets and provide connections to community destinations such as schools, parks, shopping, and employment. Creating an environment

with multiple transportation choices will strengthen Uptown's land use vision. The Mobility Element sets out to achieve the following goals of the Climate Action Plan (CAP), which contains the City's strategies for reducing greenhouse gas emissions:

- Increase commuter walking opportunities
- Increase commuter bicycling opportunities
- Increase the use of mass transit
- Reduce fuel consumption
- Promote effective land use to reduce vehicle miles traveled

MOBILITY ELEMENT GOALS

- A complete network of pedestrian-friendly, multi-modal facilities throughout the community to meet current and future needs.
- Safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience.
- A transportation system that enhances neighborhood livability.
- A complete streets network connecting Uptown with Downtown and North Park.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.



Multi-modal balance can be achieved by considering all modes of transportation and the needs of all current and future users.

MO-42



Linking transit and bicycling has the potential for expanded travel options and transit ridership.

- High-quality public transit service as the preferred transportation mode for employees and residents centered around transit-oriented development.
- Adequate capacity and improved regional access for vehicular traffic.
- Interagency coordination to provide additional comprehensive mobility strategies and opportunities, funding resources, and inter jurisdictional cooperation.
- Efficient use of parking resources through parking management strategies in commercial areas and high frequency transit corridors to reduce the costs associated with providing parking and reduce parking impacts while supporting local businesses.
- A connected network of safe routes to schools that encourages and facilitates families to walk and bike to school.
- Allocation of funding resources to address areas where auto-related bicycle and pedestrian accidents are concentrated consistent with Vision Zero.

3.1 WALKABILITY

Deficiencies in the pedestrian environment include the barriers presented by freeways and inadequate sidewalks, and pedestrian facilities on higher pedestrian and vehicular volume streets. The community is bounded by Interstate 5, Interstate 8 and divided by State Route 163. Only Washington Street traverses the community in the east-west direction. Freeway and ramp intersections, high vehicular travel speeds, wide intersection crossings, and a lack of pedestrian amenities such as street furniture, street lights, and landscaped pedestrian buffers from vehicles, create impediments to walkability.

Canyons also provide mobility challenges with navigating the community. Through the years, several pedestrian bridges and trails have been built through these canyons, adding a unique pedestrian experience to the Uptown community. Despite the challenges, Uptown has an inviting pedestrian environment including a dense network of high intensity uses focused along major corridors, sidewalks and alleys, and a gridded street pattern. A majority of the retail use in commercial districts, is oriented on the street front which increases pedestrian activity in the area. Parking in commercial districts and corridors is often limited or requires a fee, encouraging more walking trips, or more trips where customers park once and walk between several destinations.



The Uptown community has some of the most walkable neighborhoods in the city.



Uptown is known for several pedestrian bridges that promote walkability and connectivity between its neighborhoods.

The community plan focuses on improving pedestrian amenities to address challenges posed by natural topography and the existing vehicular-based environment. The Mobility Element provides recommendations to improve existing roadway conditions by diversifying its streets to include multi modal elements and improving the overall safety for non-motorized vehicle use. The recommended improvements include complete streets features. Areas of emphasis for pedestrian improvements in the Uptown community are provided in Figure 3-1.

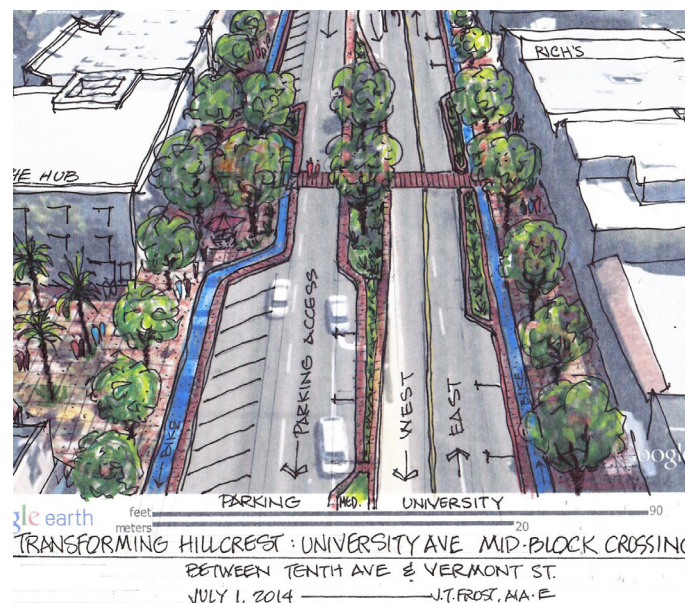
Pedestrian policies are numbered below as Policy MO-1.1 through MO-1.16. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, the Pedestrian Improvement Toolbox should be consulted for guidance.

PEDESTRIAN ROUTE TYPES

- **District Sidewalks** support heavy pedestrian levels in mixed-use concentrated urban areas.
- **Corridor Sidewalks** support moderate pedestrian levels in moderate density business and shopping districts.
- **Connector Sidewalks** support low pedestrian levels along roads with institutional or business complexes.
- **Neighborhood Sidewalks** support moderate pedestrian levels in low to moderate density housing areas.
- **Ancillary Pedestrian Facilities** are facilities located away from or cross over streets such as plazas, paseos, promenades, courtyards, or pedestrian bridges and stairways.
- **Paths** are walkways and paved paths used for recreational and transportation purposes that are not adjacent to roads.
- **Trails** are unpaved walkways not adjacent to a roadway that are used for recreational purposes.

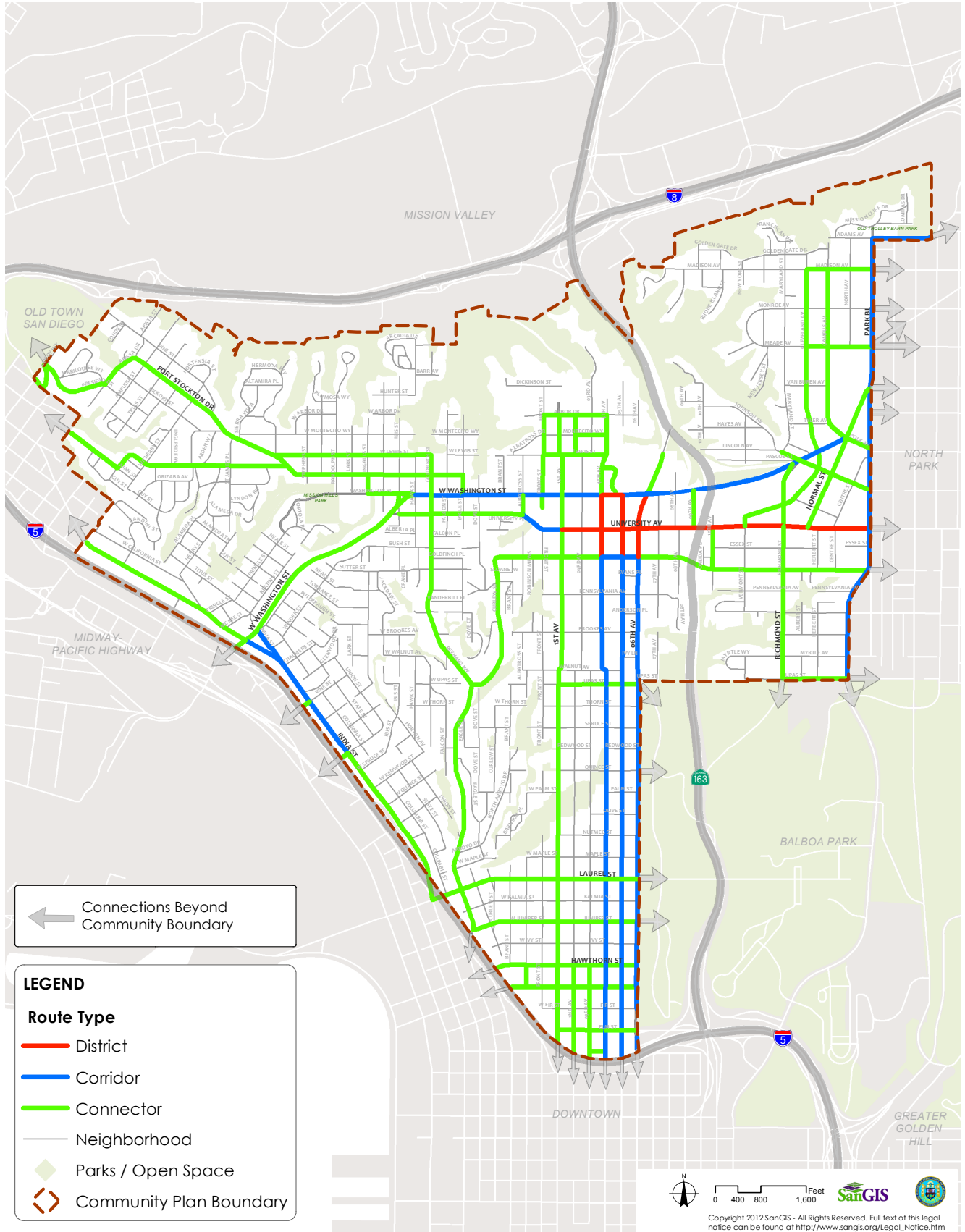
POLICIES

- MO-1.1** Enhance existing pedestrian travel routes along commercial corridors and streets leading directly to community destinations such as Balboa Park, schools, neighborhood parks, pedestrian streetlights, street furniture, and wayfinding signage.
- MO-1.2** Enhance pedestrian crossings at marked crosswalks through the implementation of advanced treatments that include but not limited to continental crosswalks, pedestrian activated crossing lights, flashing beacons, pedestrian countdown signals, and/or pedestrian phasing at signalized intersections within the focus areas identified in the City's pedestrian planning effort.
- MO-1.3** Consider the use of corner bulb-outs along the following pedestrian corridors:
- University Avenue at the intersections of First Avenue, Third Avenue, Tenth Avenue, Richmond Street, and Normal Street.



Conceptual drawing for a mid-block crossing across the eastern portion of University Avenue. Graphic courtesy of J.T. Frost, AIA-E

FIGURE 3-1: PEDESTRIAN ROUTES



- Normal Street at Campus Avenue/Polk Avenue
- Polk Avenue at Park Boulevard
- Robinson Avenue at the intersections with Fourth Avenue and Fifth Avenue
- Fourth Avenue between Interstate 5 and Robinson Avenue
- Fifth Avenue between Interstate 5 and Robinson Avenue
- Park Boulevard at the intersections with Upas Street and Myrtle Avenue

MO-1.4 Support pedestrian improvements that promote a safe connection along Washington Street between Hawk Street and India Street.

MO-15 Consider mid-block crossings along commercial corridors and in other areas where warranted, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.

MO-1.6 Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include but are not limited to bulb-outs/curb extensions, enhanced crossing treatments, traffic calming, leading pedestrian intervals, continental crosswalk phases and pedestrian recall phases.

MO-1.7 Increase pedestrian safety from the west side of Bankers Hill to Balboa Park by providing pedestrian improvements, as identified in the Bankers Hill/Park West “Walk the Walk” plan; of particular interest are the following locations:

- First Avenue at Nutmeg Street, Quince Street and Upas Street
- Fourth Avenue at Juniper Street, Spruce Street, and Upas Street

- Fifth Avenue at Grape Street and Juniper Street
- Sixth Avenue at Grape Street, Juniper Street as Nutmeg Street.

MO-1.8 Widen sidewalks where possible, especially along commercial streets and other high pedestrian traffic areas in the community, to allow two people to pass a third person comfortably.

MO-1.9 Prioritize the completion of missing sidewalk segments identified by the City’s sidewalk survey efforts.

MO-1.10 Continue to pursue safe routes to school grant funding for school areas and prioritize capital improvements that promote safe walking and biking routes to school and educational centers.

MO-1.11 Provide adequate travel width for mobility devices such as wheel chairs and motorized scooters by avoiding excessive signage and utility boxes in the public right-of-way.

MO-1.12 Support pedestrian improvements that promote safe connections along Washington Street from Lincoln Avenue to the bridge over State Route 163 in Hillcrest.

MO-1.13 Support implementation of improvements in Uptown identified in the City’s pedestrian planning efforts and Bicycle Master Plan.

MO-1.14 Implement traffic calming treatments on residential streets where excessive speeding occurs.

MO-1.15 Explore the feasibility of providing a pedestrian bridge over Washington Street west of Goldfinch Street.

MO-1.16 Create more definable pedestrian connections between the Medical Complex neighborhood and Hillcrest through the use of crosswalks, signalization, and pavement variations.

3.2 BICYCLING

The creation of an integrated bicycle network, will facilitate bicycling and help meet travel needs in the Uptown community. Bicyclists within Uptown utilize streets for both commuting and leisure bicycling. Existing bicycle facilities generally consist of bicycle routes (Class III facility), with limited bicycle lanes in the northeast and west areas of the community. Roadways within the community vary between flat topography in central business districts to very hilly areas in the western and southern portions of the community that extend to the Midway-Pacific Highway and Downtown San Diego communities. The Uptown community is accessible to Downtown, Balboa Park, Old Town, North Park and the San Diego Bay.

The community plan envisions an enhanced bicycle network, including bicycle boulevards which are identified as streets optimized for free-flowing bicycle traffic. These streets have enhanced safety measures, such as a separation from vehicular traffic, specialized paint, and priority signals that promote increased cycling rates among residents. The planned bicycle facilities for the community are shown in Figure 3-2. In addition to the Bicycling policies identified in this element, General Plan policies ME-F.1 through ME-F.6 should be considered for guidance.

POLICIES

- MO-2.1** Install bicycle parking facilities consistent with the regional and citywide bikeway network.
- MO-2.2** Utilize Uptown's street grid to identify bicycle priority streets connecting areas within Uptown, Golden Hill, North Park, Midway-Pacific Highway, and Downtown.
- MO-2.3** Increase the level of bicycle comfort and safety as well as accessibility for all levels of bicycle riders with improvements designed specifically for accommodating bicycles such as: signs and bold pavement markings, actuated signal timing, priority parking, buffered bicycle lanes and, where feasible, protected bicycle facilities.

- MO-2.4** Support bicycle facilities on Washington Street, Laurel Street, Juniper Street, San Diego Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, and Bachman Place.
- MO-2.5** Support bicycle facilities on roadways that would connect Uptown to North Park such as: Washington Street, Lincoln Avenue, University Avenue, Robinson Avenue, and Park Boulevard.
- MO-2.6** Establish a protected bicycle facility running east-west from Park Boulevard to India Street which includes but is not limited to utilizing University Avenue with further details to be determined through feasibility studies and public input.

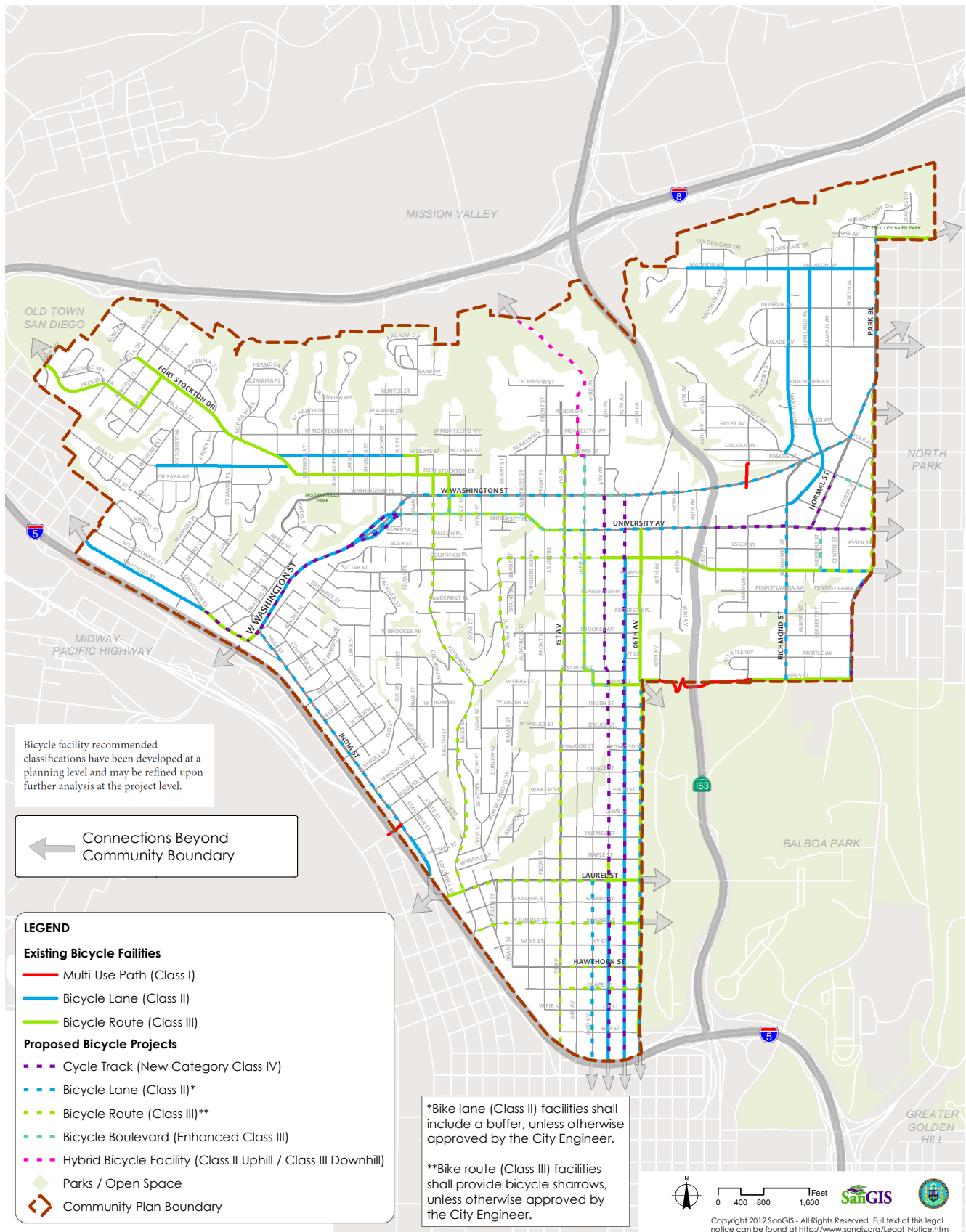


Facilities that promote biking should accommodate all cyclists regardless of skill.



Buffered bike lanes along Fifth Avenue connect Downtown with Bankers Hill/Park West and Hillcrest.

FIGURE 3-2: EXISTING AND PLANNED BICYCLE NETWORKS



- MO 2.7** Eliminate gaps in the bicycle network by creating and completing connections between bicycle facilities.
- MO-2.8** Accommodate future bicycle parking needs as ridership increases.
- Encourage businesses to promote ridership through the acquisition and provision of bicycle parking facilities.
 - Consider the use of multi-colored, integrated parking meter bicycle racks to promote visibility and awareness.
- MO-2.9** Coordinate with SANDAG on the planning and implementation of regional bicycle facilities.
- MO-2.10** Support the installation of bicycle corrals and other bicycle parking opportunities to enhance neighborhood identity within commercial corridors to support bicycle and foot traffic.
- MO-2.11** Encourage training and safety awareness programs related to sharing the road with motorists.

3.3 TRANSIT

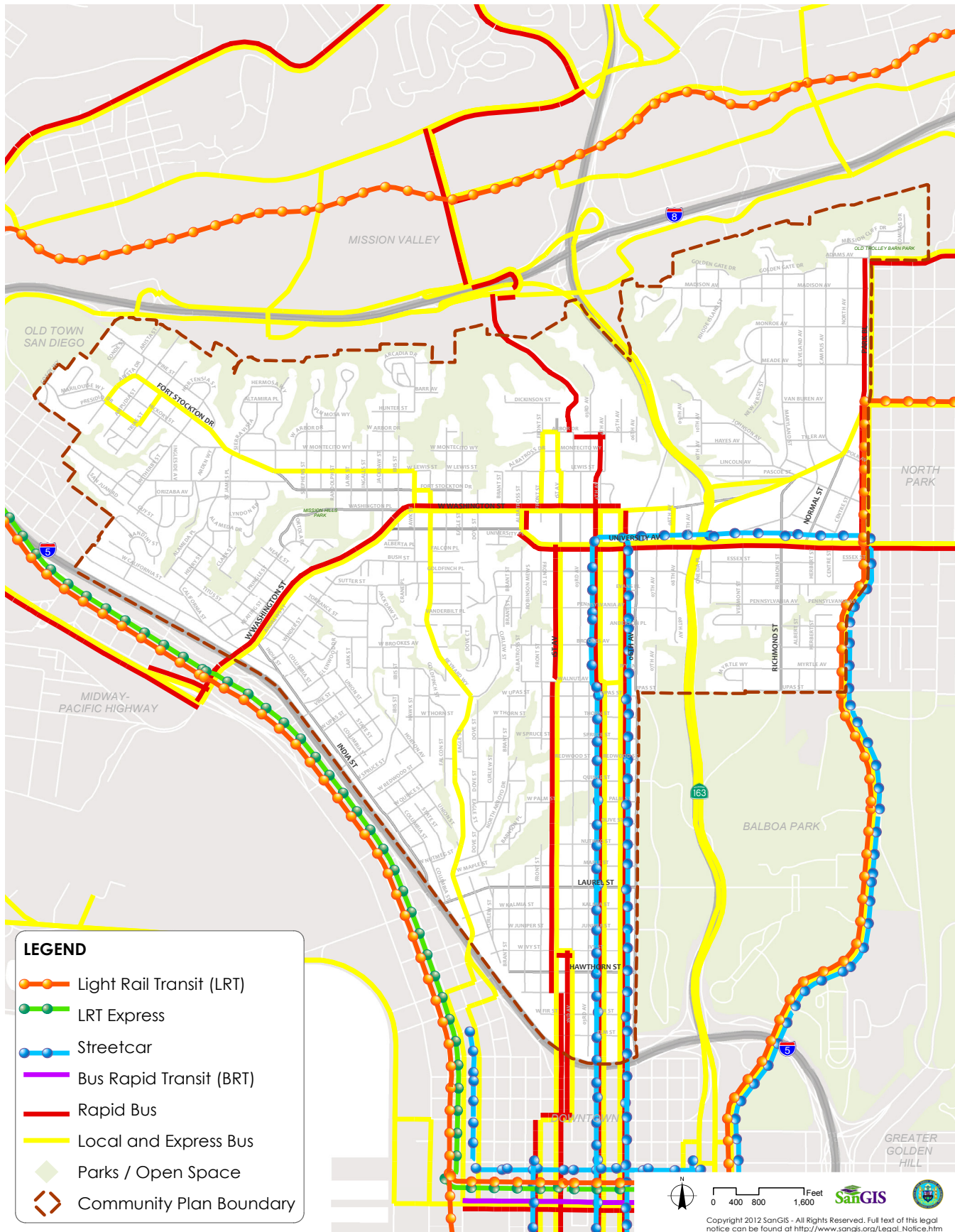
A well-integrated transit network will improve community livability by increasing access to civic, commercial and employment destinations. Transit will need to be attractive, convenient and act as a viable choice of travel, reducing dependence on the automobile. Uptown is served by bus routes that run in the east-west and north-south directions through the community and provide connections to areas throughout San Diego. Expanding transit services is an essential component to the Uptown Community Plan. Future transit stations will need to be integrated into walkable, transit-oriented neighborhoods and centers.

Future transit service is in the SANDAG Regional Transportation Plan (RTP). The 2050 RTP identifies Rapid Transit, Light Rail Transit (LRT), and Streetcar service within Uptown. The new improvements will improve the type of service, frequency of service and areas patrons can access. Figure 3-4 illustrates the transit network with the buildout of the 2050 RTP.

The following are planned transit service enhancements for Uptown contingent upon future funding:

- Route 10 will convert to a Rapid Bus Route with improvements to include expanding services to La Mesa and Ocean Beach. Route 10 currently travels along University Avenue and Washington Street in the Uptown corridor.
- Route 120 will convert to a Rapid Bus Route along its current route. The current Route 120 travels along Fourth and Fifth Avenues and University Avenue in the Uptown corridor. This route would convert to a Rapid Bus Route and continue to provide service between Kearny Mesa and Downtown, at 10-minute frequencies throughout the day. Service is planned to begin in approximately 2030.
- Route 11 will convert to a Rapid Bus Route along its current route. Route 11 currently provides local bus service from SDSU Transit Center to Skyline Hills and travels along Park Boulevard, University Avenue, and First Avenue in Uptown. The expected year for completion is 2035.
- Street Car Service will provide services from Downtown to the Hillcrest neighborhood. The streetcar service will travel along Fourth and Fifth Avenues, University Avenue, and Park Boulevard in the Uptown corridor. The expected year for completion is 2020.
- Mid-City LRT will provide service from City College to San Diego State University via Park Boulevard to El Cajon Boulevard by 2035. Phase 1 will include a LRT extension from Downtown to Mid-City via El Cajon and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT Service will be provided via Park Boulevard and University Avenue in the Uptown corridor. The expected year for completion is 2035.

FIGURE 3-3: PLANNED TRANSIT FACILITIES



General Plan policies ME-B.1 through ME-B.10, should also be consulted for guidance in addition to the following transit system policies:

POLICIES

- MO-3.1** Coordinate with SANDAG to provide convenient public transit connections to Downtown and the San Diego International Airport from the Uptown community.
- MO-3.2** Coordinate with Metropolitan Transit System (MTS) to improve public transit amenities such as benches, shade structures, lighting, secure bicycle parking facilities and timetables where appropriate with input from the community.
- MO-3.3** Encourage the installation of electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- MO-3.4** Include public art, shade trees, and landscaping surrounding bus stops, where appropriate, to improve the environment and encourage the use of public transportation.
- MO-3.5** Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- MO-3.6** Coordinate with SANDAG to pursue efforts to implement a streetcar line connecting Downtown and Hillcrest.
- MO-3.7** Coordinate with SANDAG and MTS to install, where feasible, a minimum of 8-foot wide sidewalks at bus stop stations.
- MO-3.8** Design bicycle and pedestrian infrastructure improvements, such as bulb-outs, with consideration of bus stops and bus turning movements to avoid adverse impacts to existing and planned bus services to the area.

- MO-3.9** Support the implementation of street cars along historic routes.
 - a. Incorporate public art to define streetcar routes.
 - b. Support seeking historic designation for restored streetcars from the State Office of Historic Preservation.
- MO-3.10** Coordinate with SANDAG to ensure that the Mid-City LRT extension and streetcar routes are included the Regional Transportation Plan.
- MO-3.11** Coordinate with MTS on the relocation of bus stops where needed and the implementation of shuttles between transit routes to improve ridership accessibility.
- MO-3.12** Coordinate with SANDAG and MTS to implement transit priority measures to improve transit travel times.



A streetcar line between Downtown and the Hillcrest business core would provide another travel option in the community and serve as a tourism booster for the community.

3.4 STREET AND FREEWAY SYSTEM

Many of the surface streets within Uptown are segmented by canyons, focusing the majority of east-west traffic onto Washington Street, University Avenue, Robinson Avenue and Laurel Street. North-south traffic is concentrated on India Street, Reynard Way, First, Fourth, Fifth and Sixth Avenues and Park Boulevard. This concentrated effect contributes to congestion on most of these streets. Existing functional street classifications are presented in Figure 3-4 and buildout street classifications are presented in Figure 3-5.

Most of the public right-of-way is constructed with streets and sidewalks, and when adjacent property is developed. The community plan envisions repurposing streets to incorporate multiple modes of travel. By creating an efficient and attractive multimodal network, bicycling, walking, and transit will become more viable modes of transportation.

General Plan Policies ME-C.1 through MC-C.7 and Table ME-2 (Traffic Calming Toolbox) should also be consulted for guidance in addition to the following community-based policies for street, freeway, and intersection improvements:

POLICIES

- MO-4.1** Provide a complete streets network throughout Uptown, safely accommodating all modes of travel and users of the public right-of-way.
- MO-4.2** Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access
- MO-4.3** Implement focused intersection improvements to improve safety and operations for all modes of travel.
- MO-4.4** Provide street trees, street lighting, and implement a wayfinding program.
- MO-4.5** Incorporate balanced multi-modal concepts into planning, designing, retrofitting and maintenance of streets.
- MO-4.6** Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use neighborhoods.
- MO-4.7** Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along State Route 163 and Interstate 5 to improve community accessibility to regional facilities and enhance active transportation modes along freeway interchanges.
- MO-4.8** Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the Medical Hospital Complex neighborhood.
- MO-4.9** Implement road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown.
- MO-4.10** Prioritize safety improvements along transportation corridors to reduce transportation-related fatalities and injuries involving bicyclists and pedestrians as identified in bicycle and planning efforts such as Vision Zero and the Pedestrian Master Plan.
- MO-4.11** Implement focused intersection improvements to provide safety for all modes of transportation at major commercial intersections, at popular destinations in the community, and to and from Balboa Park.
- MO-4.12** Discourage vacating streets and alleys in cases where the public right-of-way cannot be utilized for significant public benefits such as linear, pocket, and joint use parks; access to open space systems; additional on-street public parking; and public access to individual parcels, or views of open space from public rights-of-way.

FIGURE 3-4: EXISTING FUNCTIONAL STREET CLASSIFICATIONS

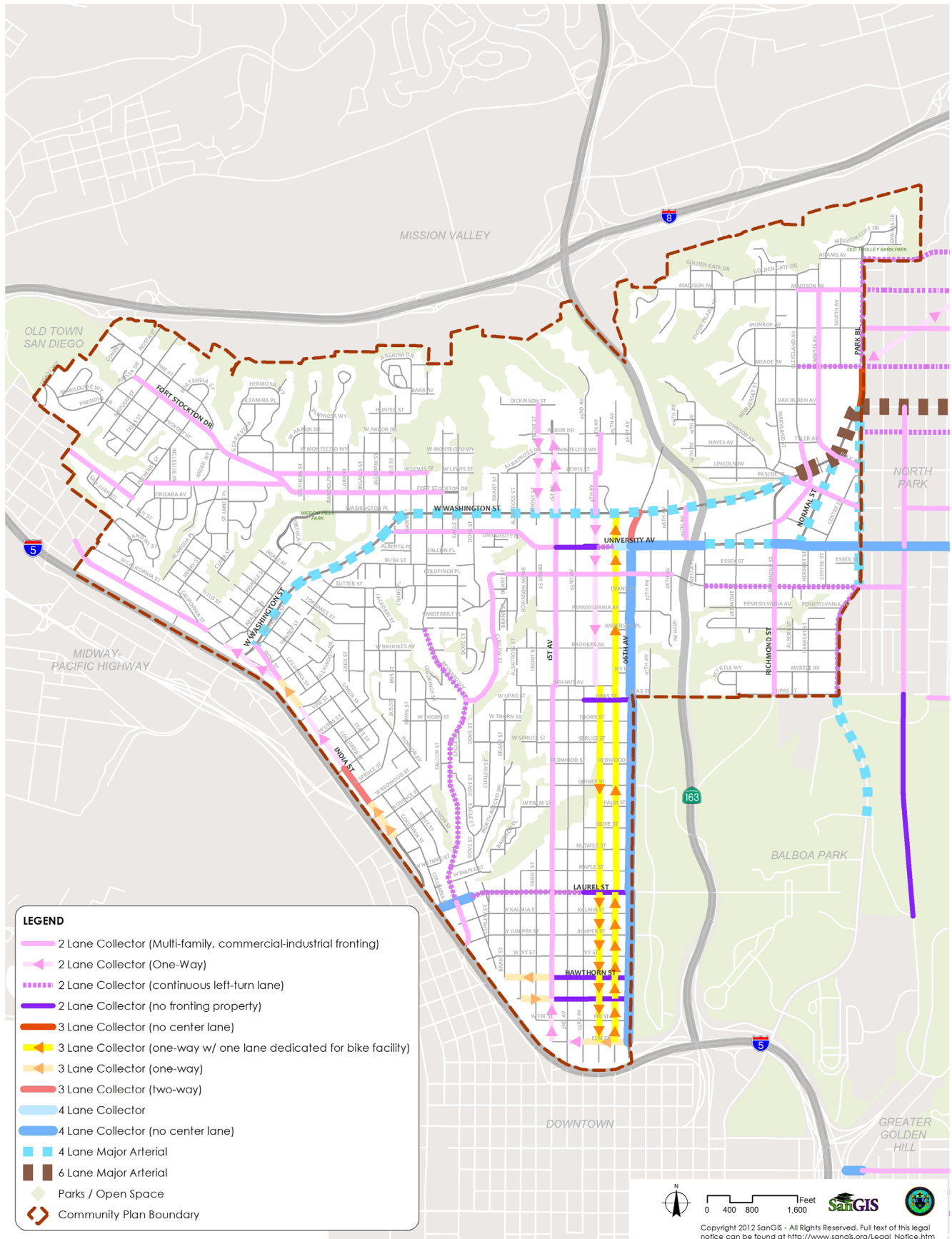
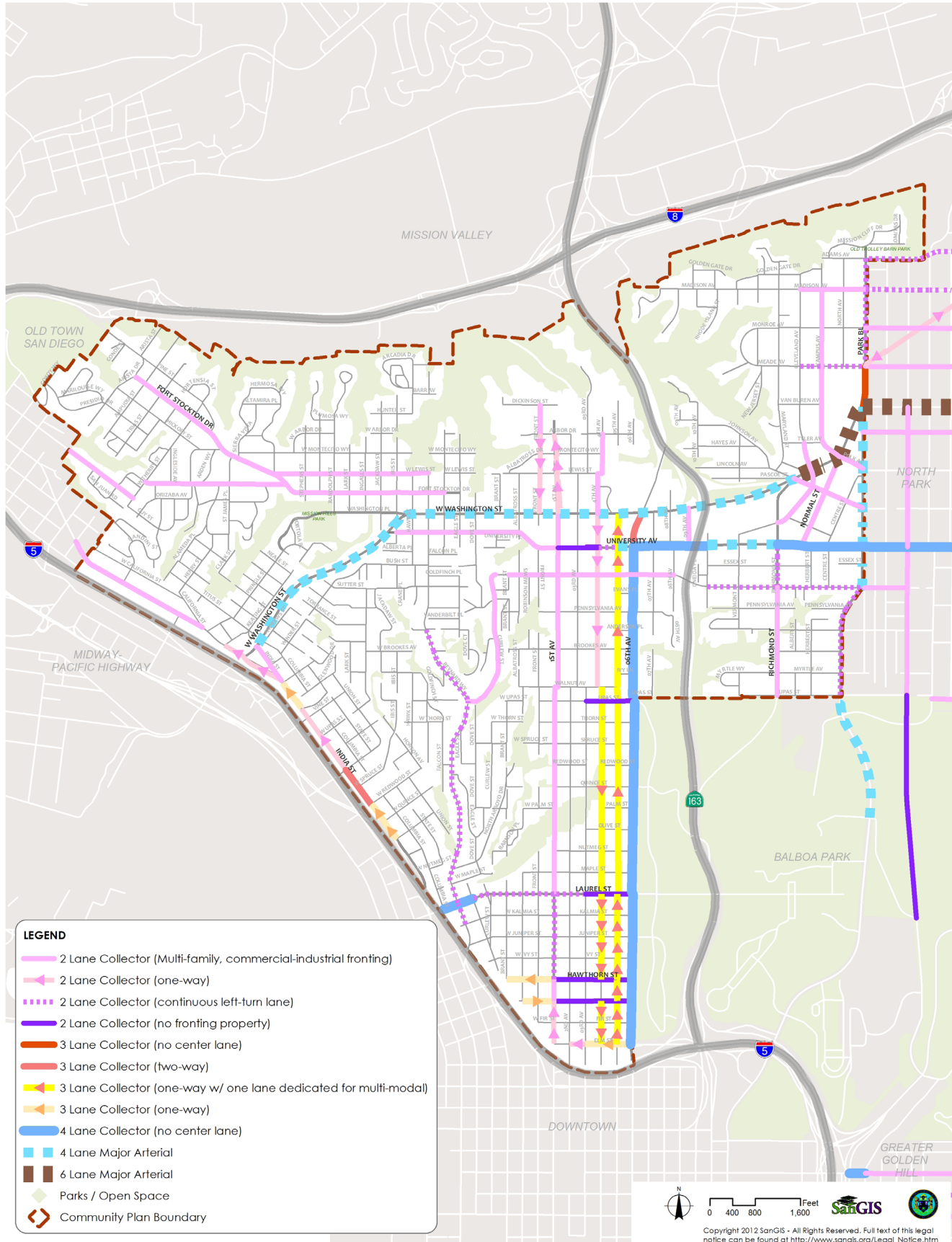


FIGURE 3-5: PLANNED STREET CLASSIFICATIONS



- MO-4.13** Support the restriction of new curb-cuts and the consolidation or removal of existing curb-cuts where possible to increase on-street parking.

3.5 INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their service. The goal of ITS application is to maximize efficiency of services, increase vehicle throughput, reduce congestion, and provide quality information to the commuting public. The application of ITS technologies can influence choices across all modes of travel by providing real-time and reliable information regarding transit arrivals and departures, parking structure space availability, electric and alternative fuel vehicle charging and fueling locations. Information may be relayed or provided in the form of flashing messaging boards, self-adjusting traffic signals during peak traffic hours, and variable tolls depending on roadway volumes. Such applications would be beneficial to the Hillcrest Business District and other neighborhood commercial areas where the location and availability of on-street and off-street parking would make shopping, dining, and conducting businesses more convenient for patrons.

General Plan Policies ME-D.1 through ME-D.6 as well as the following community-based policies should be considered when evaluating ITS improvements.

POLICIES

- MO-5.1** Utilize Intelligent Transportation System (ITS) improvements to improve safety, efficiency, service and reduce congestion, including but not limited to traffic signal coordination, pedestrian and bicycle detection, traffic and transit information, and transit priority measures. Deployment of ITS improvements should be targeted along Park Boulevard, Washington Street, University Avenue, Fifth Avenue, and Sixth Avenue.
- MO-5.2** Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.
- MO-5.3** Encourage accommodation of emerging technologies such as car charging stations and self-driving/automated vehicles in future infrastructure and development projects, especially in new office and multifamily structures.



Complete streets encourage street connectivity and aim to establish a comprehensive, integrated mobility network for all modes of travel.

3.6 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking, and ridesharing. These tools can reduce congestion and parking demand.

General Plan Policies ME-E.1 through ME-E.8 as well as the following community-based policies should be considered when evaluating TDM applications.

POLICIES

- MO-6.1** Encourage new residential, office, and commercial developments and any new parking garages to provide spaces for car sharing and validated parking for clients and patrons in order to reduce demand for on-street parking.
- MO-6.2** Encourage large employers such as hospitals and the San Diego School District to provide transit passes at reduced rates



Large employers within the community can also contribute to a more multi-modal community transportation network, by, for example, providing transit passes at a reduced rate.

to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

- MO-6.3** Support bicycle sharing in the public right-of-way and car sharing programs in the community to reduce the need for auto ownership.
- MO-6.4** Create programs and establish more locations to encourage the use and distribution of transit passes.

3.7 PARKING MANAGEMENT

Parking contributes to the viability of businesses, to the protection of pedestrians and to calm traffic. Depending on its availability, parking can influence decisions related to choosing transit as a transportation option. On and off-street parking are in high demand in Uptown's commercial areas. In the Hillcrest core, parking serves short-term shoppers and for loading. In the Medical Complex neighborhood parking is utilized primarily by residents, hospital employees, and visitors. In Bankers Hill, demands are placed on parking as a result of special events that take place in Balboa Park. Management of parking spaces through operational improvements, programs, and improvements associated with new development can assist in addressing the demand for parking and contribute to achieving mobility, and environmental goals.

General Plan Policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategy Toolbox), as well as the following community-based policies should be considered when evaluating new parking facilities.

POLICIES

- MO-7.1** Implement creative parking programs with new development such as in-lieu programs managed by the community parking district that would contribute to the construction of new parking structures that are designed sensitively and sited appropriately adjacent to existing uses.

- MO-7.2 Consider public parking structures with shared parking arrangements to supplement the parking needs and serve Uptown businesses.
- MO-7.3 Encourage screening on-site parking by locating it in areas not highly visible from the street corridor or by using landscaped islands and border landscaping.
- MO-7.4 Implement below-ground parking and parking structures for new development as alternatives when surface parking is inadequate or would result in large paved areas without adequate space for landscaping amenities.
- MO-7.5 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.
- MO-7.6 Support shared parking agreements with institutional uses, offices, and other businesses where associated parking could provide additional parking in the evening.
- MO-7.7 Provide electric vehicle charging stations in parking garages, near parks and public facilities and in mixed-use developments.
- MO-7.8 Consider strategies such as permit parking, limited-time parking, and car sharing opportunities in residential areas to reduce demand for on-street parking.
- MO-7.9 Implement a parking in-lieu fee for new development that would contribute to implementing parking demand reduction strategies or fund parking structures within the community.
- MO-7.10 Work with the Uptown Community Parking District in the implementation of a parking management plan within its established boundaries.
- MO-7.11 Identify and dedicate carshare spaces in business districts and within the core of commercial districts.



Public parking improvements can serve the dual purpose of providing commercial parking as well as public space and art.

- MO-7.12 Utilize diagonal parking on side streets adjacent to commercial districts and within multifamily neighborhoods to increase parking supply where feasible.
- MO-7.13 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity.
- MO-7.14 Include primarily parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.
- MO-7.15 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 street widths (50 feet or greater), where a narrower travel lane can accompany this configuration.
- MO-7.16 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer should be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.

- MO-7.17** 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 to 30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc.
 - Restrict time limits to two hours where turnover of parking spaces is important to support nearby retail business.
 - Use flexible hours and rates for those meters located at a greater distance from the commercial core to encourage utilization of longer parking time zones and lower parking rates.
- MO-7.18** Maximize on-street parking by removing existing, underutilized curb-cuts and consolidating existing curb-cuts.
- MO-7.19** Explore opportunities to increase on-street parking within business districts.
- MO-7.20** Maintain the supply of on-street parking within business districts while balancing the need for multimodal improvements.
- MO-7.21** Utilize signage and striping to prevent oversized vehicles from parking overnight along West Washington Street and India Street.



Private developments can assist in addressing existing parking needs through shared parking opportunities during off-peak times.



Electronic parking meters can provide adjustable time duration rates and statistical data on parking utilization.



4

URBAN DESIGN

- 4.1 EXISTING CONTEXT AND URBAN FORM
- 4.2 URBAN DESIGN FRAMEWORK
- 4.3 STREET AND THE PUBLIC REALM
- 4.4 DEVELOPMENT FORM
- 4.5 COMMUNITY PLAN IMPLEMENTATION
OVERLAY ZONE (CPIOZ)

INTRODUCTION

The Urban Design Element guides future development to ensure that the physical attributes that make Uptown 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 policies guide future planning and development. They contain design principles and guidelines to inform the planning and design in Uptown's individual neighborhoods.

UPTOWN COMMUNITY URBAN DESIGN GOALS

- Distinctive Neighborhoods
- Development Diversity
- Vibrant Commercial Districts
- Buildings with appropriate Scale and Graceful Transitions
- Sustainable Development

GENERAL PLAN CROSS-REFERENCE TABLE

The City of San Diego General Plan establishes citywide policies to be cited in conjunction with the community plan. Policies may also be further referenced, emphasized, and or elaborated upon in this plan to provide community-specific direction. Urban Design Element policies in the General Plan that are particularly significant to the Uptown community are listed by their notation in the cross-reference Table 4-1.

TABLE 4-1: GENERAL PLAN-RELATED URBAN DESIGN TOPICS AND POLICIES

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

4.1 EXISTING CONTEXT AND URBAN FORM

NEIGHBORHOOD CENTERS AND NODES

Urban design is 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 nodes of retail, employment, and mixed-use, creating centers within 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 the village place-type is in the Hillcrest core where several major corridors intersect. University Avenue is the anchor corridor of the urban village, 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.



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



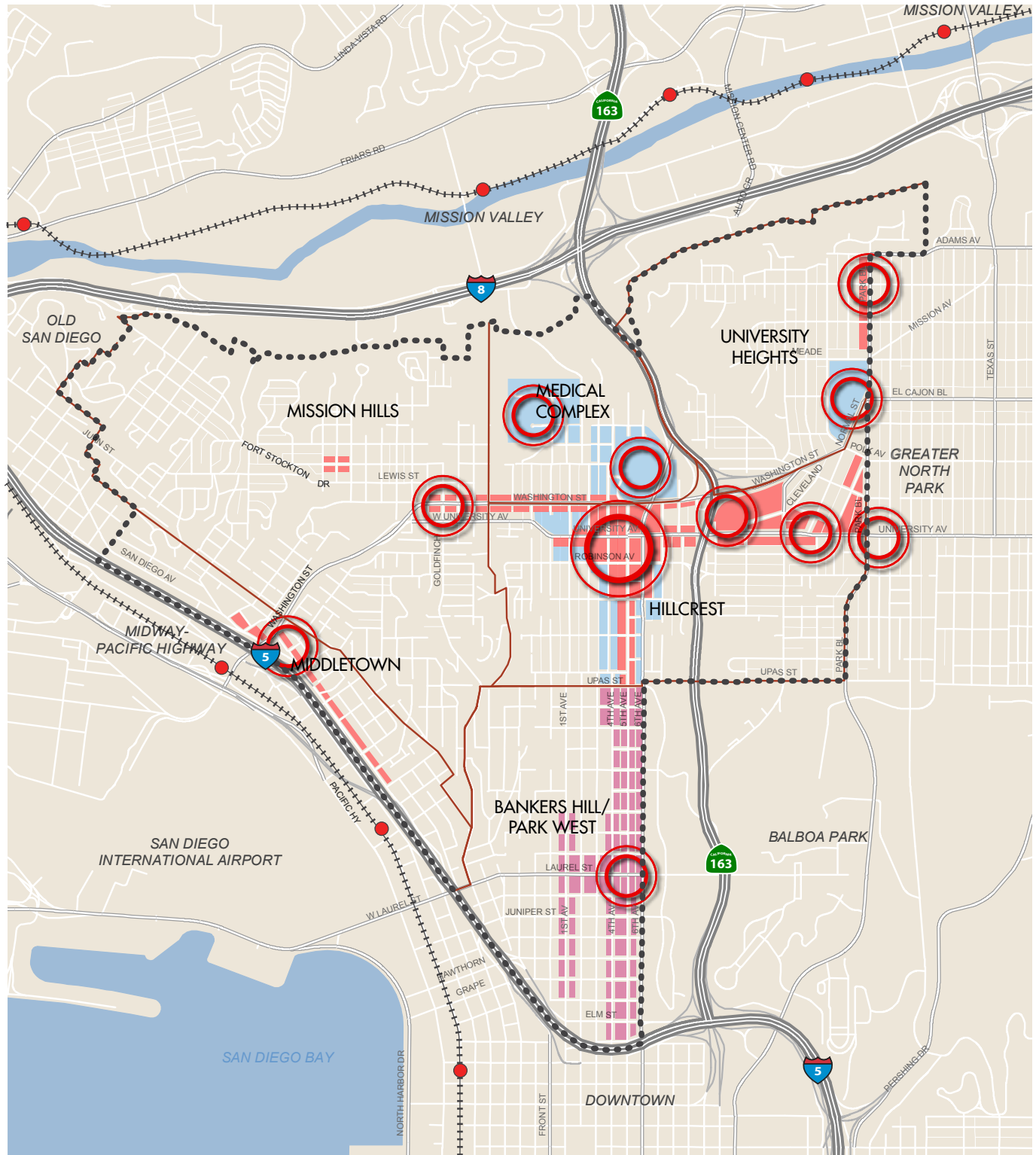
The design of many of Uptown's older neighborhoods focused around the development of the streetcar and emphasized walkability and pedestrian scale.

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, mid-rise 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, Fifth Avenue and Laurel Street in Bankers Hill/Park West, 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 4-1.

The concentration of hospitals and medical support uses in the Medical Complex neighborhood form 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 Fourth and Fifth Avenues contributes a distinct personality to these north-south corridors, and limited retail serves the adjacent residential area.

FIGURE 4-1: NEIGHBORHOOD CENTERS AND NODES



- LEGEND**
- Mixed Use
 - Mixed Use Retail Focus
 - Mixed Use Employment Focus
 - Neighborhood Centers & Nodes
 - Community Plan Boundary
 - Neighborhood Boundary
 - Trolley Route & Stops



0 400 800 1,600 Feet

SanGIS



Uptown's commercial districts and corridors are where most infill development will occur and where compatibility and graceful transitions between old and new development will be emphasized.

Landmarks characterize distinct areas in Uptown and enhance the area's identity. Buildings such as St. Paul's Cathedral, Fifth Avenue Financial Center, 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 4-2.

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. Uptown has been known for its proximity to Downtown, its unobstructed views of the harbor, and its variety of architectural styles and mature landscapes dating to the City's early history. 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.

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 diverse mixture of development and physical improvements from all of San Diego's eras.

VEWS, CANYONS, AND NATURAL OPEN SPACE PRESERVATION

Due to its significant topography, Uptown has prominent public viewsheds, view corridors, and scenic overlooks offering views to Balboa Park, Mission Bay, Mission Valley, and the San Diego Bay and Harbor. While views are common from vantage points under private ownership, such as single-family neighborhoods, public views refer to those that are accessible from public vantage points such as public right-of-ways, parks, and landmarks. See additional policies related to scenic resources, public views, and resource conservation in the Conservation Element.



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

FIGURE 4-2: LANDMARKS AND GATEWAYS



LEGEND

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



0 400 800 1,600 Feet



FIGURE 4-3: CANYONS AND VIEWS



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. 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

- UD-1.1** 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).
- UD-1.2** Preserve and enhance viewsheds/scenic overlooks, and view corridors from public streets and vantage points as shown on Figure 4-3 Canyons and Views.
- UD-1.3** Respect required setbacks for buildings in order to maintain view corridors along public rights-of-way and to enhance pedestrian and auto views to Balboa Park, Mission Bay, and San Diego Bay.
- UD-1.4** Ensure that public views are not obstructed where public streets and public right-of-way easements intersect Balboa Park and Community Plan designated open space. Vegetation may be provided at these locations, but should be designed to frame, not screen or obstruct public views.
- UD-1.5** Promote building design that is responsive to the community's unique canyon environment and steep slopes.
- UD-1.6** Ensure that canyon rim and hillside development is unobtrusive and maintains the scale and character of the adjacent buildings.
- UD-1.7** Design drives and parking access to conform, as closely as possible, to existing grades and minimize the need for the grading of slopes.
- UD-1.8** Design buildings along the canyon edge to conform to the hillside topography by providing a setback from top of slope where possible.
 - a. Provide a stepped foundation down the slope, rather than cantilevering over the canyon. In order to accommodate a reasonable building size for lots with limited flat area.
 - b. Design roof pitches to approximate the slope.
- UD-1.9** Protect the visual quality of landforms and the character of canyon neighborhoods by:
 - a. Dividing the building heights into one and two story components, varying the rooflines and wall planes, providing openings, projections, recesses and other building details.
 - b. Creative building shapes and uses of entries, arcades, stairs, overhangs and angles can help to complement the surrounding topography and vegetation to create and define outdoor space.
- UD-1.10** Avoid exposed under-floor areas, large downhill cantilevers, and/or tall support columns for overhanging areas for both aesthetic and fire safety reasons.
- UD-1.11** Use neutral, earthtone, muted colors that complement the natural landscape, for building adjacent to designated open space.

4.2 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 Uptown. The urban design framework (Figure 4-4) focuses on several key areas, which are addressed individually within each of Uptown's neighborhoods in the discussion that follows.

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

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 right-of-way provides for circulation within and through the community—accommodating pedestrians, bicycles, and buses, in addition to automobiles and trucks.
- **Development Framework:** The public right-of-way provides 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 right-of-way plays 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 public realm serves a critical role in a neighborhood or commercial area's character and function.



The interaction between the public realm and the private realm has a major influence on the pedestrian experience.

FIGURE 4-4: URBAN DESIGN FRAMEWORK



4.3 STREETScape AND PUBLIC REALM

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.



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.

POLICIES

Streetscape:

- UD-3.1** 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.
- UD-3.2** 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.
- UD-3.3** Landscape the public streetscape with shade producing 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.
- UD-3.4** Provide fixed in place benches and other forms of seating (e.g. low walls, planter edges, and wide steps) throughout the community, particularly in pedestrian-oriented commercial areas and near transit stops.
- UD-3.5** Provide benches in sidewalks, plazas, parks, transit stops, and other high pedestrian use areas to further promote pedestrian use.
- UD-3.6** Provide benches constructed of durable and low maintenance materials, and reflect the design character of the area.

UD-3.7 Encourage use of individual, movable chairs, within plazas and pedestrian nodes, 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.

UD-3.8 Encourage landscaping, screening and architectural design to enhance the appearance of hospital facilities. 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 Somerset Hillcrest adjacent to Mercy Hospital.

UD-3.9 Support a streetscape plan for India Street and San Diego Avenue in the Middletown Neighborhood Center/ Node to improve appearance and pedestrian amenities.

Pedestrian-Oriented Street Lighting:

UD-3.10 Use a consistent style and size of pole and fixture within a given neighborhood 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.

UD-3.11 Coordinate the pole and fixture design with other street furniture and amenities to establish an attractive and unified design character.

UD-3.12 Maintain a low height of light fixtures to establish a pedestrian-scaled environment and to minimize light spill into adjoining properties.

UD-3.13 Encourage the placement of lights in close proximity so that the illumination standard may be reduced and provides appropriate levels of illumination.

UD-3.14 Select light poles with armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).

UD-3.15 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.

UD-3.16 Select color-balanced lamps that provide a warm white illumination and realistic color rendition.

Newspaper Racks:

UD-3.17 Consolidate newspaper racks into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.

UD-3.18 Locate newspaper racks generally near intersections and co-located with transit stops, to provide an amenity to transit riders.

Refuse Containers:

UD-3.19 Locate refuse containers regularly at intersections, near major building entrances, near bus stops, and adjacent to outdoor seating areas.

UD-3.20 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.

UD-3.21 Coordinate refuse containers with the overall style and aesthetic of other street furnishings.

Tree Grates, Guards, and Planting Strips:

- UD-3.22 Include tree grates or other porous materials 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.
- UD-3.23 Coordinate tree grate design and materials with overall character of the street and neighborhood and other street furnishings.
- UD-3.24 Consider grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance).
- UD-3.25 Encourage the use of 3-sided tree guards that have proven to increase the survivorship of new trees, require less maintenance, and minimize trip hazards as an alternative to using tree grates.
- UD 3.26 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 to maintain long-term health.
- UD 3.27 Planting strips are encouraged over tree grates in primarily residential areas and areas with lighter pedestrian traffic.



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



Banners and community monument signs such as the ones used in University Heights promote community branding and identity.

Signage and Wayfinding Systems:

- UD-3.28 As a significant destination for visitors, consider developing a wayfinding system that can assist both San Diego residents and visitors in navigating the community to:
 - 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.
 - Provide efficient, alternative routes to common destinations to reduce congestion.
 - 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.

Public Utilities:

- UD-3.29** Underground utilities particularly on commercial streets, in order to reduce conflicts with pedestrian movement and improve the aesthetic character of the public realm. Undergrounding projects should maximize space available for street trees.
- UD-3.30** 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.

Streetscape Improvements in Residential Areas:

Residential streets generally do not have the same degree of pedestrian activity or need the level of streetscape furnishings as streets in commercial and mixed-use areas. The primary intent is to create 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:

- UD-3.31** Include a planting strip between the curb and sidewalk to provide a buffer between pedestrians and the street edge.
- UD-3.32** Include unique neighborhood identity monuments or other features that contribute to neighborhood character in the planting strip or median, if present.
- UD-3.33** Increase the landscaping in the public right-of-way along Reynard Way and Curlew Street.
- UD-3.34** Maintain the historic scale and character on First Avenue south of Maple Canyon.

STREET TYPES

Uptown contains a variety of different street types that differ in both function and design. Some streets, such as Washington Street, function as major through vehicular travel corridors that provide primary access to and through the area. Others, such as University Avenue and Fifth Avenue, serve as major connectors to adjacent neighborhoods. The majority of the streets, however, serve primarily as local streets that provide access to residential neighborhoods and shopping districts and carry much lower volumes of traffic.

The discussion and policies listed in this section of the Urban Design Element are intended, from an urban design standpoint to respond to and complement the mobility aspects identified in the Mobility Element. Five general street types are addressed by the following discussion:

- Major Through-Corridor Streets
- The Avenues - Major Connector Streets
- Pedestrian-oriented Retail Streets
- Green Streets
- Alleys

The following discussion sets forth a number of possible scenarios for altering the design of street cross-sections within the existing public right-of-way to achieve one or more of the community's objectives for the Uptown. In some instances, the recommendation is specific to a particular street, but more often the design is descriptive of a condition. The intent is not to comprehensively re-configure the streets of Uptown, but to suggest a series of design options that might be introduced incrementally as conditions warrant and circumstances permit.

MAJOR THROUGH-CORRIDOR STREETS

Major through-corridor streets serve as the major circulation routes connecting the Uptown community to freeways, and to the surrounding communities. They allow efficient circulation of traffic through Uptown. Uptown's primary through-corridor streets is Washington Street and Park Boulevard. Both streets are characterized by wide right-of-ways, multiple travel lanes, and limited pedestrian and bicycle facilities or streetscape amenities. The functional and aesthetic character of these corridors is 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

- UD-3.35** Reduce the actual and/or apparent width of the vehicular travel way in order to both slow traffic and facilitate safe pedestrian crossing where feasible. Such measures might include:
- The reduction of lane widths
 - The incorporation of a landscaped median
 - Neck downed (sidewalk bulb-outs) intersections
- UD-3.36** Incorporate gateway elements 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.
- UD-3.37** Utilize street trees to give scale and definition to corridors and to slow traffic. Street tree locations may include sidewalk zones, parking lanes, and median strips.
- UD-3.38** Widen sidewalks to provide a pedestrian zone that does not feel impinged upon by moving traffic. Pedestrian zones should include both parking and street trees as buffers between pedestrians and moving traffic.

- UD-3.39** Incorporate bike lanes, cycle tracks, or other appropriate improvements to accommodate safe bicycle use.

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. These streets are not the most pedestrian or bicycle friendly because the one-way traffic flow results in both higher travel speeds and volumes. First and Sixth Avenues, which are 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 wide, two-lane local streets because they do not provide through north-south connections.



The commercial area at the intersection of Washington Street and India Street serves as major western gateway into the Uptown Community.

The design challenge on the Avenues is to make effective use of the generally wide street cross-sections to create more pedestrian-, bicycle- and transit-friendly streets while accommodating vehicular traffic.

POLICIES

UD-3.40 Explore design solutions for the Avenues that make them more hospitable to pedestrian, bicycle and transit use while recognizing and enhancing the different functional characteristics of each street.

UD-3.41 Create a more human scale to the street along First, Fourth and Fifth Avenues by enhancing pedestrian and bicycle facilities, and calming 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

UD-3.42 Create a greater sense of place along Fourth and Fifth Avenues. 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 of the avenues
- The use of distinctive paving, banners, public art, etc. to distinguish neighborhoods and districts



Fifth Avenue also serves as a connector between Downtown and Uptown for bicyclists.

UD-3.43 Narrow the actual and/or perceived street cross-section and make more creative use of the public right-of-way to complement the residential scale and character along Second and Third Avenues and the north-south streets west of First Avenue. Such enhancements might include:

- Consistent street tree planting, including use of canopy trees, double rows of trees, and other strategies to enhance definition and sense of enclosure
- Widening of sidewalks
- Addition of bike lanes
- Addition of diagonal parking
- Sidewalk bulb-outs at intersections
- Narrowing of street to create streetside pocket parks or greenways

UD-3.44 Enhance the adjacency of Balboa Park to the Bankers Hill/Park West neighborhood through similar themed landscaping, increased setbacks to increase public views along public rights-of-way, and public art.

UD-3.45 Encourage new development to provide a 10-foot minimum setback from property line for lots fronting the west side of Sixth Avenue (south of Upas Street) in order to establish a 30-foot total building setback from building face to curb. The resulting

yard shall be landscaped and palm trees species shall be planted adjacent to sidewalks to form a parallel row of trees with Balboa Park.

PEDESTRIAN-ORIENTED RETAIL STREETS

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

UD-3.46 Provide adequate sidewalk widths 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.

UD-3.47 Introduce consistent street tree planting at key retail streets to enhance the visual character, contribute to the pedestrian scale, and contribute to street/district identity.

UD-3.48 Eliminate or significantly restrict driveways and curb cuts that create conflicts within core retail districts. Ideally, vehicular access should be redirected to alley access or restricted to shared mid-block access to parking structures where alley or rear access is not available.

UD-3.49 Encourage crosswalk improvements that enhance the visibility and signify the importance of the pedestrian zone. Paving materials, colors, textures and markings can be used to delineate the crosswalk area, though all crosswalk materials shall be durable and safe for pedestrian use. Special lighting—either flashing pavement markings or overhead fixtures focused upon the crosswalk—can be 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.

UD-3.50 Design retail streets to accommodate bicycle use, including off-streets facilities such as bike racks and directional signs.



Fifth Avenue in Hillcrest is one of the most pedestrian active retail streets the community.



The commercial area along West Lewis Street has a number of neighborhood serving retail establishments, along with convenient on-street parking, pedestrian amenities, and street trees.

GREEN STREETS

Green streets are intended to be components of both the circulation and open space systems. Their purpose is to provide linkages between Uptown's open space resources and provide safe pedestrian and bicycle connections to the area's parks and open space. These streets provide opportunities to accommodate the Climate Action Plan (CAP) objectives for promoting urban forestry and addressing stormwater runoff. The design intent is to have streets that have ample facilities for pedestrians and bicyclists, a lush, park-like character, and low traffic volumes and speeds. The design character will differ depending on street characteristics. Streets preliminarily identified as possible green streets include Laurel, Spruce, and Quince in Bankers Hill/Park West – San Diego Avenue, Sunset and Juan Streets in Mission Hills – and Richmond, Vermont, and Lincoln Streets in Hillcrest and University Heights.

POLICIES

- UD-3.51** Explore opportunities for creating broad greenways (e.g., extra wide planting strips) on one or both sides of the green street by narrowing the paved street cross-section.
- UD-3.52** Design sidewalks on Green Streets at least ten feet wide, where feasible.
- UD-3.53** Incorporate signage to identify designated Green Streets.
- UD-3.54** Introduce a consistent street tree planting theme along each green street to create a visual connection between parks and the neighborhoods of Uptown. 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.
- UD-3.55** Design planting strips to serve the dual purpose of "greening" the public realm and contributing to stormwater management by slowing and treating stormwater runoff. Bioswales and raingardens should be installed in planting strips when feasible.

- UD-3.56** Utilize native plantings and/or climate-appropriate species within Green Streets.

ALLEYS IN COMMERCIAL AREAS

Alleys are an important urban design resource that can positively influence community character. Alleys in commercial districts should be used to provide access to parking and service areas for commercial buildings, reducing the need for garage entrances and curb cuts along street frontages. The major commercial districts are served by alleys, except for Washington Street and isolated blocks where development has been allowed to eliminate them. Besides service access, there are other desirable functions that alleys potentially can perform. Alleys also can be designed for more than vehicular use. Uptown's alleys can provide access from rear parking lots to street front 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. In addition, alleys could provide venues for markets, street parties, and other special events.

POLICIES

- UD-3.57** Consider the incorporation of alleys within commercial districts as part of a full block development if none exist, in order to provide rear service and parking access.
- UD-3.58** Provide gating and screening of service and loading areas for security.
- UD-3.59** Screen trash bins from view at all times and avoid intrusion into the alley right-of-way.
- UD-3.60** Underground overhead utility lines in order to improve the visual character of Uptown's alleys.
- UD-3.61** Minimize potential conflicts by locating and screening service/loading areas when alleys provide the boundary between residential and commercial uses or consider "dual use" of alleys that permits service/delivery uses in the morning, but restricts these uses in the afternoons or evenings to permit community, residential, and customer-friendly activities.

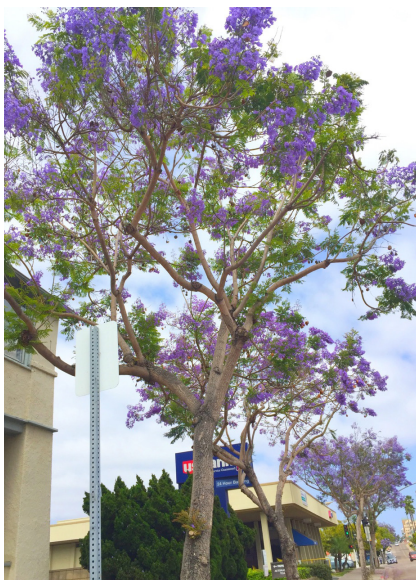
URBAN FORESTRY

The primary objectives of urban forest management are to maximize the benefits of trees, maximize the efficiencies in managing trees in an urban environment, and to minimize risks associated with urban trees. Street trees contribute significantly to the character, identity, and comfort of the community's streets. Trees contribute to the spatial definition of the street, providing both a comfortable sense of scale and enclosure to the public realm. They 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. As a powerful stormwater tool, street trees have the ability to absorb water through their root systems and transpire water vapor directly back into the atmosphere.

The policies in this section are to be used in conjunction with Tables 4-2 and 4-3 for residential and commercial streets and Figure 4-5 for street tree recommendations and locations. All other areas should utilize guidance from the City of San Diego Tree Selection matrices based on planting widths and healthy tree species in the area. Consistency of street trees is not imperative on all streets, given existing conditions where there is already a mixture of trees.

POLICIES

- UD-3.62 Retain mature and healthy street trees when feasible.
- UD-3.63 Utilize street trees to establish a linkage between blocks.
- UD-3.64 Utilize large canopy street trees where appropriate.
- UD-3.65 Space trees consistently at equal intervals to provide rhythm and continuity.
- UD-3.66 Plant trees in areas where sufficient root growth and drainage can be accommodated.
- UD-3.67 Utilize structural soils over compacted soils, open planters with shrubs, groundcover over tree grates, and deep tree well pits with corner subsurface drainage options for tree plantings.
- UD-3.68 Utilize tree root barriers along walkways in order to minimize sidewalk upheaval.
- UD-3.69 Create a network of green streets that provides urban greening features that enhance the pedestrian and bicycle environment, incorporates storm water management features, and provides opportunities for additional street trees.



Jacaranda
(*Jacaranda mimosifolia*)



Bradford Pear
(*Pyrus Calleryana*)



California Sycamore
(*Platanus Racemosa*)

TABLE 4-2: STREET TREE PLAN - COMMERCIAL STREETS*

KEY	ROAD NAME	SEGMENT	PRIMARY TREE	SECONDARY TREE
A	San Diego Ave.	Bandini St. to Washington Street		
		2' - 4' Parkway	Crape Myrtle	Catalina Ironwood
		4' - 6' Parkway	Chinese Pistache	Holly Oak
		6' - 10' Parkway	Glossy Privet	Fern Pine
B	India St.	W. Washington St. to W. Olive St.		Mix
		2' - 4' Parkway	Catalina Ironwood	
		4' - 6' Parkway	Jacaranda	
		6' - 10' Parkway	Chinese Elm	
C	Washington St.	Hawk St. to 1st Ave.		
		2' - 4' Parkway	Catalina Ironwood	Crape Myrtle
		4' - 6' Parkway	Jacaranda	Chinese Pistache
		6' - 10' Parkway	Chinese Elm	Glossy Privet
C-1	Washington St.	1st Ave. to 8th Ave.		
		2' - 4' Parkway	Hong Kong Orchid	Strawberry (Arbutus unedo)
		4' - 6' Parkway	White Orchid	Gold Medallion Tree
		6' - 10' Parkway	Flame Tree	Queensland lacebark
D	University Ave.	1st Ave to 9th Ave		
		2' - 4' Parkway	Crape Myrtle	Catalina Ironwood
		4' - 6' Parkway	Chinese Pistache	Jacaranda
		6' - 10' Parkway	Glossy Privet	Chinese Elm
D-1	University Ave.	10th Ave to Park Blvd.		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Hong Kong Orchid
		4' - 6' Parkway	Gold Medallion Tree	Jacaranda
		6' - 10' Parkway	Flame Tree	Queensland lacebark
E	Robinson Ave.	Albatross St. to Park Blvd.		Mix
		2' - 4' Parkway	Weeping Acacia	
		4' - 6' Parkway	Willow Peppermint	
		6' - 10' Parkway	Olive "fruitless" - Fruitless Var. Only	
F	Pennsylvania Ave.	Front St. to 7th Ave.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Jacaranda	African Sumac
		6' - 10' Parkway	Chinese Elm	Fern Pine
G	Upas St.	Front St. to Park Blvd.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Holly Oak	Jacaranda
		6' - 10' Parkway	Fern Pine	Chinese Elm
H	Laurel St.	Columbia St. to 6th Ave.		
		2' - 4' Parkway	Catalina Ironwood	Sweetshade
		4' - 6' Parkway	Jacaranda	Brisbane Box
		6' - 10' Parkway	Chinese Elm	Southern Magnolia 'Samuel Sommer'
I	Juniper St.	Columbia St. to 6th Ave.		
		2' - 4' Parkway	Crape Myrtle	Catalina Ironwood
		4' - 6' Parkway	Chinese Pistache	Holly Oak
		6' - 10' Parkway	Chinese Flame (koelreuteria elegans)	Fern Pine

TABLE 4-2: STREET TREE PLAN - COMMERCIAL STREETS* (CONTINUED)

KEY	ROAD NAME	SEGMENT	PRIMARY TREE	SECONDARY TREE
J	Hawthorn St.	Brant St. to 6th Ave.		
		2' - 4' Parkway	Catalina Ironwood	Silk Tree
		4' - 6' Parkway	Holly Oak	Australian Willow
		6' - 10' Parkway	California Sycamore	Olive "fruitless" - Fruitless Var. Only
K	4th Ave.	Washington St. to Robinson Ave.		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Catalina Ironwood
		4' - 6' Parkway	Gold Medallion Tree	Holly Oak
		6' - 10' Parkway	Flame Tree	California Sycamore
K-1	4th Ave.	Robinson Ave. to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Crape Myrtle
		4' - 6' Parkway	Jacaranda	Chinese Pistache
		6' - 10' Parkway	Chinese Elm	Chinese Flame (koelreuteria elegans)
L	5th Ave.	Washington St. to Robinson Ave.		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Catalina Ironwood
		4' - 6' Parkway	Marina Madrone (Arbutus 'Marina')	Jacaranda
		6' - 10' Parkway	California Bay Laurel	Chinese Elm
L-1	5th Ave.	Robinson Ave. to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Jacaranda	Gold Medallion
		6' - 10' Parkway	Chinese Elm	Flame Tree
M	6th Ave.	University Ave. to Washington St.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Jacaranda	African Sumac
		6' - 10' Parkway	Chinese Elm	Fern Pine
M-1	6th Ave.	Robinson Ave. to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Jacaranda	Gold Medallion
		6' - 10' Parkway	Chinese Elm	Flame Tree
		> 10' Parkway		Tipu
N	Park Blvd.	Adams Ave. to Meade Ave.		
		2' - 4' Parkway	Catalina Ironwood	Sweetshade
		4' - 6' Parkway	Holly Oak	Brisbane Box
		6' - 10' Parkway	California Sycamore	Southern Magnolia 'Samuel Sommer'
N-1	Park Blvd.	Meade Ave. to Robinson Ave.		
		2' - 4' Parkway	Catalina Ironwood	Sweetshade
		4' - 6' Parkway	Holly Oak	Brisbane Box
		6' - 10' Parkway	Fern Pine	Southern Magnolia 'Samuel Sommer'
O	State St.	Arroyo Dr. to Ivy St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	California Sycamore	California Bay Laurel

TABLE 4-3: STREET TREE PLAN - RESIDENTIAL STREETS*

KEY	ROAD NAME	SEGMENT	PRIMARY TREE	SECONDARY TREE
1	W. Lewis St.	Hermosa Way to Goldfinch St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Jacaranda	Gold Medallion
		6' - 10' Parkway	Chinese Elm	Flame Tree
2	Fort Stockton Dr.	Hermosa Way to Eagle St.		
		2' - 4' Parkway	Western Redbud	Catalina Ironwood
		4' - 6' Parkway	Pink Trumpet	Jacaranda
		6' - 10' Parkway	Chinese Flame (koelreuteria elegans)	Fern Pine
2a	Fort Stockton Dr.	Ampudia St. to Hermosa Way		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Jacaranda	Gold Medallion
		6' - 10' Parkway	Chinese Elm	Flame Tree
3	Sunset Blvd	Wetherby St. to Fort Stockton Dr.	Mix	
		2' - 4' Parkway		
		4' - 6' Parkway		
		6' - 10' Parkway		
4	Goldfinch St.	Sutter St. to W. Lewis St.		
		2' - 4' Parkway	Catalina Ironwood	Western Redbud
		4' - 6' Parkway	Jacaranda	Pink Trumpet
		6' - 10' Parkway	Chinese Elm	Chinese Flame (koelreuteria elegans)
5	Reynard Way	Sutter St to Arroyo Dr.		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Catalina Ironwood
		4' - 6' Parkway	African Sumac	Jacaranda
		6' - 10' Parkway	Fern Pine	Chinese Elm
6	State St.	Vine St. to Sasafrass St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	California Sycamore	California Bay Laurel
7	1st Ave.	Washington to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Jacaranda	Holly Oak
		6' - 10' Parkway	Chinese Elm	California Sycamore
8	2nd Ave.	Walnut St. to Quince St.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Jacaranda	Holly Oak
		6' - 10' Parkway	Chinese Elm	California Sycamore
8a		Olive St. to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Crape Myrtle
		4' - 6' Parkway	Jacaranda	Chinese Pistache
		6' - 10' Parkway	Chinese Elm	Glossy Privet
9	3rd Ave.	Washington St. to Quince St.		
		2' - 4' Parkway	Catalina Ironwood	Catalina Ironwood
		4' - 6' Parkway	Chinese Pistache	Jacaranda
		6' - 10' Parkway	Fern Pine	Chinese Elm

TABLE 4-3: STREET TREE PLAN - RESIDENTIAL* (CONTINUED)

KEY	ROAD NAME	SEGMENT	PRIMARY TREE	SECONDARY TREE
		> 10' Parkway	Coastal Live Oak	Tipu
9a	3rd Ave.	Olive St. to Elm St.		
		2' - 4' Parkway	Catalina Ironwood	Hong Kong Orchid
		4' - 6' Parkway	Jacaranda	White Orchid
		6' - 10' Parkway	Chinese Elm	Flame Tree
10	State St.	Redwood St. to Nutmeg St.		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	California Sycamore	California Bay Laurel
11	Park Blvd.	Robinson to Upas		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	California Sycamore	California Bay Laurel
12	Maryland St.	Francisco Way to Lincoln Ave.		
		2' - 4' Parkway	Catalina Ironwood	
		4' - 6' Parkway	Jacaranda	
		6' - 10' Parkway	Chinese Elm	
13	Madison Ave.	Caminito Fuente to Park Blvd.		
		2' - 4' Parkway	Catalina Ironwood	
		4' - 6' Parkway	Jacaranda	
		6' - 10' Parkway	Chinese Elm	
14	Adams Ave.	Campus Ave. to Alabama St.		
		2' - 4' Parkway	Catalina Ironwood	Silk tree
		4' - 6' Parkway	Holly Oak	Coral Gum
		6' - 10' Parkway	California Sycamore	Flame Tree
15	Albatross St.	Pennsylvania Ave. to W. Lewis St.		
		2' - 4' Parkway	Hong Kong Orchid	Catalina Ironwood
		4' - 6' Parkway	White Orchid	Jacaranda
		6' - 10' Parkway	Flame Tree	Fern Pine

* Footnotes for Tables 4-2 and 4-3:

- Noticeable themes should be enhanced, otherwise street trees already existing on the street should be used as a palette for future tree plantings.
- Parkways should be utilized to the maximum extent and should not be under-planted. For example, a parkway with a width of 8 ft should not have a tree selected from the recommended 4ft-7ft parkway width section of the Street Tree Selection Guide, instead it should have a tree selected from the 7ft-10ft section.
- Note that queen palms are the dominant species on many of these streets, however, in the future they should only be used as accent trees and should be limited (e.g. street corners).

UD-3.70 Employ the following guidelines in selecting street trees:

- 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.
- Tree species should be suited to the San Diego climate and not require significant water, pesticides, or fertilizer to maintain health.
- 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.
- 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.

COMMUNITY AND NEIGHBORHOOD GATEWAYS

Gateways are already an important character-defining feature of Uptown 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 such as the Hillcrest Core District and to alert drivers to the presence of pedestrians and the need to slow down. Gateways may demarcate key historic, cultural, civic, and shopping destinations.

POLICIES

UD-3.71 Provide gateways markers within the public realm to announce entry into distinct neighborhoods.

UD-3.72 Use gateway elements (e.g., markers, signs, etc.) to indicate at key neighborhood or commercial district entries to reinforce neighborhood or district identities.

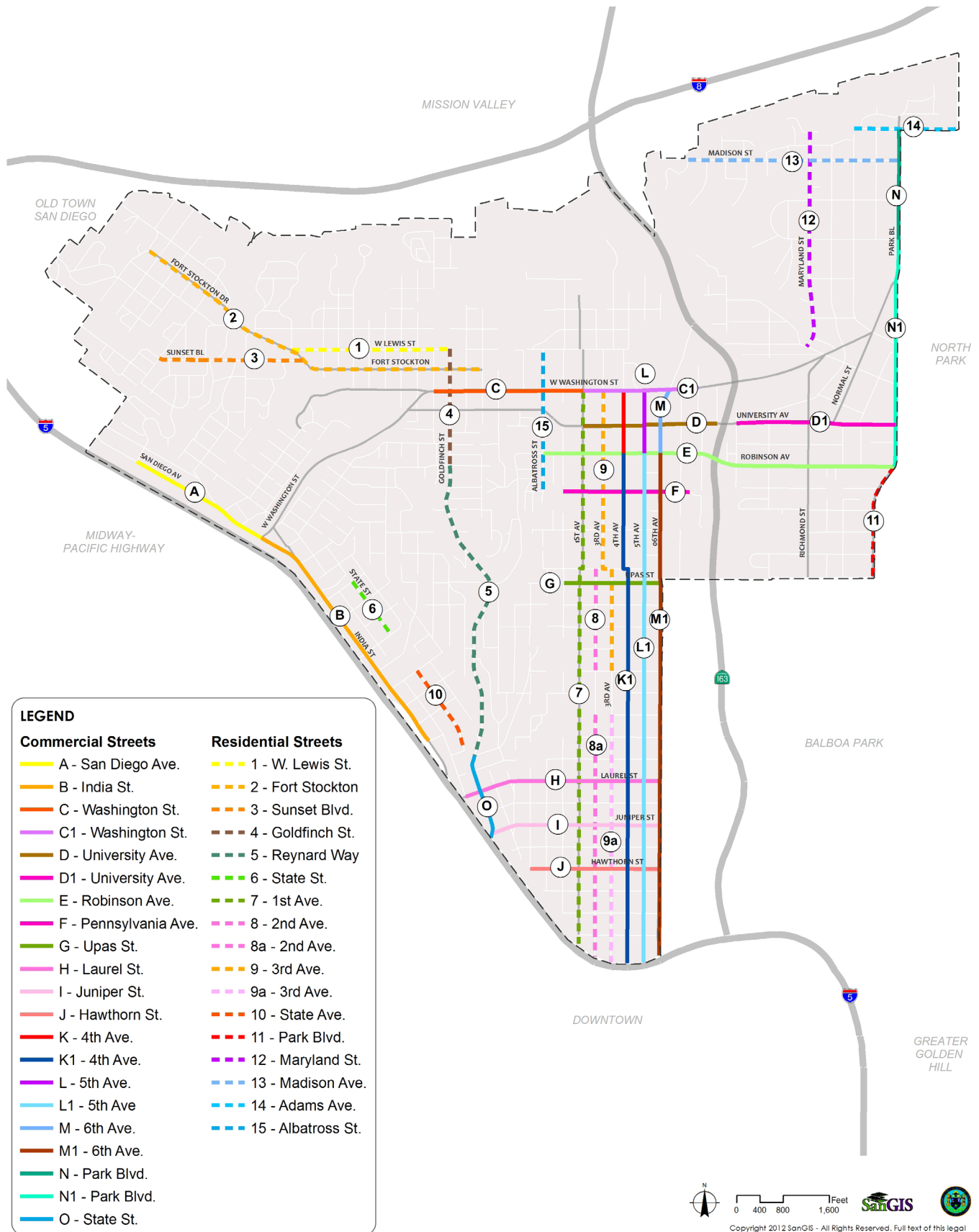
UD-3.73 Design gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features, and scale.

UD-3.74 Appoint gateways with street furnishings, that may encourage their development as a public gathering space.

UD-3.75 Design gateways so that they may be experienced and viewed from multiple modes of transportation (i.e. pedestrian, bicyclists, vehicles).

UD-3.76 Consider potential enhancements to Juan Street to signify it as a community gateway from Old Town into Mission Hills such as neighborhood identity signs or public right-of-way improvements.

FIGURE 4-5: STREET TREE PLAN



- UD-3.77** 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 Greater North Park communities from Balboa Park.
- UD-3.78** Identify the community gateway at Washington Street into Middletown from the Midway community. New development in the vicinity of this gateway should incorporate neighborhood identification, distinctive architecture, public art, and right-of-way improvements that signify entry into the neighborhood.
- UD-3.79** Identify the community gateways in Bankers Hill/ Park West that include Laurel Street from Midway, Laurel Street from Balboa Park, and First and Fifth Avenues from Downtown. New development in the vicinity of these gateways should incorporate neighborhood identification, distinctive architecture, public art, and right-of-way improvements that signify entry into the neighborhood.



Washington Street serves as the western gateway into the Mission Hills neighborhood and the rest of the Uptown Community.

4.4 DEVELOPMENT FORM

While much of the Uptown community is not anticipated to experience significant change, the focus of the development form policies in this element is on commercial and mixed-use development and residential infill. Development form refers to buildings and improvements associated with the private realm to the public realm and is based on the following:

- **Context:** Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.
- **Character:** Complement the architectural character of older buildings and promote harmony in the visual relationships and transitions between new and older buildings.
- **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 that include detailing and 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.

STREET WALL ARTICULATION

The blocks in the community's commercial and mixed use areas originally had platted with 50 foot wide lot increments. This original lot pattern gives the development on these blocks a fine-grained pattern with its own rhythm and inherent variety. Variety in the street wall and articulation of building façades can help to create visual interest while maintaining the pedestrian scale.

POLICIES

- UD-4.1 Vary and articulate building massing and façades to contribute to a fine-grained, pedestrian scale environment at the street level through the use of such features as .notched setbacks, projecting bays, balconies, recessed storefront entrances, sidewalk cafes, window bays, and pedestrian passages to create visual interest.
- UD-4.2 Employ the use of vertical volumes and changes in height to break up long façades, provide focal features, and identify key locations such as, building entrances, entry to a paseo, and street corners.
- UD-4.3 Avoid repeating the same wall surface design horizontally.
- UD-4.4 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.
- UD-4.5 Incorporate façade 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.
- UD-4.6 Maintain and enhance views of Balboa Park from Fifth Avenue through the articulation of building façades, variations in setbacks and utilization of varied roof forms.

GROUND LEVEL USES

The ground level design of buildings plays a significant role in the vitality of the public realm because of their interrelation with the pedestrian experience. The following guidelines apply to ground-level uses throughout the community with a focus on commercial and mixed use areas.

POLICIES

- UD-4.7 Design floor-to-floor heights of between 16 feet and 18 feet as an optimal height for commercial uses and for commercial ground floors in mixed-use buildings.
- UD-4.8 Design ground-floor elevations for commercial uses to be level with the elevation of the adjacent public sidewalk.
- UD-4.9 Avoid blank walls if unavoidable, they should be landscaped or decorated in a manner that makes them visually interesting.
- UD-4.10 Where ground floor residential uses are permitted or desired, promote active residential street frontages by designing ground-floor units with living space that fronts the street and/or provides direct access from the street. Landscaped setbacks, planters, front porches, stoops and forecourts are encouraged to buffer residential uses as well as to provide pedestrian interest. Fences, walls and landscaping shall be designed and maintained to provide "eyes on the street" rather than as a visual obstruction.
- UD-4.11 Design ground-floor residential uses within mixed-use developments to provide a grade change from the public sidewalk to the first floor residence to add an additional level of privacy of residential units.

WINDOWS

Windows are important in creating active building façades 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 façades with their varying sizes, patterns and treatments. From the inside, they provide for natural light and views, and operable windows provide for natural ventilation.

POLICIES

- UD-4.12** Group windows to establish rhythms across the façade and hierarchies at important places on the façade.
- UD-4.13** Include windows along all walls visible from the public realm.



Windows should be grouped to establish rhythms across the façade.



The use of quality materials and finishes in building design ensures permanence and instills pride in the built environment.

BUILDING MATERIALS

The craftsmanship and design detail that is embodied in 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. The materials such as plastered stucco, smooth stucco, glass, concrete, metal panel, synthetic panel tile, brick and decorative masonry, quarry stone, terra cotta, traditional decorative tile and masonry, brick and solid wood are examples of quality materials. Accent materials used in entryways, windows, and cornices must also be of the highest quality to ensure durability and character.

POLICIES

- UD-4.14** Use high-quality, durable building materials and finishes in all projects.
- UD-4.15** 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.
- UD-4.16** Within low-density residential neighborhoods emphasize the use of natural building materials (e.g. stone and wood), compatible surface textures, and architectural features that enhance the traditional character of these neighborhoods.
- UD-4.17** New home additions to non-historic should replicate materials and finishes of the existing dwelling.

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 façade, 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. The manner in which it is illuminated is critical to maintaining community character, user comfort, and successful businesses.

POLICIES

- UD-4.18** Incorporate lighting that complements and enhances building design and reinforces neighborhood character.
- UD-4.19** Consider the use of lighting to ensure public safety and enhance nighttime activities.



Design treatments for buildings at corners can include such things as ornamentation, entries, and/or seating to create interest in the pedestrian environment.

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 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.

POLICIES

- UD-4.20** Incorporate signage that complements building design and contributes to neighborhood character.
- UD-4.21** Construct signs of high-quality materials such as wood, metal, or stone.
- UD-4.22** Design signs as an integral part of the building, consistent with its architectural style, scale, materials, and color.

CORNERS

Buildings located on corners are especially positioned to activate the public realm add visual interest to the pedestrian environment. Corner buildings are ideally situated for active ground floor uses and commercial spaces with greater, more functional depths. They 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 ornamentation, 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

UD-4.23 For buildings on corner lots, consider locating entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages.

UD-4.24 Accentuate a building's corner location with architectural features that actively engage the public realm and create a visual presence at the corner, such as the inclusion of:

- 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

UD-4.25 In the Hillcrest Core and other community gateway locations, incorporate architectural design features that highlight the gateway and create a sense of entry.

UD-4.26 Encourage new development to enhance adjacent transit stops located at corner intersections by providing shelters and benches of unique design and/or incorporating public art elements as of part them.



Awnings provide weather protection as well as aesthetic appeal and are conducive to a pedestrian-oriented environment.

UD-88

ARCHITECTURAL PROJECTIONS

Projections refer to additional architectural elements, such as cornices, balconies, window bays, and sun shades. These are placed at a height or distance from the street frontage that they do not impact pedestrian movement, however, they should be designed carefully to ensure that their scale and location is appropriate.

POLICIES

UD-4.27 Consider using canopies and awnings in buildings to provide pedestrians with protection from the heat and rain, and to add variety to storefronts and building entries. Canopies and awnings should be:

- Consistent with the building's architectural style and avoid obscuring distinctive architectural features
- Either permanent architectural features that incorporate materials consistent with the building's architecture, or colored fabric mounted over a metal structural frame
- Utilize quality materials and avoid shiny or flimsy fabric

UD-4.28 Design balconies to add visual variety and interest to building façades.

UD-4.29 Design street-level patios with consideration to useable space and security to create an active connection between public and private realms.

UD-4.30 Design cornices, which are continuous horizontal courses or mouldings along the top of building façades, to define and add character to buildings.

UD-4.31 Utilize sunshades 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.



Rooftop gardens can serve a dual function of screening/obscuring rooftop mechanical equipment, and providing for on-site common space in urban areas.

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. Additionally, their mechanical areas need to be appropriately screened while still retaining a form that distinctively and memorably contributes to the community's skyline.

POLICIES

- UD-4.32** Design rooftops in an expressive and contextual manner, with mechanical areas and equipment appropriately screened so that they are not visible from streets and other public areas.
- UD-4.33** Screen and integrate all mechanical penthouses and stair towers into the form of the building.
- UD 4.34** Consider using green roofs, roof gardens or rooftop patios so that they can enhance rooftop appearance from surrounding buildings.

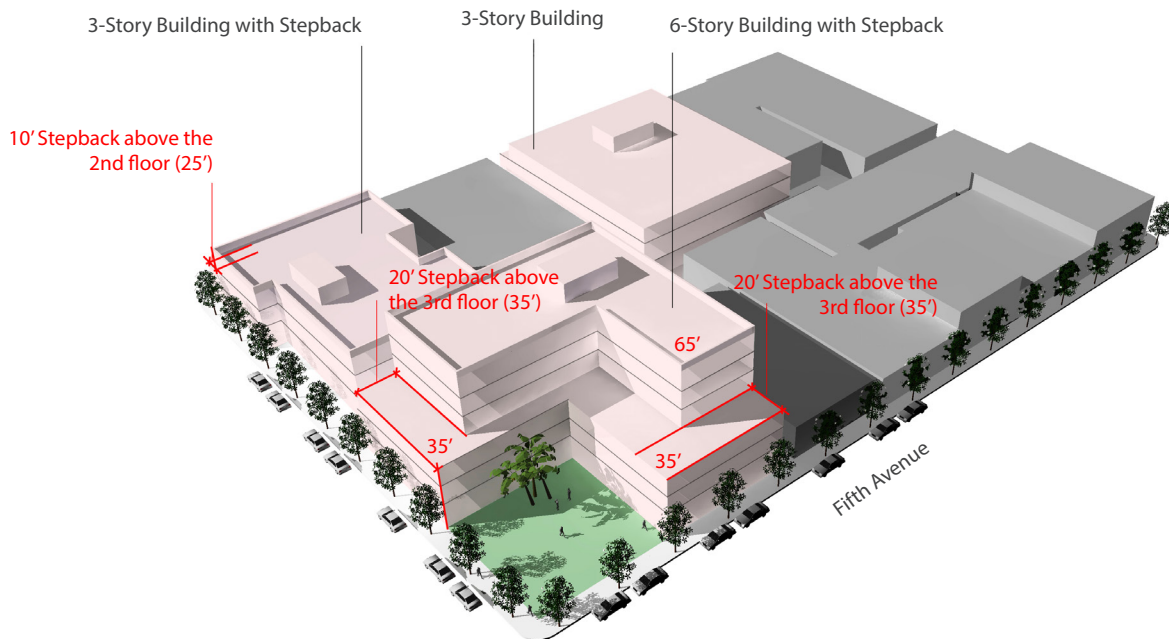
PUBLIC SPACE

Public space and landscaping plays a significant role in how people experience the urban environment by providing an interface between the public and private realms. As commercial corridors continue to redevelop and add residential density, the provision of public as well as private on-site 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 accessible, as is the case for most of the community's commercial and mixed-use areas. Refer to Figure 4-6 for an example of public open space within private development.

POLICIES

- UD-4.35** 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 exceeding approximately one acre in size.
- UD-4.36** Delineate plazas and courtyards through building and landscape design. Ensure that plazas and courtyards are comfortably scaled, landscaped for shade and ornamentation, furnished with areas for sitting, and lighted for evening use. Courtyards should be surrounded by active façades or landscape treatments.
- UD-4.37** 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.
- UD-4.38** Provide opportunities for public open spaces in neighborhood centers, villages, and nodes.
- UD-4.39** Orient public spaces within private development towards the public right-of-way and frame with active building façades (e.g., entrances, windows, balconies, etc.) that help activate the space and provide "eyes on the street" for security.

FIGURE 4-6: HEIGHT & MASSING CONCEPT - PUBLIC OPEN SPACE



- UD-4.40** Explore creative ways to create permanent and temporary public spaces from underutilized rights-of-way, vacant parcels, and alleys.
- UD-4.41** Include public spaces and common areas within multifamily residential development that are clearly marked and conditioned for pet use.
- UD-4.42** Incorporate outdoor terraces to building façade stepbacks to increase opportunities not only for on-site amenities and common space but for the potential for elevated publicly-accessible spaces.

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. 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

- UD-4.43** Locate public art in areas where it can be viewed and enjoyed by a large number of people, including sidewalks, intersections, plazas, and medians.
- UD-4.44** Use public art as a means to enhance community understanding of the community's history and culture.
- UD-4.45** 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.
- UD-4.46** Consider public art for marking key gateways and intersections.
- UD-4.47** Consider the incorporation of interactive art that will encourage community participation or provide sensory stimulation through touch, movement, or sound.
- UD-4.48** Engage local San Diego artists in the creation of public art installations.

STREET ORIENTATION AND SETBACKS

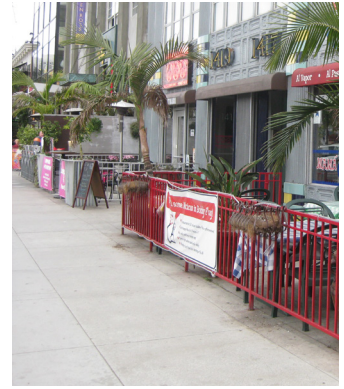
Much of the community's vibrant pedestrian-oriented environment is a product of development in the late nineteenth and early twentieth century's, prior to the prominence of the automobile, when buildings were designed at a more pedestrian scale and sited to address the public realm, creating a well-defined street edge. The distance buildings are set back 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.

POLICIES

- UD-4.49** Design and locate buildings with a strong orientation to the primary street frontage to define the pedestrian environment with main building entrances facing the street rather than parking lots.
- UD-4.50** Maintain a consistent streetwall along commercial streets except where public plazas, public spaces, and other amenities can be incorporated and enjoyed by the public.
- UD-4.51** Maintain quality architectural articulation and finishes around all visible sides of the buildings, not just the building fronts.
- UD-4.52** discourage surface parking between the building frontage and the public street right-of-way.
- UD-4.53** Encourage compatibility with established setbacks within the immediate neighborhood in order to maintain an existing front yard rhythm and character.



Zero-foot setback.



6 to 10 foot setback with outdoor seating.



10 to 15 foot setback with seating within setback zone.



Forecourt within zero-foot setback zone.

SUSTAINABLE BUILDING DESIGN

Sustainable building design is encouraged throughout Uptown and is an essential element to reduce energy; efficiently utilize resources; and to create environments that are livable, comfortable, safe, and productive. Other policies related to sustainable development and natural resource conservation can be found in the Conservation Element and the Historic Preservation Element.

POLICIES

- UD-4.54** Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.

- UD-4.55** Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.
- Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows.
 - Shade exposed south and west facing façades using shrubs and vines.
- UD-4.56** Incorporate inset windows and well-designed trims and details that provide shading and reduce solar heat gain.
- UD-4.57** Incorporate green roofs and vegetated roof systems along with gardens to help reduce solar heat gain.
- UD-4.58** Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.
- UD-4.59** Incorporate elements to use renewable energy such as small low-impact wind turbines or photo-voltaic panels on flat roofs that are discretely located to limit any visibility from the street or glare to adjacent properties.
- UD-4.60** Minimize impervious surfaces that have large thermal gain.
- UD-4.61** Encourage recycled, rapidly renewable, and locally sourced materials that reduce impacts related to material extraction, processing, and transportation.
- UD-4.62** Incorporate sustainable landscape treatments such as artificial turf, drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.
- UD-4.63** Orient buildings to minimize the extent of west facing façades and openings.
- UD-4.64** Use internal courtyards to trap cool air. Courtyards visible from the street will also encourage interaction with on-site open space.
- UD-4.65** Utilize decorative vertical shading and fins on the east and west facing building façades as integrated design features with a sustainable benefit.
- UD-4.66** Design buildings to allow for cross ventilation and minimize solar heat gain.
- Provide vents or windows with low openings on western facing façades to capture cooler breezes into a building.
 - Provide vents or clerestory windows on eastern façades to naturally allow warmer air that collects near ceilings to escape.
- UD-4.67** Provide groundcover plantings to keep ground surfaces cooler near building façades particularly in place of concrete and other reflective surfaces.
- UD-4.68** Promote the preservation and adaptive reuse of historic structures to reinforce the history of the area and reinvest in existing resources.
- UD-4.69** Incorporate local history and heritage into the public realm through elements including signage, information placards, historic plaques, murals, gateway features, and pavers using local and/or recycled materials.
- UD-4.70** Encourage the restoration and maintenance of older structures that may not be historically designated but nonetheless contribute to the unique character of Uptown.

DESIGN GUIDELINES BY BUILDING TYPE

Low-Rise Mixed-Use Buildings

In Uptown, low-rise mixed-use buildings are defined as buildings that are three stories or less in height. This building type includes single-use commercial and mixed-use commercial/residential buildings, and is common along commercial corridors and commercial districts. Front and side setbacks are intended to be minimal or are set at zero for commercial frontages. Primary pedestrian access is from the primary street frontage. Parking is typically surface or tuck-under 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 street via front porches or stoops.

Low-Rise Buildings Residential Only

Low-rise residential buildings include buildings ranging from one to three 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. Low-rise residential buildings generally have more generous front, side, and rear yard setbacks. Primary pedestrian access is from the public street frontage. Even in multifamily buildings, ground-floor units should have access to the public street frontage via street-facing front entry 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 multifamily projects.

CONTINUES ON NEXT PAGE



DESIGN GUIDELINES BY BUILDING TYPE (CONTINUED)

Mid-Rise Mixed-Use Buildings

Mid-rise commercial and mixed-use buildings typically are between four and seven stories in height 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 for commercial frontages are minimal or zero. Primary pedestrian access is from the 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.

High-Rise Mixed-Use Buildings

High-rise buildings are defined as buildings that are eight stories or greater in height. 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 San Diego Bay. The primary exceptions are the hospital buildings in the Medical Complex neighborhood. Due to their scale, high-rise buildings often have a shallow front, side and rear yard setbacks. High-rise building developments generally occupy larger parcels, and single development can often occupy a quarter, half, or full block. A common building configuration uses a three to six-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 driveway. Façade articulation is typically in the form of recessed or projecting balconies and may include terraces at upper levels where the building steps back.



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. Refer to Figures 4-7 through 4-9 for height and massing concepts.

POLICIES

- UD-4.71** Employ a combination of building setbacks, upper-story stepbacks, articulated sub-volumes, along with tailored building heights for each neighborhood in order to sensitively address transitions between new and existing development (See discussion on building heights in the Community Plan Implementation Overlay Zone section).
- UD-4.72** Step back upper floors of buildings above the third story in order to maintain a pedestrian scale on community streets.
- UD 4.73** Incorporate streetwall indents when accommodating outdoor seating for eating and drinking establishments in order to minimize the extent of sidewalk encroachments.

- UD-4.74** Design taller buildings to differentiate between the building's base, middle and top sections in order to reduce the apparent mass.

HEIGHT AND MASSING IN THE HILLCREST CORE

The Hillcrest Core contains the community's most concentrated mix of commercial and residential buildings. Residential, commercial, and employment are integrated with accessible, pedestrian-friendly, and attractive streets. Identified as an "Urban Village" in regional and citywide contexts, the Hillcrest Core supports the Uptown community and Medical Complex neighborhood employment area to sustain transit and walkability. Refer to Figures 4-8 and 4-9 for height and massing concepts.

POLICIES

- UD-4.75** Employ a combination of setbacks, upper-story stepbacks, articulated sub-volumes, and specific building heights to sensitively and adequately transition to adjacent lower height buildings.

FIGURE 4-7: UPPER STORY STEPBACKS FROM STREET

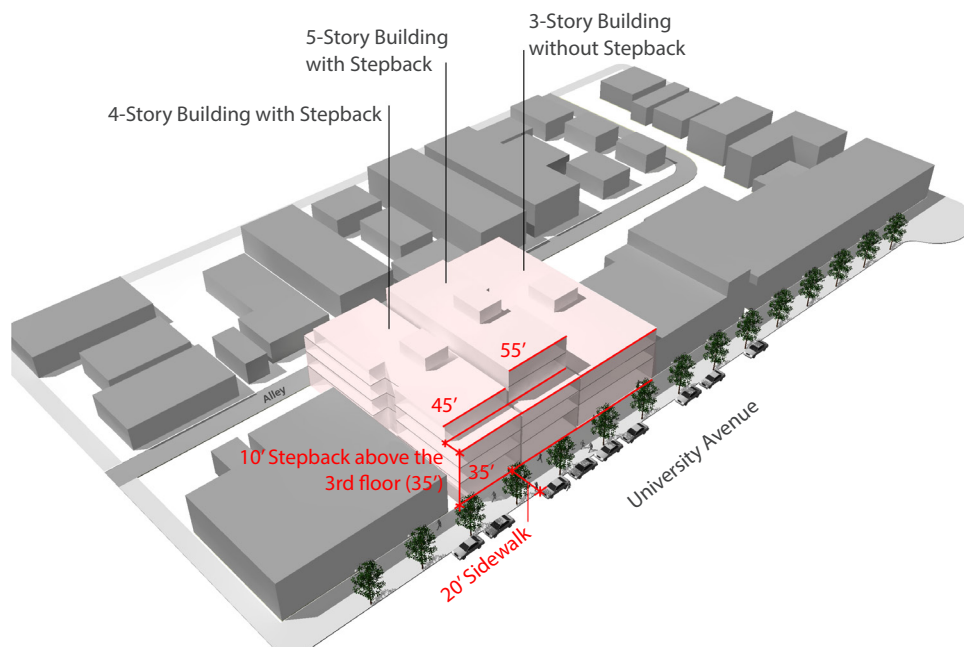


FIGURE 4-8: HEIGHT & MASSING CONCEPT 1 - NEIGHBORHOOD CENTER

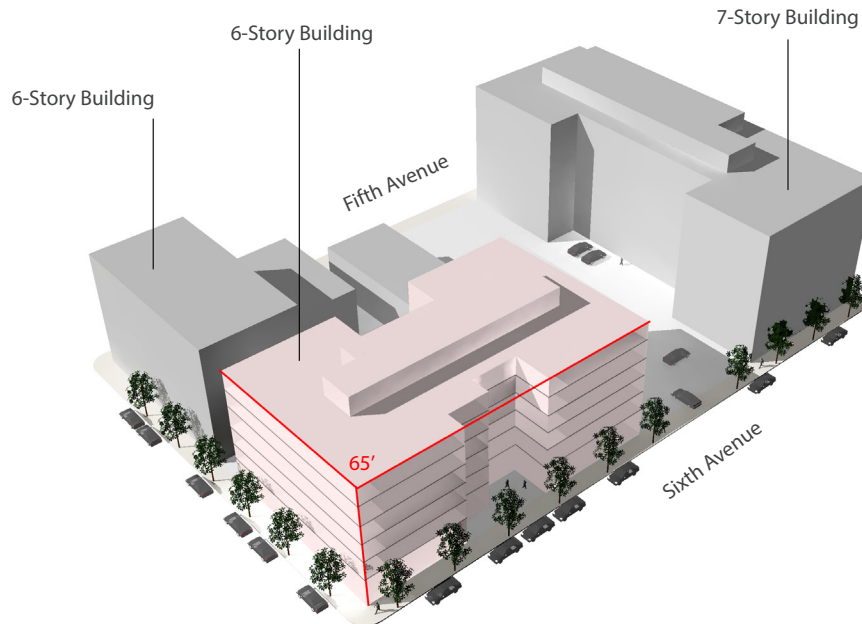
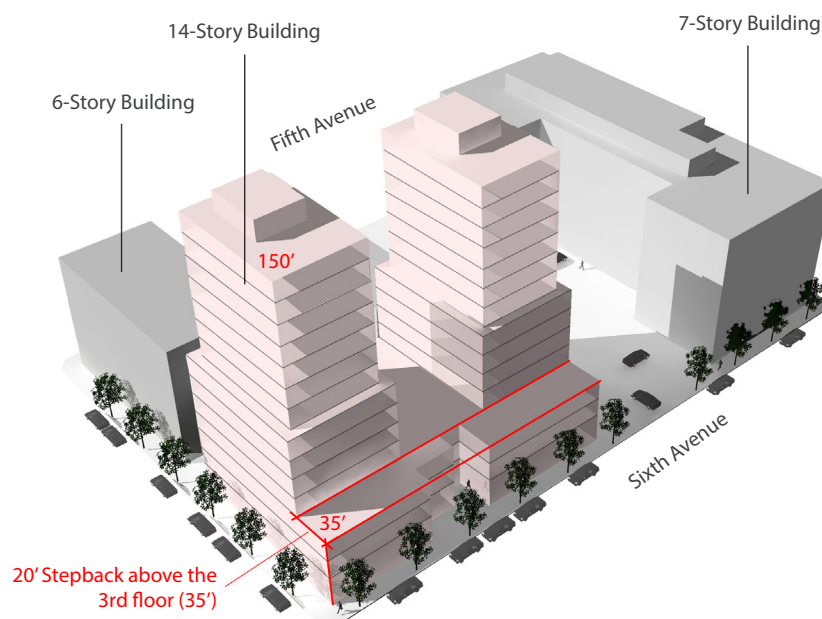


FIGURE 4-9: HEIGHT & MASSING CONCEPT 2 - NEIGHBORHOOD CENTER



- UD-4.76 Design upper-story additions that are set back from the primary façade of adaptive reuse buildings to maintain the overall form of the original building at the front setback.
- UD-4.77 Design the massing on combined lots to respond to the pattern and rhythm of both adjacent development and the prevailing development within the block.
- UD-4.78 Design interface and the public realm that creates a lively engagement with public amenities including: plazas, squares, courtyards, public art, and community gardens all of which provide an on-street vitality and public amenities that reinforce both the scale and energy of the core.

HEIGHT AND MASSING IN RESIDENTIAL NEIGHBORHOODS

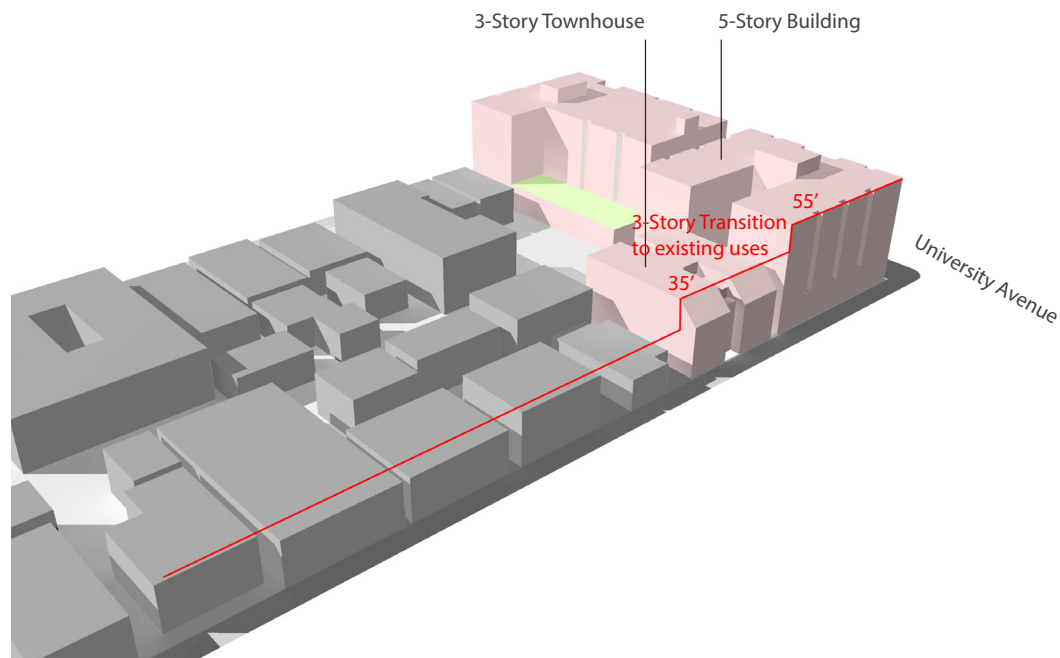
The scale, massing, and detailing of buildings has a substantial impact upon neighborhood character. Typically, existing buildings in the community's residential areas are less than three stories in height, and the vast majority are one or two stories. In order to ensure complementary infill and new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

POLICIES

- UD-4.79 Design to conform to the predominant scale of the neighborhood and/or particular block and be sensitive to the scale of adjacent uses.
- UD-4.80 Employ a combination of setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings.

- UD-4.81 Setback upper-story additions from the primary façade to preserve the original scale and form of the building at the front setback.
- UD-4.82 Design the massing on combined lots to respond to the pattern and rhythm of both adjacent development and the prevailing development within the block.
- UD-4.83 Design buildings with simple, harmonious proportions that reflect the neighborhoods historic buildings.
- UD-4.84 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.
- UD-4.85 Locate the construction of second units to rear of lots within neighborhoods where the zoning allows "townhome" and/or "duplex" development in order to preserve the appearance of low density residential character along the street while allowing additional housing opportunities.

FIGURE 4-10: BUILDINGS AS TRANSITION AREAS



DEVELOPMENT TRANSITIONS

It is essential that new development be sensitively designed so that buildings transition from higher density areas to lower density areas. This is of particular importance within commercial centers and nodes and in residential neighborhoods where maximum building heights differ between adjacent properties or alleys as a result of zoning. Creating gradual development transitions can be done most successfully through design that addresses setbacks and upper-story stepbacks for the portion of the building over a certain threshold. Refer to Figures 4-10 and 4-11 for building transition examples.

A key aspect of the Urban Design Element is to ensure that the bulk of higher scale buildings does not appear imposing on adjacent or neighboring lower scale buildings. Higher scale buildings will need to incorporate designs that sensitively address lower scale buildings to provide a transition in scale.

This element envisions that the bulk and massing of higher scale buildings will occur along the portion of the building that is farthest away from the transition line especially on streets such as Washington Street, University Avenue, and Park Boulevard. Transitions between higher scale and lower scale buildings can be accomplished through different designs depending on the location and size of lots as well as applicable development regulations. Figure 4-11 shows how transition planes can guide the bulk and massing of higher scale buildings to minimize visual intrusiveness on neighboring lower scale buildings based on the location of the transition line in respect to the lot.

UD-4.86 Design buildings to create compatible rear and front yard transitions when they are located adjacent to areas designated at a lower density.

UD-4.87 Consider the dominant architectural style of adjacent buildings including roof forms, architectural feature, and materials.

UD-4.88 Consider the massing, scale, and height of adjacent buildings by using architectural design features to maintain a sense of

scale and transition to adjacent buildings with lower heights along with tailored building heights for each neighborhood. These features can include:

- Dividing the building heights of new buildings into one and two-story components
- Varying the rooflines
- Including offsetting wall planes
- Providing openings, projections, recesses, and other building details
- Incorporating upper-story step backs along shared property lines

UD-4.89 Design the side and rear elevations of buildings with as much quality as the front façade and incorporate windows while respecting the need for light, air, and privacy of the adjacent buildings.

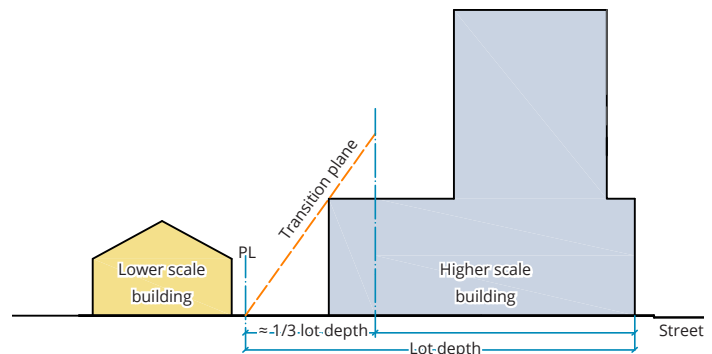
UD-4.90 Design higher scale buildings with compatible transitions in scale, to minimize their visual intrusiveness to lower scale buildings.

UD-4.91 Utilize a transition plane when transitioning the design of a building by placing their bulk and massing along the portion of the building that is farthest away from the transition line indicated in Figure 4-11.

UD-4.92 Design higher scale buildings with their bulk and massing oriented towards the street except within the blocks east along Fifth Avenue in the Hillcrest core, where the bulk and massing should transition away towards Sixth Avenue in order to preserve and maintain its pedestrian scale.

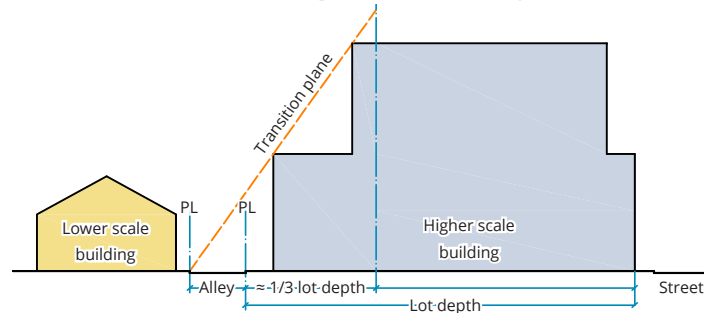
FIGURE 4-11: TRANSITION PLANE GUIDELINES

Transition between buildings sharing property lines



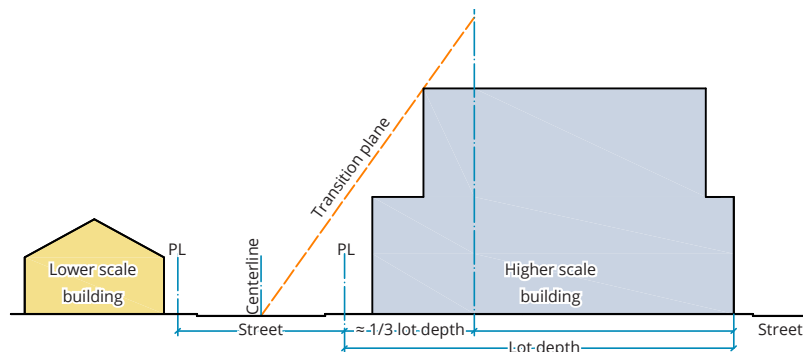
When designing higher scale buildings that share a property line with lower scale buildings a transition plane that does not exceed a 60 degree angle should be incorporated. The transition plane should start from the shared property line to guide higher bulk and scale towards major corridors and farthest away from lower scale buildings. Maximum height is regulated by the applicable zone.

Transition between buildings across an alley



When designing higher scale buildings across an alley from lower scale buildings a transition plane that does not exceed a 60 degree angle should be incorporated. The transition plane should start from the opposite edge of the alley to guide higher bulk and scale towards major corridors and farthest away from lower scale buildings. Maximum height is regulated by the applicable zone.

Transition between buildings across a street



When designing higher scale buildings across a street from lower scale buildings a transition plane that does not exceed a 60 degree angle should be incorporated. The transition plane should start at the street centerline to guide higher bulk and scale towards major corridors and farthest away from lower scale buildings. Maximum height is regulated by the applicable zone.

4.5 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

BUILDING HEIGHTS

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Uptown Community Plan to per Chapter 12, Article 2, Division 14 of the Municipal Code to regulate specific building heights. CPIOZ applicable areas are identified on Figure 4-12 CPIOZ Type A Building Heights and Figure 4-13 CPIOZ Type B Building Heights.

CPIOZ Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within in Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West as indicated on Figure 4-12.

CPIOZ Type B identifies areas within the community where discretionary approval is granted through a Process 3 Site Development Permit for development that does not exceed 150 feet in Bankers Hill/Park West, and 120 feet and 100 feet in particular locations within Hillcrest as indicated on Figure 4-13.

FIGURE 4-12: CPIOZ TYPE A - BUILDING HEIGHTS

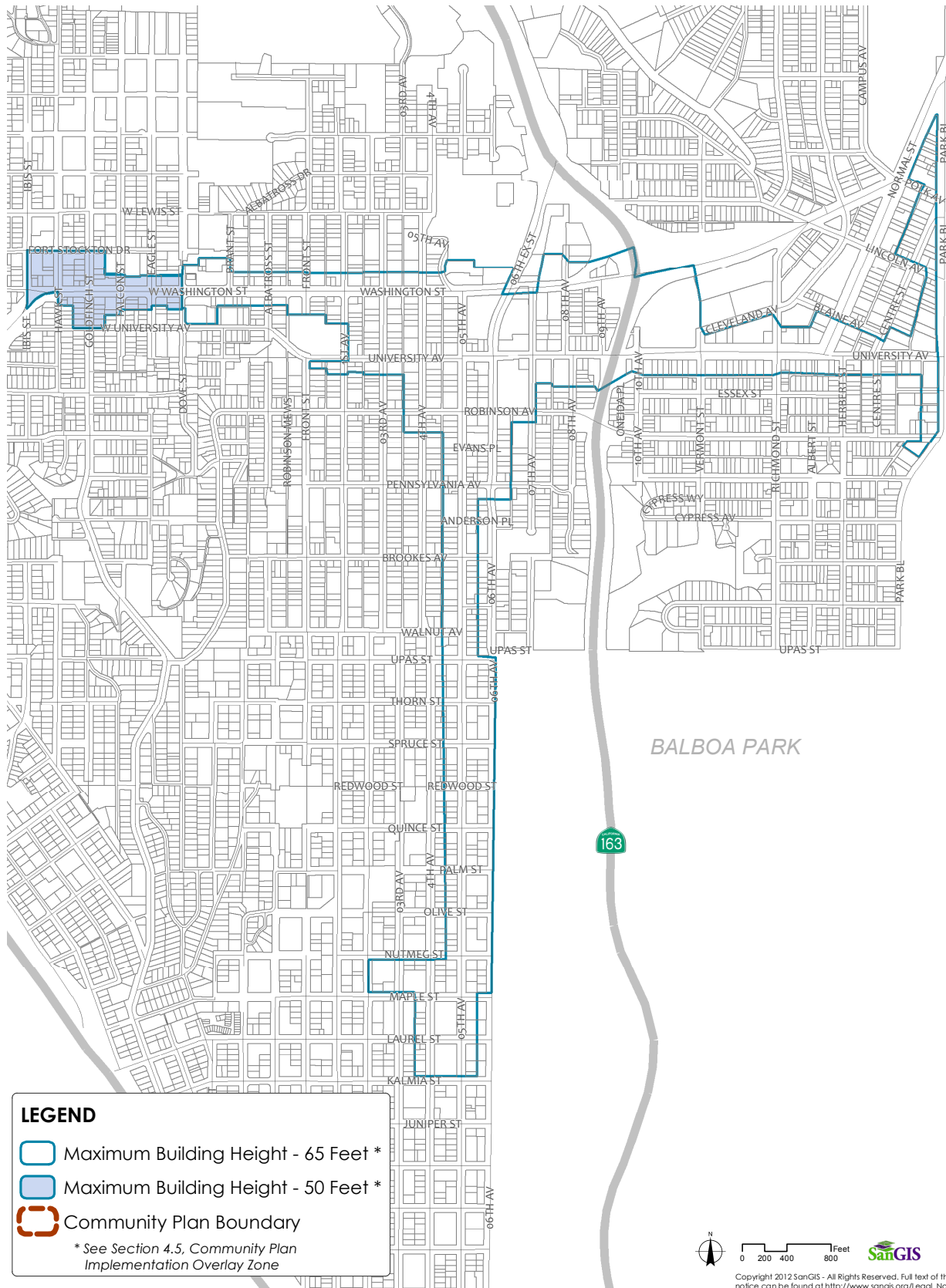
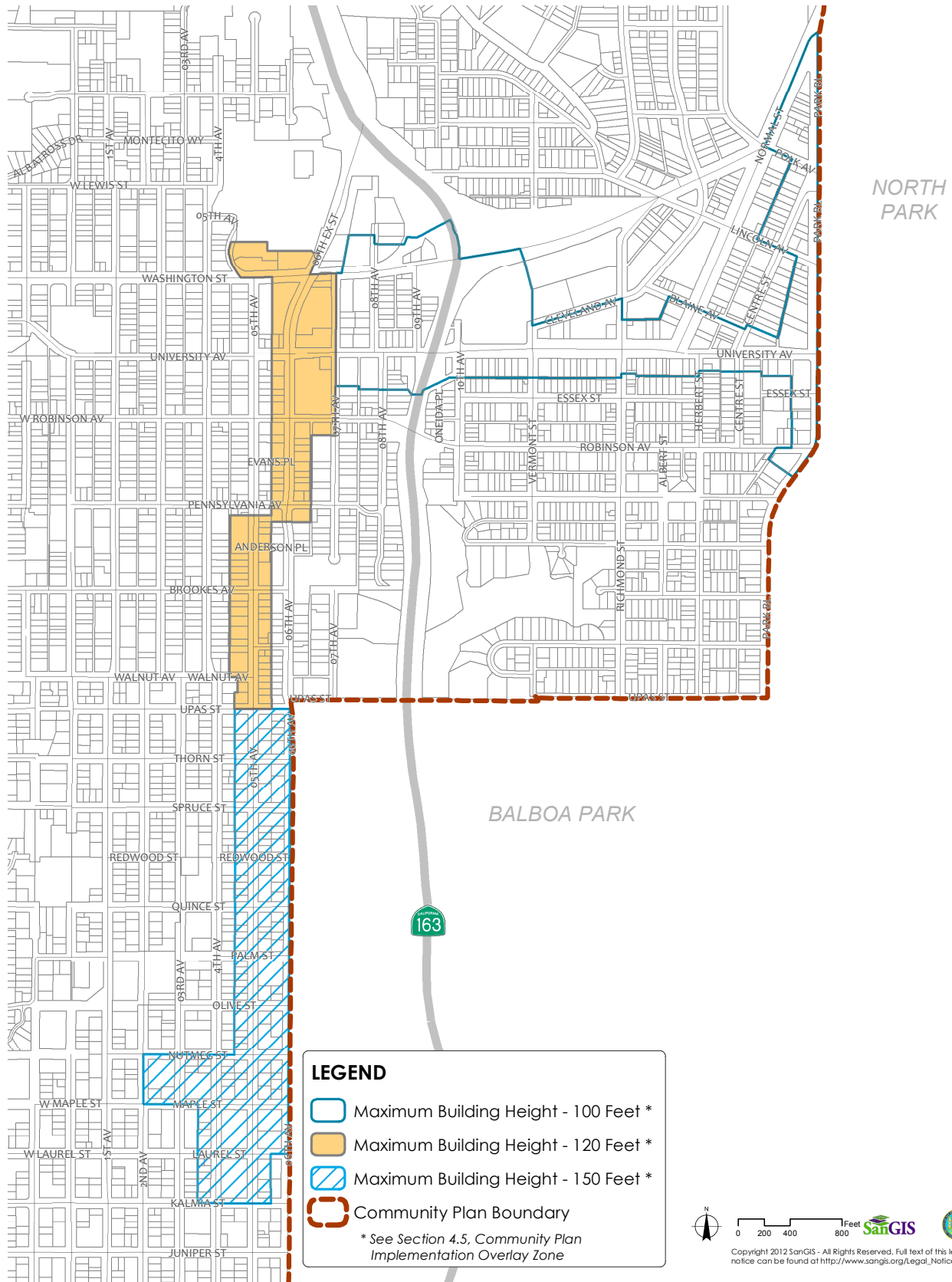


FIGURE 4-13: CPIOZ TYPE B - BUILDING HEIGHTS





5

ECONOMIC PROSPERITY

- 5.1 COMMERCIAL DISTRICTS AND CORRIDORS
- 5.2 COMMUNITY REVITALIZATION

INTRODUCTION

Uptown is a lively and vibrant community, which attracts pedestrian activity and interaction at the street level. Uptown contains a sizable amount of the City's employment and is an ideal location for village centers that encourage transit options, provide jobs near transit, and mixed-use housing opportunities for a variety of income levels.

In 2012, Uptown's estimated workforce amounted to approximately 30,000 jobs. At this time, private sector businesses employed nearly 20,000 people, local governments employed nearly 7,500 people and approximately 2,700 were self-employed and working in Uptown. The University of California San Diego (UCSD) Medical Center-Hillcrest and the San Diego Unified School District are the largest government employers in Uptown.

Many of Uptown's businesses serve more than the local residents and workers by attracting consumers from throughout the San Diego region; specifically, health services, professional and business services, and leisure and hospitality businesses.

ECONOMIC PROSPERITY ELEMENT GOALS

- Increase employment within Uptown by increasing small business opportunities.
- A diverse mix of businesses that provide a variety of goods and services.
- Increase the aggregate buying power within the community.
- Successful entertainment districts that appeal to local and regional residents as well as tourists.
- Vibrant neighborhood commercial districts where residents purchase a significant share of their basic needs and services from within the community.
- Parking and multi-modal transit options for the automobile-oriented commercial districts.
- Expansion of medical related development and employment.

EMPLOYMENT PROJECTIONS IN UPTOWN'S INDUSTRY SECTORS

- Uptown's health services, professional and business services, finance and real estate, personal services, and retail trade sectors are expected to experience employment growth and add nearly 2,200 jobs.
- The most substantial growth in jobs during this period is expected to be in the health services sector.
- The transportation and wholesale trade sector is also estimated to add jobs through 2030, but at a much lower rate than the other five sectors.
- The leisure and hospitality, information services, construction, manufacturing, and agriculture and mining sectors are expected to lose jobs.
- The leisure and hospitality sector is projected to lose the greatest number of jobs. The leisure and hospitality sector include hotels, bars, and entertainment businesses.

5.1 COMMERCIAL AREAS, DISTRICTS AND CORRIDORS

Uptown's commercial development was spurred by the expansion of the streetcar. During the beginning of the 20th century, early commercial development occurred in Uptown along the streetcar lines on Fifth Avenue, University Avenue, Washington Street, and Park Boulevard. Post WWII development in Bankers Hill/Park West and Hillcrest included a substantial number of doctor's offices, medical clinics and nursing homes. Many of these health services businesses located in Uptown because of their proximity to the Mercy Hospital (now Scripps-Mercy Trauma Center) and County Hospital (now the UCSD Medical Center-Hillcrest) hospitals.

In the 1950's, new commercial development in Uptown was no longer restricted along the streetcar routes and began to reflect the freedom and movement of the automobile. These newer commercial "strips"

were constructed along the community's primary commercial corridors and most were accompanied by on-site parking. During the 1960's and early 1970's, Uptown began to experience an economic downturn due to suburbanization. The development of the Mission Valley Shopping Center in 1961 seized a considerable amount of Uptown's regional market share, resulting in the closure of several shops and restaurants in Hillcrest, Mission Hills and University Heights. Beginning in the late 1970's, Bankers Hill/Park West and Hillcrest experienced significant redevelopment. This redevelopment continues to date and includes contemporary mixed-use residential/commercial development, revitalized postwar infill commercial space and historic commercial properties. Additionally, the Lesbian Gay Bisexual Transgender Queer (LGBTQ) community has contributed to the continuing revitalization of the Hillcrest core.

Neighborhood pedestrian commercial uses are located in Mission Hills, along Reynard Way, University Heights, and Bankers Hill/Park West. The commercial areas in the Mission Hills and along Reynard Way provide goods and services that serve the daily needs of adjacent neighborhoods. Similar neighborhood commercial uses can be seen in University Heights where a cluster of services are located along Park Boulevard, south of Adams Avenue.

Uptown has several commercial districts with community commercial uses. The Hillcrest business district is multi-faceted and serves as the primary commercial area for Uptown. The Hillcrest business district also has a wide variety of entertainment and cultural facilities. In addition, there is also a high concentration of commercial office space in the Hillcrest business district which serves residents and attracts consumers from outside Uptown. Hillcrest includes a concentration of professional and business, and medical service firms located along Fourth and Fifth Avenues and Washington Street. The Washington Street serves as a commercial corridor that offers a range of goods and services within the Hillcrest and Mission Hills business districts.

Bankers Hill/Park West includes community commercial offices uses with office tenants that provide professional, and business, medical, and institutional services. These office buildings are located along First through Fifth Avenues and complement the commercial, residential and mixed-use properties also located along these avenues.

The Middletown/Five Points neighborhood is bounded by Witherby Street on the north to Laurel Street on the south, and from Horton Avenue and Titus Street on the east to Interstate 5 on the west. At the intersection of Washington Street and India Street there are two theaters and a variety of restaurants clustered into a colony-type setting which attracts visitors to the area. On-street parking is provided along India Street and several restaurants have parking options; however, overflow parking limits the parking available for surrounding residences.

COMMERCIAL, OFFICE AND RETAIL

There is a mix of high-rise, low-rise, strip-commercial, and converted residential-office space in Uptown.

Due to current market uncertainties and the impacts of the Great Recession, the short-term market demand for speculative office in Uptown is classified as a low possibility. During this time period, development will be driven by owner and tenant build-to-suit projects. With the continued recovery and stabilization of the larger office submarkets in Downtown, Mission Valley and those in the Interstate 15 area, the Uptown and Park West office submarket will likely show long-term demand for the development of speculative office space.

The retail supply in Uptown is much higher than a population of nearly 37,000 typically supports, which indicates that Uptown is attracting consumers from outside the community.

From 1990 to 2012, Uptown's retail sales increased for restaurants and bars, drug stores and food stores. Uptown's 2012 restaurants and bar sales accounted for over thirty-seven percent of this area's total taxable sales. Citywide restaurants and bars' sales tax accounted

for seventeen percent of the City's total taxable sales during this same period. When taxable sales are adjusted to estimate total sales, food stores accounts for forty percent, and bars and restaurants account for twenty-six percent of Uptown's total estimated 2012 sales. Uptown's traditional retail sales account for nearly twenty-two percent of sales.

Opportunities exist to recapture some additional retail sales in the community based on expected future residential growth. And, the increased aggregate buying power of the markets within the community and surrounding area. The surrounding central communities in North Park, Downtown, Golden Hill, Mid-City, and Mission Valley are also expected to continue to experience similar growth.

However, general merchandise retail sellers will continue to face competition from the regional shopping centers in Mission Valley, and other community shopping centers located near Uptown.

The success of Uptown's entertainment districts and its restaurants and bars depends on continuing to attract consumers from the central communities and the region. Uptown may even be able to capture more of San Diego's visitor trade in Downtown and Balboa Park, due to its proximity, if transportation links are enhanced.

Limited access to parking in the central Hillcrest area has the potential to limit sales growth despite the area's market demand. Therefore, solutions which include multi-modal options, in addition to increasing the parking supply, must be considered.

Uptown does not include land identified as "Prime Industrial Land" or "Other Industrial Land", which supports base sector export-oriented businesses. Businesses located in Uptown's industrial/flex space are engaged in warehousing, wholesale distribution, repair services, storage services and small specialized manufacturing operations.

UPTOWN COMMERCIAL, OFFICE, AND RETAIL MAKEUP

- Nearly 3.6 million square feet of existing office space.
- Forty percent of office space is medical office space.
- Most office space in Uptown is older Class B and Class C office space. As such, rents are lower than newly developed Class A office space.
- Slightly over two million square feet of retail space.
- Nearly 132,000 square feet of industrial/flex space.
- Lease rates for its older industrial/flex properties are nearly 25 percent lower than the City's average lease rates in the San Diego market.

Source: The CoStar Group, 2012



UCSD Medical Center is one of the largest employers in the Uptown Community.



Medical and general uses are located along the major north-south corridors of Bankers Hill/Park West neighborhoods.

POLICIES

- EP-1.1** Improve the pedestrian, bicycle and transit infrastructure in Uptown's commercial districts.
- EP-1.2** Revitalize alleys in commercial mixed-use areas to improve aesthetics and safety and allowing commercial shops and service activities.
- EP-1.3** Explore opportunities for boutique hotels in Hillcrest as the area is close to freeways and Mission Valley.
- EP-1.4** Continue to work with the Uptown Parking District to consider locations for a parking garage near central Hillcrest and other multi-modal transportation options for this area.
- EP-1.5** Promote growth of Uptown's health sector enhancing the areas reputation for quality care and to support the expected employment growth in this sector.
- EP-1.6** Support incentives for new development of mid-rise office buildings in the east end of Hillcrest, including but not limited to, mixed-use office and residential buildings.
- EP-1.7** Promote the LGBTQ historic heart of Hillcrest's Entertainment District, which encourages heritage tourism.

- EP-1.8** Request that future City Council legislation be considered to define and recognize the boundaries of the City's "Entertainment District". Specifically, recognize the LGBTQ Entertainment District in the Hillcrest core.
- EP-1.9** Promote development of shopkeeper units and other types of live/work space.

5.2 COMMUNITY REVITALIZATION

BUSINESS IMPROVEMENT DISTRICTS

Uptown has two Business Improvement District (BID) associations: the Mission Hills BID association, founded in 2004 and the Hillcrest BID association founded in 1984. BID associations are geographic areas, established by the City where the businesses have voted to self-assess, in order to fund activities and services, which promote the business district and to provide services beyond what the City provides.

A BID works to unify the businesses within a particular district to work toward a common goal of economically revitalizing their business district. This is typically done through marketing programs, civic beautification projects, commerce recruitment, and parking and transportation improvements. Current, economic development strategies that all BID associations provide are: organized special events, social media marketing, and membership communication.



Maintenance assessment districts provide special benefit services that could include installation or maintenance of open space, street medians, street lighting and mini parks.



The Hillcrest Business Improvement District is the most prominent business district in the Uptown community.

POLICIES

- EP-2.1** Require an Economic Development Strategy for Uptown's small business corridors, completed by the Business District Improvement Associations, based on the City's Economic Development Strategy, with public and private input provided. The small business areas also must include Bankers Hill/Park West's small business area.
- EP-2.2** Develop market strategy from the Market Study of Uptown's small business areas and determine targeted business development and strategic alliances between businesses including market planning for attracting small businesses to Uptown, with public and private input provided. This effort must include Bankers Hill/Park West's small business area.
- EP-2.3** Encourage the Uptown BID associations to work with developers in order to attract businesses based on the results of the Uptown Economic Development Strategy and Market Study research. This includes attracting businesses to Bankers Hill/Park West's small business area.
- EP-2.4** Support the application to the National Main Street Center to designate Hillcrest's core as a Main Street. The Hillcrest Business Improvement Association will apply for this designation selecting the four blocks around the Hillcrest monument sign.

LOCAL, STATE, AND FEDERAL ECONOMIC REVITALIZATION

Maintaining the efforts and existing revitalization tools for small business and infrastructure financing listed below, in addition to seeking additional economic development tools, within the pedestrian-oriented commercial and mixed-use nodes, will enhance and create competitive commercial destinations. Ongoing economic revitalization projects in Uptown involve public/private partnerships or direct City services from

the Economic Development Department's Office of Small Business. Other small business loan programs are offered by the U.S. Small Business Administration directly to applicants. The City has a U.S. Department of Commerce's Economic Development Administration's Revolving Loan Program which provides financing for approved small business. Other programs are available at a state or City level to help finance infrastructure or private or public facilities.

Small Business Assistance

The City's Office of Small Business manages several programs for small business financial assistance, small business contracting, as well as managing a grant leverage program for business-based non-profit organizations. Public/private partnerships such as the Small Business Development Centers, Regional Employment Centers, and the U.S. Business Administration also provide small business financial assistance programs and other support resources.

U.S. Small Business Administration (SBA) Loan Programs

The SBA offers a variety of small business loan programs for very specific purposes. The SBA's most common loan program is the 7(a) General Purpose Loan which includes financial help for businesses with special requirements; the Microloan Program which provides small, short-term loans to small businesses and certain types of not-for-profit child-care centers; and the CDC/504 Real Estate and Equipment Loan which provides financing for major fixed assets such as equipment or real estate. Disaster loans are also available from the SBA which provide low interest loans to businesses of all sizes, private non-profit organizations, homeowners, and renters for the repair and replacement of real estate, personal property, machinery and equipment, and inventory and business assets that are damaged or destroyed in the event of a declared disaster.

The San Diego Regional Revolving Loan Fund (SDRRLF)

In an effort to help stimulate San Diego's and Chula Vista's economic growth, the loan program offers financial assistance to expanding businesses. The SDRRLF can supplement private financing for the acquisition of new or rehabilitated buildings, acquisition of fixed machinery and equipment, working capital and soft costs. For more information about this program see the City of San Diego's Economic Development, Start Growing & Financing Your Business web page.

Storefront Improvement Program (SIP)

The City's SIP assists small business owners in revitalizing building facades through design assistance and financial incentives.

Maintenance Assessment Districts (MAD)

MADs are established by the City as property based special assessment districts. Adoption of a MAD provides property owners with the opportunity to self-assess to pay for improvements, maintenance, services and activities beyond those general benefits provided by the City. Uptown has four active MADs, the Mission Hills Historic Lighting District MAD, the Hillcrest Commercial Core MAD, the Hillcrest/University MAD and Washington Street MAD. One MAD, the University Heights District is partially in Uptown and partially in Greater North Park.

Clean & Safe Program

Safety ambassadors, sidewalk sweeping, trash and debris removal, power washing sidewalks, systematic graffiti removal, maintenance of landscaping, and public safety services are frequent components of a neighborhood Clean and Safe Program. As these services and activities are special benefits above-and-beyond the City's general benefits, such services and activities are supported by assessment district funding.

Business Improvement District (BID) Associations

BIDs are geographic areas, established by the City, where the businesses have voted to self-assess themselves to fund activities and services, which promote the business district. These activities and services are above-and-beyond general benefit City services. Uptown has two business improvement districts, the Hillcrest BID association and the Mission Hills BID association.

National Main Street Organizations

National Main Street Organizations are organizations that follow the Main Street Four-Point Approach which supports small independent business owners through revitalization efforts by leveraging local assets - historic, cultural, and architectural and community pride.

Micro Assessment Districts

A Micro Assessment District is an area of small businesses that contains less than 300 individual members.

Urban Forestry

Expand urban forestry efforts in Uptown to increase the number of trees within this area in hopes of improving the quality of life.

Uptown Community Parking District

This District creates and implements parking strategies and mobility improvements throughout Uptown.

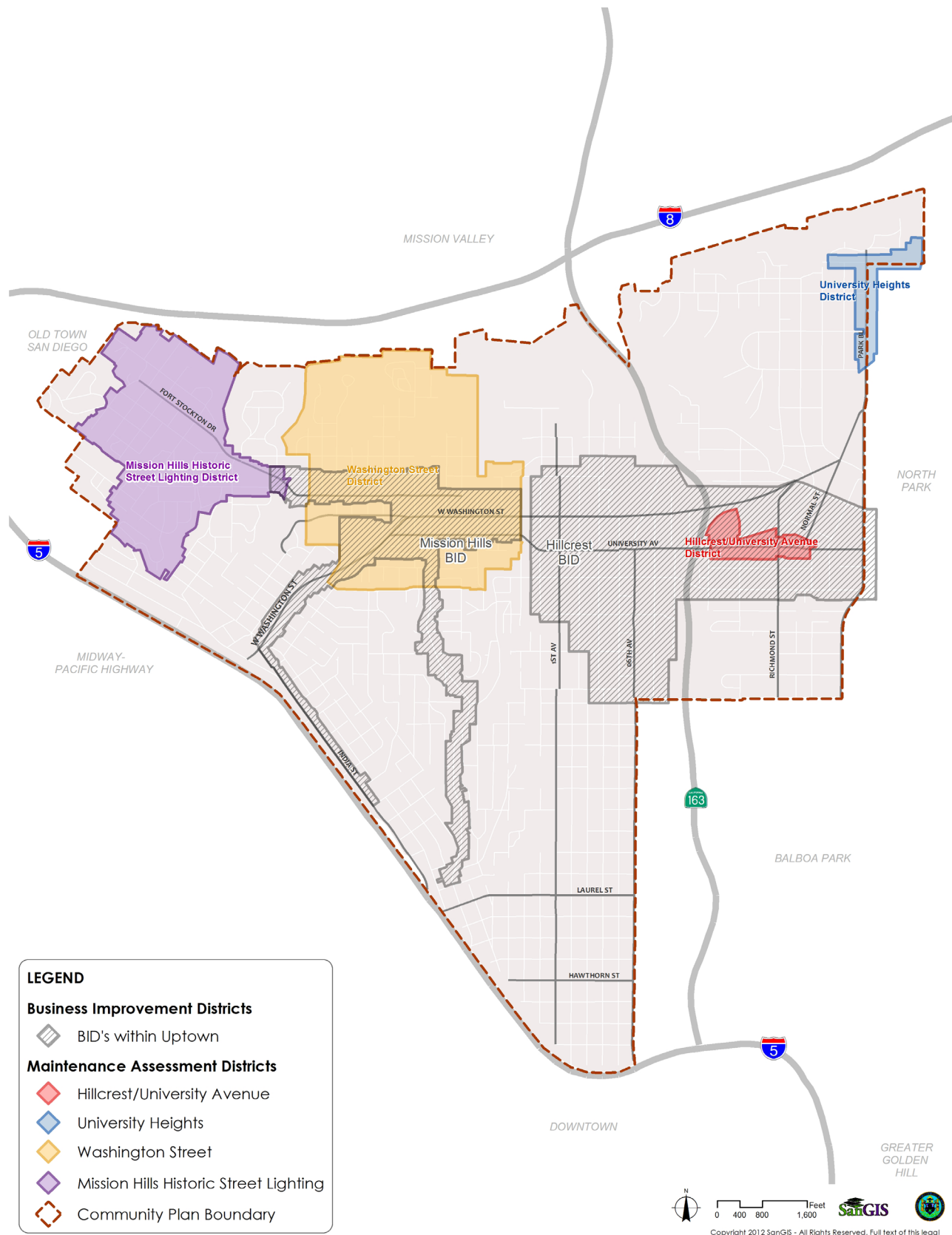
Historic Districts

A historic district is an area which contains buildings of historical significance and value that has legal protection from development. Its purpose is to preserve and build upon the natural character of its surrounding neighborhood. There are two historic districts in Uptown, the Fort Stockton Line Historic District and the Mission Hills Historic District. For more information see the Historic Element.

Public Art

The inclusion of art or cultural uses in private development projects within the community.

FIGURE 5-1: ECONOMIC REVITALIZATION AREAS



Event Programs

These activities range from special events such as restaurant tours, block parties, weekly farmers markets and holiday festivals. Such event programs are often efforts of an active BID association or a neighborhood/community organization.

Capital Improvements

Like many cities, the City of San Diego has a Capital Improvements Program (CIP) for installing new and replacing or rehabilitating existing infrastructure such as sidewalks, roads, bikeways, and water and sewer facilities. These improvements and their continual maintenance and upgrades are not only important to the community, but also to the viability of the community's commercial business districts especially where access to commercial goods and services is encouraged by walking, biking, and by transit.

New Market Tax Credits

The New Markets Tax Credit (NMTC) Program is a federal tax credit program that promotes investment in businesses and community facilities located in low-income communities. In exchange for a qualified equity investment, pursuant to the NMTC program requirements, an investor is provided a tax credit. The proceeds of the equity investment are utilized to fund low-income community businesses located in qualified low-income census tracts. For more information see Civic San Diego's Program - New Market Tax Credits.



Street trees and landscaping attract pedestrians and help support vibrant commercial districts.

Community Finance Districts (CFD)

CFDs establish a special tax assessment on properties located within an established district to fund public facilities and services. Supported by Municipal Bond revenue, CFDs provide upfront funding to build improvement or fund services up and beyond City general services.

Enhanced Infrastructure Financing District (EIFD)

One or more EIFDs Enhanced Infrastructure Financing District may be created within a city or county and used to finance the construction or rehabilitation of a wide variety of public infrastructure and private facilities. An EIFD may fund these facilities and development with the property tax increment of those taxing agencies (cities, counties, special districts, but not schools) that consent.

Partnerships in Economic Revitalizations

Many ongoing targeted economic revitalization efforts in Uptown involve partnerships between residents, property owners, community groups, business organizations and the City. The City's Economic Development Department and the Planning Department will continue these partnerships with the objective of improving the economic prosperity of Uptown. The small businesses in Uptown are unique and economic revitalization and assistance through private/public partnerships will also continue for this major component of Uptown's economy.

Uptown's community dedication to quality of life is demonstrated by the different self-assessments residents, property owners and business owners have approved for their community. The Business Improvement Districts associations and Maintenance Assessment Districts in Uptown continue to invest in their community to revitalize the area and enhance the community's quality of life. These districts provide services above-and-beyond the general benefit level of services provided by the City. In addition, the Business Improvement Districts associations sponsor events which spotlight the community character of their district. Figure 5-1 details the boundaries of these self-assessment revitalization areas in Uptown.

POLICIES

- EP-2.5 Consider expanding the Hillcrest/University Avenue Maintenance Assessment District through a public/private partnership.
- EP-2.6 Position and expand Hillcrest entertainment districts to attract more regional patrons and tourist.
- EP-2.7 Market the Downtown and Balboa Park visitor trade and improve convenient transportation linkages from those destinations to Uptown, including a potential street car linkage.
- EP-2.8 Utilize economic development tools and programs to attract and retain small businesses, through the maintenance and enhancement of commercial areas.



Public art can add a level of culture to commercial areas and is a typical element in successful business districts.



6

PUBLIC FACILITIES, SERVICES, AND SAFETY

- 6.1 PUBLIC FACILITIES AND SERVICES
- 6.2 HEALTH AND SAFETY

INTRODUCTION

The General Plan provides a comprehensive discussion of public facilities, services, and safety. This community plan addresses priorities for improved public service delivery within the community and identifies potential characteristics for facility expansion. The emphasis of the Public Facilities, Services, and Safety Element is to identify existing facilities and services and address the capacity and need for future services. This element specifically addresses public facilities financing and prioritization, policies related to fire-rescue, police, storm water, water and sewer infrastructure, waste management, libraries, schools, parks, public utilities, and health and safety. Public facilities and services are also discussed within other elements such as the recreation element, which specifically addresses population-based parks and recreation facilities needs.

PUBLIC FACILITIES, SERVICES AND SAFETY ELEMENT GOALS

- A high level of community facilities and services that meet the needs of Uptown.
- Systematic and efficient improvements to water and sewer lines and undergrounding of utilities .
- Police and fire safety services that meet the needs of the community.
- A community aware of emergency issues and well prepared for emergencies.
- Maintenance, repair, and replacement when needed to maintain or improve the serviceability of the community's older infrastructure.
- Community use of school facilities during non-school hours for educational, recreational, and cultural purposes.
- Private initiatives that 'adopt' community schools to enhance educational programs.

KEY GENERAL PLAN POLICIES

The Uptown Community Plan furthers the policies contained in the General Plan. Policies include pursuing diverse funding sources for new facilities, considering new development's impact on addressing public facility needs, as well as continuing to pursue joint-use opportunities for shared facilities with the San Diego Unified School District. Because the General Plan is an overarching document with goals and policies that apply broadly to all of the city's community planning areas, these broad policies remain in the General Plan, but are listed on Table 6-1 as reference in this plan to avoid redundancy.

TABLE 6-1: GENERAL PLAN RELATED PUBLIC FACILITIES TOPICS AND POLICIES

GENERAL PLAN-RELATED TOPICS	POLICIES
Public Facilities Financing	PF-A.2
Public Facilities and Services Prioritization	PF-B.3
Evaluation of Growth, Facilities, and Services	PF-C.1 & PF-C.3
Water Infrastructure	PF-H.3.C
Libraries	PF-J.3 & PF-J.5
Schools	PF-K.6 & PF-K.9

6.1 PUBLIC FACILITIES & SERVICES

As an urban community, Uptown faces aging infrastructure and substandard facilities that may not meet current standards. Figure 6-1 illustrates where current facilities exist and identifies sites for future facilities. The City's two main funding sources for providing and improving facilities include Development Impact Fees (DIF) and the General Fund. DIF collects a proportional fair share of capital improvements needed to offset the impact of development. The General Fund is relied on for facility improvement and upgrades and operational and maintenance costs. The community's DIF and General Fund have helped to alleviate growing facilities needs, but a deficit remains with regards to most public facilities. This continues to leave the City and community with the challenge to find alternative means of funding improvements.

FIGURE 6-1: PUBLIC FACILITIES MAP



Due to limited funding for the annual capital improvements associated with the City's Capital Improvement Program (CIP) which provides for the construction of new, replacement of, or rehabilitation of existing infrastructure, the City has instituted a prioritization and ranking strategy that integrates community input. This effort allows the City to strategize funding and be more responsive to the community's facility and infrastructure priorities. Although the City is making changes in how CIP projects are funded to provide more timely improvements, there remains an existing facilities and infrastructure deficit in Uptown. There are a number of obstacles in alleviating the infrastructure deficit, including, the increased costs in acquisition and construction, lack of available land, and funding constraints and competing needs. It is up to the City and the community of Uptown to work together to find solutions for meeting facility and infrastructure needs. Solutions such as clustering facilities, incentive zoning provisions, providing broader community serving facilities, offering equivalencies, seeking citywide or regional initiatives for new sources of revenue, and exploring public-private opportunities are just some ways that may make it possible to accommodate new facilities for the next generation.

POLICE AND FIRE

Facilities for police and fire emergency services affect planning goals for livability and safety. The City provides these services through geographic service areas that can cover more than one community. The Police Department groups neighborhoods within the City into nine divisions. Uptown is served by the Central and Western Neighborhood Divisions of the Police Department. The Central Division station is at 2501 Imperial Avenue in Southeastern San Diego and the Western Division station is at 5215 Gaines Street within Mission Valley.

The Fire-Rescue Department provides emergency/rescue services, hazard prevention, and safety education to ensure the protection of life, property, and the environment. This also includes education about vegetation management to protect properties from



Fire Station #5 in Hillcrest is one the busiest fire stations in the City based on the number of calls received and has been in operation since 1951.



Rendering of the new replacement Fire Station #5 in Hillcrest. Image courtesy of Rob Wellington Quigley, FAIA.

wildfires in canyon areas. The Fire-Rescue Department provides service to Uptown with three fire stations. Station 8 located at Goldfinch and Washington Streets, Station 5 located at Ninth and University Avenues, and Station 3 located at State and Kalmia Streets. Maintaining a successful fire service system is a challenge due to the City's topography, fiscal constraints, and an ever-growing population. A particular fire threat in Uptown is the open space canyons, from which damaging fires have occurred in the past. The Fire-Rescue Department has an active program which promotes the clearing of canyon vegetation away from structures. The City has recognized the value of fire prevention measures to reduce pressure on the overall response system in the long term; such measures include adopting strenuous safety codes and an aggressive brush management

program. Citywide fire service goals, policies, and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study (Citygate 2011).

As growth and development occur, police and fire capacity will be evaluated to ensure that station locations and staffing levels are adequate to maintain acceptable levels of service. In the near term, Fire Station 5 will be rebuilt. Expansion plans for Fire Station 8 include new quarters and parking for fire staff that will occupy the Mission Hills Library site, once the library is relocated. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate upgrades, expansions, and new facilities to maintain adequate service to the community.

LIBRARY

Uptown is served by two library branches: the Mission Hills and University Heights libraries. The University Heights branch library serves both Uptown and Greater North Park. In 1952, it was expanded to 3,750 square feet. The community plan envisions the University Heights branch library locating to Teacher's Annex, should the property become available. A new 15,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library located at 925 West Washington Street, which was built in 1961. The new library facility site will be located at the southwest corner of Washington and Front Streets. See General Plan policies PF-J.3 and PF-J.5 which support libraries which serve larger areas to maximize capital efficiencies.

SCHOOLS

One of the most important public services is the provision of schools and the offering of quality education to the residents of the community. Schools that serve Uptown are centrally located and within walking distance to public transit. Uptown is served by five public schools: Florence, Alice Birney, and Grant Elementary Schools, Roosevelt Middle School, and San Diego High School. In addition, there are a number of charter



Neighborhood lending libraries such as this one on Lewis Street serve to supplement library resources and build a sense of community.



A new 15,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library.



Joint-use opportunities at local public schools provide community recreational opportunities during non-school hours.

schools, private schools, and neighboring community schools which help to serve the community. The public schools within Uptown have joint-use facilities that provide recreational space during non-school hours for residents. The acquisition of school district and private school property provides an opportunity to acquire a large amount of acreage within the community for parks, recreational centers, community meeting space, and other public uses should the properties become available. This includes the San Diego Unified District Educational Center on Normal Street.

In 2012, voters approved funding two bond measures, Propositions S and Z, to fund repairs, renovate, and revitalize schools within the San Diego Unified School District. Bond projects build off improvements that were started with Proposition MM funding and include classroom technology, safety and security upgrades, Americans with Disabilities Act (ADA) upgrades, new/renovated facilities, temporary classrooms replaced by permanent classrooms, air conditioning, upgrades to ADA improvements to athletic facilities, turf fields, and other capital improvements at traditional and charter schools throughout the district.

POST OFFICE

Uptown is served by the U.S. Post Office located in Hillcrest. The site provides an opportunity for a new post office and potential mixed-use development.

GAS, ELECTRIC, AND COMMUNICATION UTILITIES

Gas and electricity are provided by the San Diego Gas & Electric Company. San Diego Gas & Electric Company has a number of programs related to conservation, including commercial and residential energy audits, low interest loan programs for energy conservation, retrofit installations, and rebates for solar water heaters.

The City has a long-term City-wide program for utility providers to underground overhead power and communication lines. Wireless communication antennas are installed on buildings throughout the community. New antennas will need to be installed in a manner that does not detract from the design of the building.

MAINTENANCE ASSESSMENT DISTRICT AND PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

A Maintenance Assessment District (MAD) is a tool property owners use to assess themselves to receive enhanced maintenance, landscaping, and lighting services. These services are above and beyond the City's baseline general services.

A Property and Business Improvement District (PBID) is a tool available to property and business owners to improve a commercial area and is a special benefit assessment district designed to raise funds within a specific geographic area. Funds may be raised through a special assessment on real property, businesses, or a combination of both, and are used to provide supplemental services beyond those provided by the City. Additional discussion on MADs can be found in the Economic Prosperity Element.

WATER, WASTEWATER, AND STORM WATER INFRASTRUCTURE

The Public Utilities Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and addresses water efficiency, conservation, recycled and reclaimed water, cost effectiveness and timely construction.



The City of San Diego works in collaboration with local utility providers to underground overhead utility lines with safer, more reliable underground utility systems.



The Mission Hills BID consists of over 500 business license holders located along West Lewis Street, Fort Stockton Drive, and Goldfinch Street; the West Washington Street and University Avenue corridors; and Reynard Way and India Street's International Restaurant Row.

The community's water, wastewater, and storm water infrastructure has issues with aging, insufficient capacity, and outmoded design. The City is addressing these issues for the water and sewer systems through rate increases beginning in 2007 to replace and improve infrastructure.

The City also monitors and maintains the water and sewer system on an ongoing basis because of the age of the water and sewer infrastructure in the older communities. In a continuing replacement program, outmoded concrete sewer mains and cast iron water mains are being replaced on a citywide basis. Replacement is currently scheduled based on breaks or blockages in the mains. The City has an ongoing process to maintain and upgrade water and wastewater infrastructure.

Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding can occur. Storm drain water flow within the community's streets often discharges into the natural canyon areas causing erosion.

Storm water pollution affects human life as well as aquatic plant and animal life. Oil and grease from parking lots and roads, leaking petroleum storage tanks, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into water bodies and receiving waters.



Landscaping, lighting, streetscape improvements and maintenance, security, signage/banners and street furniture are enhancements that can be provided through MADs and BID-related programs.

While storm drain infrastructure within public streets in the community still needs to be upgraded, new regulations require storm water flow to be controlled within individual sites. The City's Municipal Storm Sewer System Permit (MS4 Permit), issued by the San Diego Regional Water Quality Control Board (RWQCB), requires all development projects that exceed certain size thresholds to implement storm water source control and Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutants in storm water runoff and control runoff volume. There is also an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit requirements and total maximum daily load as well. Examples of LID techniques are bio-retention cells, green roofs, porous pavement, infiltration basins, and bio-filtration planters.

STREET LIGHTS

Street lighting is important to improve safety for pedestrians, vehicles, and property at night. The City provides standard street lights. Neighborhoods within Uptown have existing acorn style pedestrian oriented lights. The Community Plan envisions adding additional acorn style pedestrian oriented street lighting within commercial and mixed-use areas and historic districts. Special lighting or maintenance district can provide and ensure long-term operation and maintenance for pedestrian oriented lighting.

POLICIES

Public Facilities

- PF-1.1** Locate and cluster public facilities, such as libraries, post offices, community meeting space, schools, and transit-oriented development to create an active center.
- PF-1.2** Incorporate public art in public facilities.
- PF-1.3** Provide public facilities that accommodate a full range of programs to serve residents and to cultivate civic involvement.
- PF-1.4** Locate free public meeting spaces in accessible locations near transit.
- PF-1.5** Establish a community relations office in the community which could include utilizing space within the Uptown Shopping District.

Police

- PF-1.6** Reduce incident of criminal activity within the Uptown neighborhoods. See General Plan Section PF-E regarding police service and Section UD-A regarding Crime Prevention Through Environmental Design (CPTED).
 - a. Continue Neighborhood Watch Programs.
 - b. Neighborhood organizations should maintain a close relationship and have a continuing exchange of information with patrol officers.
 - c. Promote the development of Community Alert Programs where they do not presently exist.
 - d. Maintain a community relations program between police and residents.
 - e. When feasible, introduce foot patrols to districts of high crime.
 - f. Development projects should provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.



Historic "acorn" style street lighting improves safety for pedestrians, vehicles, and properties at night and is an integral component of Uptown's historic neighborhood character.

Fire

- PF-1.7** Maintain the high level of fire protection throughout Uptown.
 - a. Support efforts by the City to educate and inform the community regarding fire prevention techniques.
 - b. Support regular upgrading of Uptown fire stations as necessary to adequately respond to fires and emergencies.

Libraries

- PF-1.8** Support the funding and creation of new and expanded branch libraries to meet community needs.
 - a. Support the construction of the Mission Hills Branch Library.
 - b. Support the relocation of the University Heights Branch Library to the Teachers Training Annex at the San Diego Unified School District's Education Center should the property become available.

- PF-1.9** Support the extension of hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of materials.

Schools

- PF-1.10** Transform school facilities in Uptown into neighborhood focal points with a strong image and identity.
- a. Encourage full community use of school facilities during non-school hours for educational, recreational and cultural purposes.
 - b. Pursue and maintain joint-use agreements whereby school facilities are made available for community use.
 - c. Acquire excess school district property within Uptown to reserve the property for public use.
 - d. Encourage the San Diego Unified School District to engage the community in planning for new and expanded facilities.

Public Utilities and Undergrounding of Utilities

- PF-1.11** Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening, as well as, maintain access to energy facilities for repair and maintenance.
- PF-1.12** Enhance the streetscape and encourage building façade improvements to utility facilities with prominent street frontage, such as the telecommunications building along University Avenue between Sixth Avenue and Seventh Avenues.

Maintenance Assessment District and Property and Business Improvement District

- PF-1.13** Support programs in Uptown where property owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include, but are not limited to: landscape, lighting, streetscape improvements and maintenance, security, signage and banners, street furniture, and public art.

Water, Sewer and, Storm Water Infrastructure

- PF-1.14** Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.
- a. Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and wastewater facilities.
 - b. Provide routine maintenance of the water and wastewater facilities.
 - c. Collaborate with the Uptown community members and other entities and stakeholders when funding and siting improvements to coordinate timing and replacement of infrastructure.
 - d. Consider non-invasive means when replacing wastewater facilities in canyons.
 - e. Implement green infrastructure strategies to address storm water runoff.
 - f. Maintain sidewalk traditional material, color, and scoring patterns along with original contractor date stamps when replacing utilities.

6.2 HEALTH & SAFETY

GEOLOGIC AND SEISMIC HAZARDS

Geologic considerations relate to drainage systems and seismic safety (earthquake fault zones and steep areas of unstable soil). The geology complements open space areas since geological criteria is important in relating land use to seismic risk zones, with the protection of particularly sensitive geological areas from the safety hazards resulting from development encroachment.

Risks associated with potential geologic hazards with the community are primarily due to the presence of steep, non-conforming slopes and its location within a seismically active region. The Uptown community plan area is located on the east margin of the Rose Canyon Fault Zone (RCFZ). The RCFZ is characterized by a zone of north-trending, strike-slip faults, portions of which are deemed active by the State of California. Additional faults crossing the northwestern portion of the planning area have been identified (see Figure 6-2). These faults are described as “potentially active, inactive, presumed inactive, or activity unknown”. Damage to structures and improvements caused by earthquakes would depend on the distance to the epicenter, the magnitude of the event, the underlying soil, and the quality of construction.

The General Plan provides policy support for disaster preparedness and seismic safety in the Public Facilities, Services and Safety Element sections PF-P and PF-Q. Design considerations with regards to safety are located in the Urban Design Element.

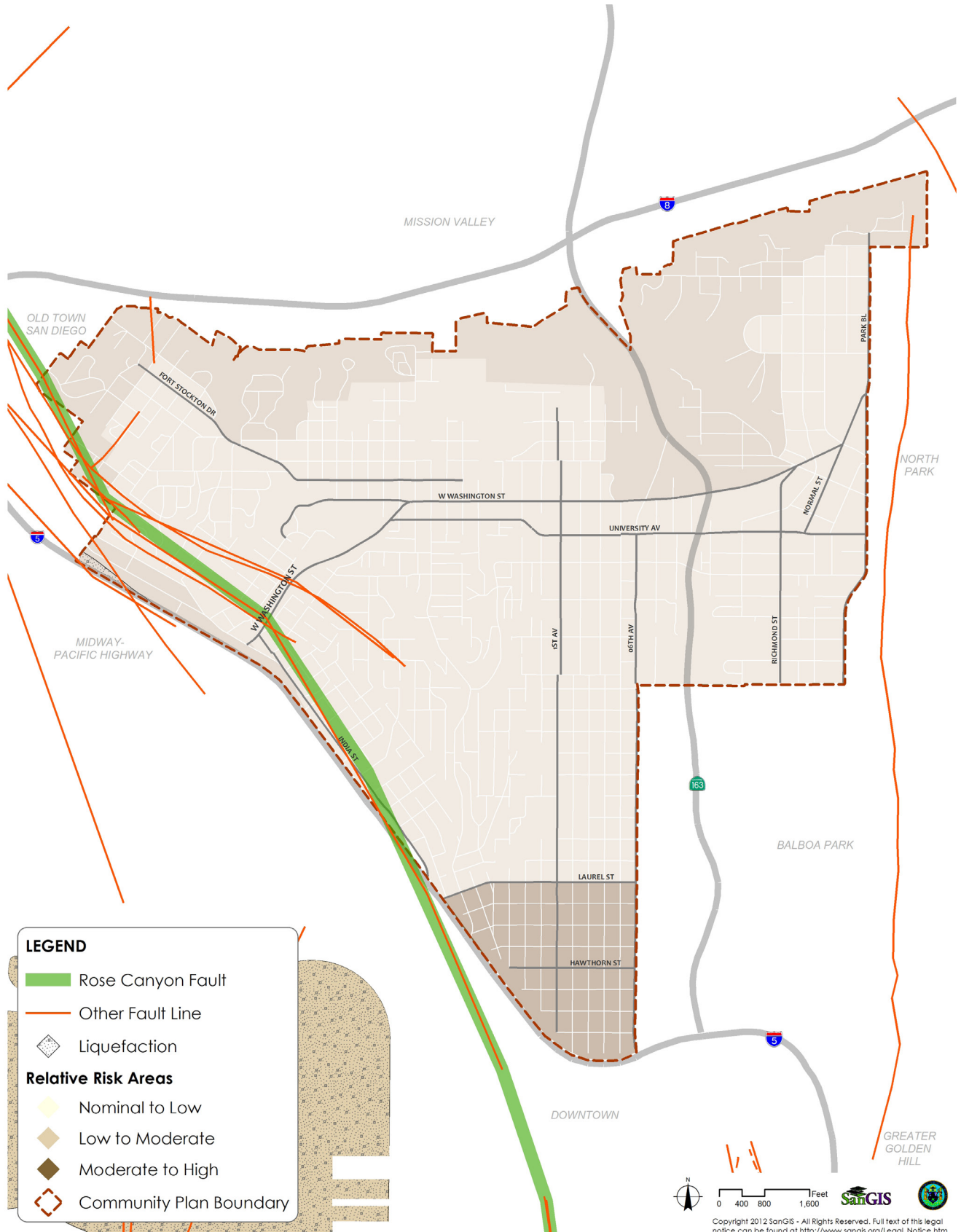
FIRE HAZARDS

Fire protection service is described in Section 6.1. The natural environment throughout San Diego presents considerable demands on fire and rescue services under various conditions and can also affect response times. For times of additional need, the City augments its own forces with Automatic Aid agreements with adjoining jurisdictions, and Mutual Aid agreements with County, State, and federal government agencies.

POLICIES

- PF-2.1** Maintain a high level of fire protection throughout the community, particularly in the neighborhoods adjacent to natural open space.
- a. Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting technology improves.
 - b. Support efforts by the City to educate and inform the community regarding fire prevention techniques, particularly those related to brush management and wildland fires.
 - c. Provide routine brush management within the City-owned open space.

FIGURE 6-2: GEOTECHNICAL AND RELATIVE RISK AREAS



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7

RECREATION

- 7.1 PARKS AND RECREATION FACILITIES
- 7.2 PRESERVATION
- 7.3 ACCESSIBILITY
- 7.4 OPEN SPACE AND RESOURCE-BASED PARKS

INTRODUCTION

Uptown Plan Recreation Element includes goals and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility, and Open Space Lands and Resource-based Parks. These goals and policies, along with the broader goals and policies of the General Plan and the Balboa Park Master Plan, provide a comprehensive parks strategy intended to accommodate the community at full community development.

In addition to soliciting public input through various stakeholder meetings and the community plan update advisory committees, in August of 2011, the City commissioned a Park and Recreation Needs Assessment for the Golden Hill, North Park and Uptown Communities. The assessment was conducted by an independent research consultant to determine how and where the communities currently recreate, their priorities and preferences for future recreational uses and facilities within their communities, as well as, consideration of Balboa Park as a recreational resource. The assessment consisted of an objective, statistically-valid, random telephone survey. The survey results, which were representative of the broad and demographically-diverse communities' recreational use patterns and opinions, were contained in a report presented to each community, and have been incorporated into this plan update where appropriate. (See Appendix A for a summary of the Park and Recreation Needs Assessment Survey).



Pioneer Memorial Park in Mission Hills features large multi-purpose fields, children's play areas and picnic facilities.

RE-126

RECREATION ELEMENT GOALS

- A sustainable park and recreation system that meets the needs of Uptown residents and visitors which serves a variety of users, such as children, persons with disabilities, and the underserved teenage and senior populations.
- Parks and recreation facilities that keep pace with the Uptown population growth through timely acquisition of available land and development of new facilities.
- Increased quantity and quality of recreation facilities in Uptown through the promotion of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.
- Park and recreation facilities that are accessible to, and within a one-half mile radius of, Uptown residents, and form an inter-connected community park system.
- A sustainable park and recreation system that meets the needs of Uptown residents by using "green" technology and sustainable practices in all new and retrofitted projects.
- A balance of recreational facilities in Uptown that is available for programmed and non-programmed uses.
- Comprehensive pedestrian and bicycle connections between parks and open space lands within and adjacent to the Uptown Community, as well as to surrounding communities.
- An open space and resource-based park system in the Uptown Community that provides for the preservation and management of significant natural and man-made resources.
- A system of pedestrian paths and bikeways linking population-based parks with resource-based parks and open space lands within the Uptown Community.

7.1 PARKS AND RECREATION FACILITIES

PARKS AND RECREATION FACILITY STANDARDS

The General Plan Recreation Element describes three categories of parks within the City of San Diego: Open Space Lands, Resource-based Parks, and Population-based Parks. (See General Plan Section RE-4 Open Space Lands and Resource-Based Parks for descriptions.) Population-based parks and recreation facilities are typically located within close proximity to residents and are intended to serve the daily recreational needs of the neighborhoods and community. The General Plan standard is to provide a minimum of 2.8 usable acres of public park land per 1,000 residents. A recreation center, typically 17,000 square feet in size, should be provided for every 25,000 residents, and an aquatic complex should be provided for every 50,000 residents. The General Plan Recreation Element, Table RE-2, Parks Guidelines, provides the descriptions and minimum standards for these park and recreation facilities.

CATEGORIES OF POPULATION-BASED PARKS

1. Major Park
2. Community Park
3. Neighborhood Park
4. Mini-Park
5. Pocket Park or Plaza
6. Special Activity Park

EXISTING AND FUTURE POPULATION – BASED PARKS AND RECREATION FACILITIES

At full community development, the projected population for Uptown is 55,700. Therefore, according to General Plan standards for population-based parks and recreation facilities, the community should be served by a approximately 156 usable acres of park land at full community development.

Additionally, at full community development, the projected population warrants approximately two recreation centers equivalent to 37,910 total square feet, and approximately one aquatic complex.

GENERAL PLAN GUIDELINE CALCULATIONS FOR PARK AND RECREATION FACILITIES

Parks: 55,700 people divided by 1,000 = 55.70 x 2.8 = 155.96 acres of population-based parks

Recreation Center: (17,000 square feet) serves population of 25,000: 55,700 people divided by 25,000 people = 2.23 Recreation Centers = 37,910 square feet total

Aquatic Complex: serves population of 50,000: 55,700 people divided by 50,000 people = 1.11 Aquatic Complexes



Roosevelt Middle School Joint Use Facility provides play fields, a walking track and tennis courts.

Opportunities for additional park land and recreation facilities within Uptown are anticipated to come primarily through redevelopment of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines.

Facilities that may be considered as population-based park equivalencies include:

1. Joint-use facilities;
2. Trails through open space;
3. Portions of resource-based parks;
4. Privately-owned, publicly-used parks;
5. Non-traditional parks, such as rooftop or indoor recreation facilities; and
6. Facility or building expansion or upgrades.

Uptown is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The community and City staff identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public

accessibility, consistency with General Plan policies and guidelines, and other land use policy documents (e.g., Balboa Park Master Plan). It was determined that a variety of sites and facilities within and adjacent to Uptown do, or could, serve as population-based parks or park equivalencies.

Tables 7-1 and 7-2 summarize the existing and proposed parks and equivalencies that have been selected by Uptown to supplement their existing population-based park inventory.

The table also includes recommendations contained in the Balboa Park Master Plan, including the Sixth Avenue Area, where appropriate, as well as recommendations generated by the community and City staff for facilities outside of Balboa Park.

The community plan identifies joint-use of the future Grant K-8 School gymnasium, and the need for two future recreation projects, at sites to be determined, that will provide all of the recreation center space required to serve the community plan at full projected development. The plan also identifies the need for an aquatic complex, at a future site to be determined. The City will continue to work with the community to seek future opportunities for provision of parks and recreation facilities.



Sixth Avenue Children's Playground is located in Balboa Park and features several play areas, picnic facilities, and passive lawn areas.



Nate's Point Off-Leash Dog Area is a popular recreation facility located within Balboa Park.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Neighborhood Parks				
Mission Hills Park (includes Pioneer Memorial Park)	8.34		Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping.	
Mystic Park		7.58	Proposed park site located east of SR-163, north of Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated as a California Historic Parkway and Scenic Highway, and are a State Historic Resource and City Historic Landmark.	Prepare a park feasibility study; The study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with Caltrans may be required. Based on results of the study, acquire, design and construct park amenities for active and passive uses which could include multi-purpose turf areas, children's play areas, an amphitheater and performance opportunities, picnicking, seating, exercise areas, and an off-leash dog area.
Old Trolley Barn Park	2.92		Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping.	
Reynard Way Neighborhood Park		4.72	Proposed park site on undeveloped property, consisting of multiple, privately-owned parcels, located at 3532 Reynard Way. The site consists of varied topography and a potentially historically significant building which would present some developmental challenges, but would yield many recreational opportunities. Adaptive reuse of the building for recreational purposes is a possibility.	Acquire, design and construct park amenities for active and passive recreation, such as informal multi-purpose sports field, children's play areas, seating, picnicking, walkways, and landscaping.
Pocket Parks/Plazas				
Bandini Street Pocket Park		0.18	Proposed pocket park on vacant, privately-owned property located on the east side of Bandini Street at Mergho Impasse.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
Fir Street Pocket Park		0.23	Proposed pocket park on 2 privately-owned parcels, located on the southwest corner of Fir Street and Sixth Avenue. The site is currently developed with a small structure and associated parking area.	Acquire, demolish existing improvements, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
First & Robinson Pocket Park		0.28	Proposed pocket park on vacant, privately-owned property located on the northwest corner of First and Robinson Avenues.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
Golden Gate Drive Pocket Park		0.33	Proposed pocket park on city-owned open space land within the University Heights Open Space area directly adjacent to Golden Gate Drive.	Design and construct park amenities to include passive recreation, such as a trailhead and interpretive signage, improved trails, overlook/seating, landscaping, etc.
Laurel Street Pocket Park		0.11	Proposed pocket park on undeveloped City-owned park land.	Design and construct park amenities to support passive recreation, such as children's play area, seating, picnicking, walkways, and landscaping.
Olive Street Park		0.60	Proposed pocket park on undeveloped city-owned park property located on Olive Street.	Design and construct park amenities to include passive recreation, such as a children's play area, walkways, seating, picnicking, and landscaping.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Sixth Avenue Pocket Park		0.45	Proposed pocket park located on privately-owned property on the west side of Sixth Avenue between University and Robinson Avenues. The site is currently developed with the "Pernicano's" restaurant and associated parking lot.	Acquire, demolish existing improvements, and design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
West Lewis Street Pocket Park	0.35	0.03	Existing park, located between Falcon and Goldfinch Streets, comprised of passive recreational amenities, a trail, public art, interpretive signage, and seating.	Construct Phase II improvements, including the trail connection with the existing Phase I, in accordance with the approved General Development Plan.
West Maple Canyon Pocket Park		0.25	Proposed pocket park on undeveloped City-owned land adjacent to the Maple Canyon Open Space area.	Construct passive park amenities including seating, interpretive signage, landscaping, and a trailhead, in accordance with the approved General Development Plan.
Joint-Use Facilities				
Birney Elementary School	0.86		Existing joint-use facilities consisting of turf multi-purpose playfield, multi-purpose courts, and hardscape for court games pursuant to long-term lease agreement. (Facility is total of 1.82 acres and is shared with North Park (0.96 acres) and Uptown (0.86 acres).)	
Florence Elementary School		1.2	Proposed joint-use facility at the school site.	Design and construct joint-use facilities, including multi-purpose courts. Pursue a pedestrian connection between the joint-use area and the future Mission Hills Library site. Enter into a joint-use Agreement with the San Diego Unified School District.
Grant K-8 School		1.00	Proposed joint-use facility at school site.	Design and construct joint-use facilities, including multi-purpose playfield, hard courts and gymnasium. Enter into a joint-use Agreement with the School District.
Roosevelt Middle School	2.19		Existing joint-use facilities consisting of turf multi-purpose playfields and perimeter running track pursuant to long-term agreement.	
Trails <i>(Usable acres credit for trails was determined by multiplying the linear footage of trail by 12'-0" width and divided by one acre, equivalent to 43,560 square feet)</i>				
Bankers Hill Open Space Trail		0.39	Proposed trail amenities for the existing trails, 1,400 linear feet, in the Bankers Hill Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.
Buchanan Canyon Open Space Trail		0.41	Proposed trail amenities for the existing trails, 1,500 linear feet, in the Buchanan Canyon Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Curlew Canyon Open Space Trail		0.14	Proposed trail amenities for the existing trails, 500 linear feet, in the Curlew Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Cypress Canyon/ Marston Open Space		1.16	Proposed trail amenities for the existing trails, 4,200 linear feet, in the Cypress Canyon/ Marston Open Space.	Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Hospice Point Open Space Trail		0.30	Proposed trail amenities for the existing trails, 1,100 linear feet, in the Hospice Point Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Maple Canyon Open Space Trail		0.77	Proposed trail amenities for the existing trails, 2,800 linear feet, in the Maple Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.
Mission Hills Open Space Trail		0.41	Proposed trail amenities for the existing trails, 1,480 linear feet, in the Mission Hills Open Space. A small portion of the proposed trail is located on privately-owned property.	Design and construct trail amenities, such as protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City. Acquire a recreation easement for public use of the privately-owned portion of the trail.
University Heights Open Space Trail		0.08	Proposed trail amenities for the existing trails, 300 linear feet, in the Buchanan Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Portions of Resource-Based Parks				
Freedom Park (within Balboa Park)		2.29	Proposed park located on the north side of the War Memorial Building on Park Boulevard.	Design and construct active and passive recreation amenities and support facilities, such as seating/picnicking, security lighting, walkways, and landscaping.
Nate's Point Dog Off-Leash Area (within Balboa Park)		2.75	Dog off-leash area at Laurel Street and Balboa Drive.	Design and construct dog off-leash area upgrades, such as drinking fountains, site furniture, security lighting, walkways, and landscaping.
Pershing Recreation Complex (within Balboa Park)		3.45	Proposed community park/sports complex located at the corner of Pershing Drive and 26th Street. This site is currently used by City Central Operations Station facilities. This 15 acre facility will be shared with; Downtown, North Park; Golden Hill; and Uptown.	Design and construct a community park/sports complex with active recreation facilities consistent with the recommendations in the BPEMPP, subsequent to relocation of non-park, City facilities.
Presidio Neighborhood Park (within Presidio Park)		3.84	Neighborhood park located on Cosoy Way and Presidio Drive within Presidio Park. Existing uses include a children's play area, picnic areas and a comfort station.	Design and construct additional recreation amenities such as a picnic shelter, accessible walkways, interpretive signs, etc.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Quince Street Mini-Park (within Balboa Park)		2.30	Proposed mini park located at the southeast corner of the intersection of Balboa Drive and the Quince Street / SR-163 northbound exit ramp.	Design and construct passive recreation amenities, such as seating/picnicking, security lighting, walkways, and landscaping.
Sixth Avenue Children's Park (within Balboa Park)	3.55		Proposed linear park located between Sixth Avenue and Balboa Drive, from Upas Street to Quince Street.	Design and construct amenities consistent with the approved General Development Plan for the Sixth Avenue Children's Playground located between Thorn and Spruce Streets.
Non-Traditional Park Sites				
Normal Street Linear Park		1.60	Proposed linear park located within the Normal Street right-of-way, including the medians.	Design and construct a variety of passive recreational and community uses, including a children's play area and flexible opportunities for the weekly farmer's market and other community events. Coordinate with the State's redevelopment efforts of the DMV office site, where appropriate.
Recreation Centers				
Grant K-8 School Gymnasium	0	10,454	Proposed gymnasium located within the Grant K-8 School site on San Diego Unified School District (SDUSD) land.	Pursue an agreement with SDUSD for joint-use of the proposed 10,454 sq. ft. gymnasium. The facility would be designed and constructed by SDUSD.
Uptown Recreation Center - North	0	10,456	Proposed recreation facility located in the northern portion of the community.	Design and construct an approximately 10,456 sq. ft. recreation center including community meeting and multi-purpose rooms, arts & crafts rooms, and fitness rooms.
Uptown Recreation Center - South	0	17,000	Proposed recreation facility located in the southern portion of the community.	Design and construct an approximately 17,000 sq. ft. recreation center including a gymnasium, community meeting and multi-purpose rooms, arts & crafts rooms, and fitness rooms.
Aquatics Complexes				
Uptown Aquatics Complex	N/A	N/A	Proposed aquatics complex to be located at a site to be determined within Uptown.	Acquire land if the location is not within an existing park site. Design and construct an aquatics complex, sized to meet community needs, including a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff offices and equipment storage facilities.

TABLE 7-2: SUMMARY OF EXISTING AND PROPOSED POPULATION-BASED PARKS AND RECREATION FACILITIES

POPULATION-BASED PARKS	USABLE ACRES
Existing Population-Based Parks and Park Equivalencies	18.21 acres
Proposed Population-Based Parks and Park Equivalencies	36.85 acres
Total Existing and Proposed Population-Based Parks and Equivalencies	55.06 acres
Population-Based Park Requirements at Full Community Development	155.96 acres
Population-Based Park Deficit at Full Community Development	100.90 acres

RECREATION CENTERS	SQUARE FEET
Existing Recreation Centers:	0
Proposed Recreation Center: Grant K-8 School Gymnasium	10,454 SF
Proposed Recreation Center: Uptown Recreation Center - North	10,456 SF
Proposed Recreation Center: Uptown Recreation Center - South	17,000 SF
Total Existing and Proposed Recreation Centers	37,910 SF
Recreation Center Requirement at Full Community Development	37,910 SF

AQUATIC COMPLEX	PERCENTAGE
Existing Aquatic Complexes	0
Proposed Aquatic Complexes: Uptown Aquatic Complex	1.11
Total Existing and Proposed Aquatic Complexes	1.11
Aquatic Complexes Requirement at Full Community Development	1.11

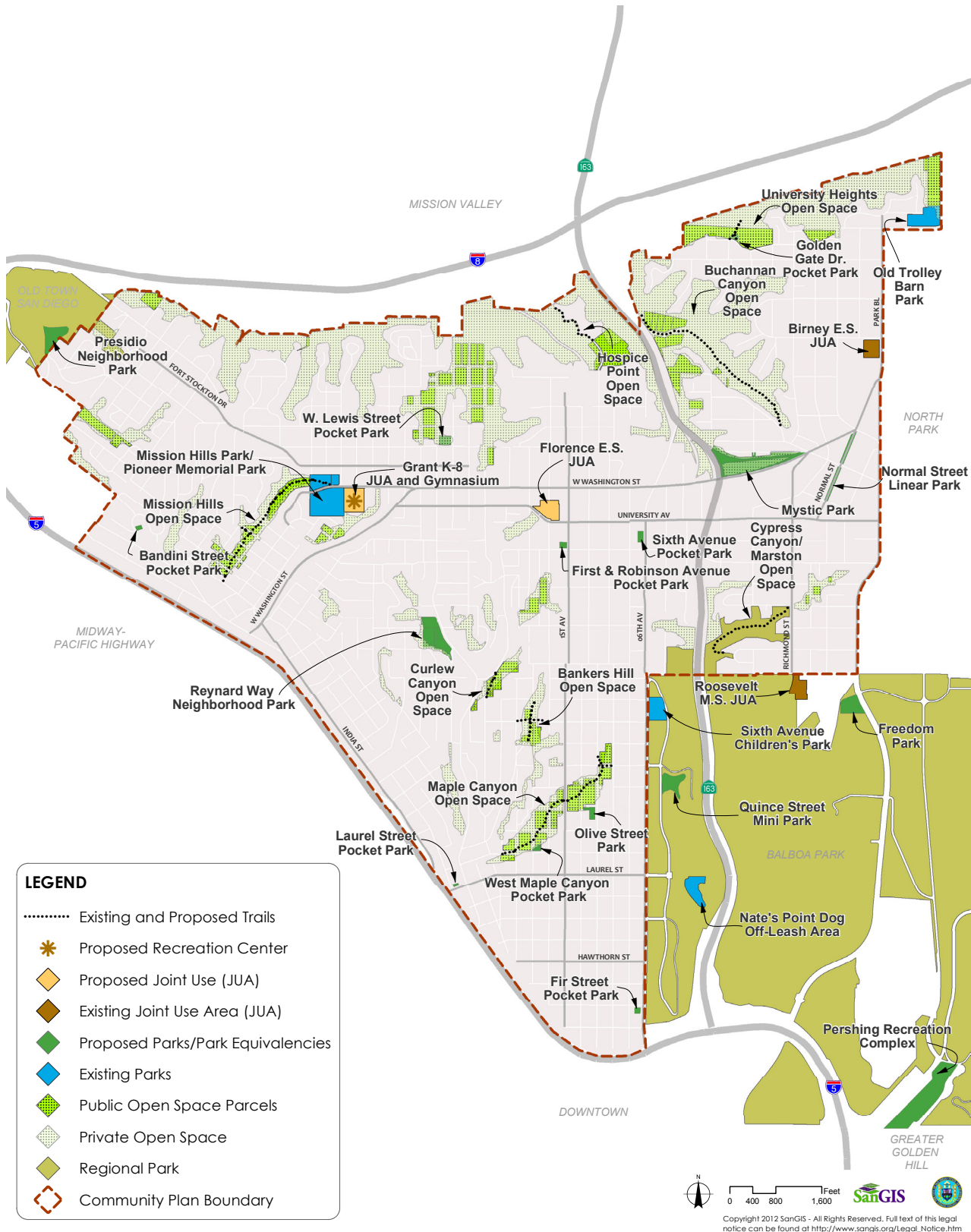
In addition to the inclusion of these projects in the Uptown Public Facilities Impact Analysis, identification of potential donations, grants and other funding sources for project implementation will be an ongoing effort. Figure 7-1, Parks, Recreation Facilities and Open Space, depicts the approximate locations of existing and proposed parks, recreation facilities, park equivalencies and open space.

POLICIES

- RE-1.1** Preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs in Uptown.
- RE-1.2** Pursue land acquisition for the creation of new public parks and recreation facilities as opportunities arise, with a special effort to locate new park land and facilities in the central and northwestern areas of the community, especially through urban infill and redevelopment proposals.

- RE-1.3** Pursue park equivalencies identified in Table 7-1, Population-Based Parks and Recreation Facilities Inventory and Recommendations, and as opportunities arise.
- RE-1.4** Encourage new private development proposals to include recreational facilities within their land holdings to serve all residents in areas of the community where there are land constraints. Provision of non-traditional park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings.
- RE-1.5** As public agency land or buildings are redeveloped, active or passive recreation should be incorporated into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands, where space allows.

FIGURE 7-1: PARKS, RECREATION FACILITIES AND OPEN SPACE



- RE-1.6** Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate, to provide for park and recreation uses.
- RE-1.7** Promote safety of Uptown parks by providing park designs that incorporate the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17).
- RE-1.8** Construct the proposed Pershing Recreation Complex as recommended by the Balboa Park East Mesa Precise Plan to serve the Downtown, Golden Hill, North Park, and Uptown Communities.
- RE-1.9** Acquire land, design and construct two recreation centers in Uptown.
- RE-1.10** Explore the possibility of renovating and expanding the existing Mission Hills-Hillcrest Library located at West Washington and Hawk Streets to accommodate community recreational needs, after the library is relocated to a new site at Washington and Front Streets adjacent to Florence Elementary School. Coordinate with the adjacent Fire Station #8 to incorporate activity space which could be jointly used, such as community meeting rooms and multi-purpose rooms, fitness center, and parking lot.
- RE-1.11** Implement the approved General Development Plan for the Sixth Avenue Children's Park, located along Sixth Avenue in the Marston Point Area.
- RE-1.12** Encourage development of parks within residential mixed-use developments, and other public facilities.
- RE-1.13** Pursue lease agreements with public agencies (e.g., San Diego Unified School District, and Caltrans) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.
- RE-1.14** Coordinate with the State Department of General Services to explore the possibility of providing a public park within the redevelopment of the Department of Motor Vehicles site on Normal Street.
- RE-1.15** Acquire land, design and construct an Aquatic Complex for Uptown.
- RE-1.16** Explore the possibility of providing a public park within the redevelopment of the San Diego Unified School District's Education Center on Normal Street.



Streets with excessive right-of-way should be considered for potential recreational, urban greening, and multi-purpose opportunities.



Conceptual rendering showing a redesign of Normal Street as a potential linear park.

7.2 PRESERVATION

The demand for park and recreation opportunities will continue to grow as the population of Uptown continues to grow. Undeveloped land for parks has already become difficult to find in Uptown making preservation of the existing open space and resource-based parks essential to providing recreation opportunities in this community. Preservation can include improvements to existing facilities to increase their life span, or expand their uses and sustainability.

Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For Uptown, this would mean concentrating active recreational use improvements towards larger resource-based parks, and focusing passive use improvements at various open space areas. Aside from trails, only passive uses are allowed in the City's Multi-Habitat Planning Area (MHPA), therefore, to protect the natural resources and still add recreation value, interpretive signs should be featured at open space parks to educate the public on the unique natural habitat, scenic value and the history of the place.

POLICIES

- RE-2.1** Preserve, protect and manage the natural, cultural, and historic resources that serve as recreation facilities in Uptown.
- RE-2.2** Expand/upgrade the recreation facilities on the western mesa of Balboa Park

consistent with the Balboa Park Master Plan to meet existing and future demand. Use sustainable methods and materials (such as native and low-water using plants), and "green" technology that also respects any historical significance of the area.

- RE-2.3** Preserve, expand and enhance existing park and recreation facilities to increase their life span, or expand their uses and sustainability.
- RE-2.4** Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Uptown.
- RE-2.5** Preserve and protect City-owned open space canyons within the community by providing interpretive signs to explain the biologic and scenic value of the open space systems.
- RE-2.6** Preserve, protect and restore canyons and hillsides as important visual features of community definition.
- RE-2.7** Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.
- RE-2.8** Protect and preserve native species and the unique habitats they depend upon within the open space systems consistent with the MSCP guidelines (see Conservation Element.)



The West Mesa of Balboa Park lies adjacent to the Bankers Hill/Park West neighborhood of Uptown.

RE-136



Old Trolley Barn Park is a neighborhood park that provides passive recreation and hosts community concerts and festivals.

7.3 ACCESSIBILITY

Accessibility within Uptown has three main components: 1) all facilities should be located within walking distance of neighborhoods and employment centers; 2) facilities should be accessible to the broadest population possible; and 3) facilities should be open for use by the general public with a balance between programmed and non-programmed activities.

All parks and recreation facilities within Uptown are planned to be linked by a network of existing and proposed transit routes, bikeways, and/or pedestrian paths. For discussions on accessibility to parks and open space, see Mobility Element policies related to transit, bicycle, and pedestrian routes.

All new and existing parks and recreation facilities within Uptown are required to meet the 1990 Americans with Disabilities Act (ADA) guidelines when they are constructed or retrofitted for improvements or upgrades. This could include adding accessible pedestrian ramps, providing paved pathways at acceptable gradients that lead from a public street sidewalk or parking area to a children's play area or other park destination, providing disabled parking spaces, remodeling of restrooms and building interiors.

Accessibility also means the availability of active and passive recreation to all community residents. When special uses are designed into parks, such as dog off-leash areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise stations, or picnic tables on the perimeter that could accommodate more than one type of user and enhance the recreational and leisure experience. Special uses, such as dog off-leash areas and community gardens, would be required to undergo a City approval process prior to facility design.

POLICIES

RE-3.1 Enhance existing park and recreation facilities in Uptown by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.



Interpretive signs and trail head kiosk signs educate the community about the biology and the cultural value of the Uptown open space system.

- RE-3.2** Design all new recreation facilities for an inter-connected park and open space system that is integrated into and accessible to Uptown Community residents.
- RE-3.3** Retrofit all existing park and recreational facilities where appropriate to meet the 1990 Americans with Disabilities Act (ADA) to accommodate persons with all disabilities.
- RE-3.4** Retain and enhance pedestrian and bicycle paths within Balboa Park, especially within the West Mesa, to connect with the surrounding community.
- RE-3.5** Provide information kiosks and maps at the gateways to the community that identifies all parks that serve Uptown and how to get to each by walking, biking or public transit. See also Urban Design policies related to signs and gateways.
- RE-3.6** Develop and increase access to senior and youth services, activities and facilities wherever possible within the community's public park and recreation system, such as for the Chess Club, Horseshoe Club, and Bridge Club within the West Mesa of Balboa Park.

7.4 OPEN SPACE AND RESOURCE-BASED PARKS

Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking and equestrian trails. See Figure 7-1, Parks, Recreation Facilities and Open Space.

In Uptown, there are several open space canyons that provide opportunities for experiencing the natural environment through low intensity recreational uses, such as hiking and bird watching. Any proposed improvements to existing trail systems shall be in compliance with Natural Resource Management Plans, if any, or other governing documents.

Resource-based parks are located at sites of distinctive natural or man-made features and serve the citywide population and visitors alike. Balboa Park is an approximately 1,200-acre regional facility contiguous to the southeastern edge of Uptown, as well as to the Downtown, North Park, and Golden Hill Communities, which contains specialty gardens and horticultural interests, and houses numerous arts, educational, recreational, social and sports organizations, primarily on the Central Mesa. The adopted Balboa Park Master Plan provides policies for the future development and enhancements within the western area of the park, located between Sixth Avenue and State Route 163, and Upas Street and Interstate 5. The Balboa Park Master

Plan land use policy states that free and open park land is a dwindling resource which must be protected and recovered from encroaching uses whenever possible. Recommended improvements within Balboa Park to serve Uptown are included in Table 7-1, Population-based Parks and Recreation Facilities Inventory and Recommendations.

POLICIES

- RE-4.1 Protect the natural terrain and drainage systems of Uptown's open space lands and resource-based parks to preserve the natural habitat and cultural resources.
- RE-4.2 Protect and enhance the natural resources of open space lands by re-vegetating with native drought tolerant plants and utilizing open wood fences, where needed, adjacent to very sensitive areas to provide additional protection while still allowing views into the area.
- RE-4.3 Require all storm water and urban run-off drainage into resource-based parks or open space lands to be filtered or treated before entering the area.
- RE-4.4 Provide recognizable entrances (trailheads) to the Mission Hills Open Space and Maple Canyon Open Space systems. The trailheads should include a kiosk that includes a way finding map that shows how the canyon interfaces with Uptown, as well as interpretive signage to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.



Park and recreation facilities should provide accessible pathways from the public sidewalk or from parking areas.

- RE-4.5** Pursue public access easements for approximately 2,300 linear feet (LF) of existing trails located on privately-owned open space within the Buchanan Canyon (2,000 LF) and Mission Hills (300 LF) Open Space Lands where appropriate to maintain connectivity between trail segments.
- RE-4.6** Evaluate utilization of paper streets as future park and open space opportunities by vacating street right-of-way, and acquiring the land for design and construction of park amenities to support passive recreation, such as pathways, overlooks, seating, interpretive signs and landscaping.



West Lewis Pocket Park provides passive recreation amenities including seating, interpretive signage and drought-tolerant landscaping.

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8

CONSERVATION

- 8.1 SUSTAINABLE DEVELOPMENT
- 8.2 NATURAL RESOURCE CONSERVATION
- 8.3 AIR QUALITY AND PUBLIC HEALTH

INTRODUCTION

Conservation is the planned management, preservation, and wise utilization of natural resources and landscapes.

Sustainable development is development which respects the balance and relationship between the economy, ecology and equity.

The principles of conservation stress humankind's relationship to the natural environment and understand the benefits conferred socially as well as environmentally. Socially, these benefits can accrue to all people as well as future generations so there can be a sense of equity in the appropriate practice of conservation and the implementation of sustainable development.

Many aspects of conservation and sustainability have much broader geographic and political relationships and may be more suited to implement on a citywide or even regional basis. However, there is much that can be done at the local community level, and individual communities can also be at the forefront of the policy discussion.

The General Plan Conservation Element positions the City to become an international model of sustainable development and to provide for the long-term conservation and sustainable management of the City's natural resources, recognizing they define the City's identity, contribute to its economy, and improve its quality of life. Specific element policies relate to sustainable development, open space and landform preservation, water resource management, urban runoff management, air quality, biological diversity, wetlands, energy independence, urban forestry, and environmental education.

Uptown recognizes the importance of natural resources and the need for conservation. The community is proud of Uptown's environmental tradition and actively participate in maintaining clean and healthy natural surroundings. Preservation of natural features and resources will depend on the integration of sustainable development practices. Implementation of the Conservation Element's policies and recommendations through development project review, infrastructure investment, and individual action is intended to conserve natural resources and minimize ecological footprints within the community.

CONSERVATION ELEMENT GOALS

- Implementation of sustainable development and "green" building practices to reduce dependence on non-renewable energy sources, lower energy costs, reduce emissions and water consumption.
- Preservation of the natural character of Uptown's open space for its biological diversity as well as important relief from urban development.
- Protection of natural canyon landforms and habitat from building encroachment and incompatible uses.
- Public access to scenic resources and open space that is maintained and enhanced where needed.
- Application of sustainable storm water management techniques to support the surrounding landscape and reduce impacts on the surrounding canyons.
- A community that is supportive of regional and local initiatives to improve air quality.
- Preservation and expansion of the urban forest.



View towards San Diego Bay from Quince Street.

TABLE 8-1: GENERAL PLAN RELATED CONSERVATION TOPICS AND POLICIES

COMMUNITY PLAN POLICY	GENERAL PLAN POLICY
Reduce the community's carbon footprint	CE-A.2
Employ sustainable building techniques	CE-A.5
Reduce construction and demolition waste	CE-A.8
Use sustainable building materials	CE-A.9
Implement sustainable landscape design and maintenance	CE-A.11
Reduce urban heat island effect	CE-A.12
Conserve landforms, canyon lands & open space	CE-B.1
Apply Environmentally Sensitive Lands Regulations	CE-B.2
Incorporate trails and greenways	CE-B.5
Conserve water resources	CE-D.1(d) & (h), CE-D.5
Control urban runoff	CE-E.2
Improve air quality by landscaping	CE-F.4
Protect biological diversity within open space	CE-G.1, CE-G.3
Develop a sustainable urban forest	CE-J.1
Support urban agriculture	CE-L.3

GENERAL PLAN CROSS-REFERENCE TABLE

The San Diego General Plan establishes citywide policies to be cited in conjunction with a community plan. Policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan Conservation Element policies particularly significant to Uptown are listed by their notation in the cross-reference Table 8-1.

8.1 SUSTAINABLE DEVELOPMENT

The General Plan bases its goals and policies regarding climate change and natural resources on a number of basic principles that are intended to guide future development in ways that conserve natural, non-renewable resources through sustainable development practices. This model of development considers a balance between natural resources and economic prosperity while protecting the public health, safety and welfare and reducing our environmental footprint.

The City's efforts to implement State climate change laws and guidelines are set forth in the City's Climate Action Plan. This plan identifies the following five strategies to achieve state targets: 1) energy and water efficient buildings, 2) clean and renewable energy, 3) bicycling, walking, transit & land use; 4) zero waste, and 5) climate resiliency. The Climate Action Plan also identifies state and regional emission reduction measures that will help reduce greenhouse gas (GHG) emissions, including: statewide energy efficiency policies and



Future parks in the community can be designed beyond the traditional idea of parks as turf spaces.



Adaptive reuse of older structures is not only energy efficient, but also helps maintain the community's neighborhood character.

programs, the CalGreen Code for cool roofs, California Vehicle Efficiency Standards, the California Low Carbon Fuel Standard, and statewide electric vehicle targets. Regional transportation actions that contribute to GHG reductions include expansion of the transit system, implementation of transportation demand management and intelligent transportation systems measures, and investments in bicycle and pedestrian facilities.

The General Plan discussion on sustainable development is multi-faceted. Strategies included in the Conservation Element address: development and use of sustainable energy types, including solar; reuse or recycling of building material; adaptively retrofitting and reusing existing buildings; constructing energy efficient buildings with healthy and energy-efficient interior environments; creating quality outdoor living spaces; improving materials recycling programs; and, sustainable local food practices.

Sustainable Design recommendations are also in the Urban Design Element. Existing buildings with important architectural or historic character are valued within the community. The most comprehensive energy reduction strategy is to promote the continued use or adaptive reuse of these buildings as well as any needed upgrades

to their energy use efficiency. Structures that meet the Historical Resources criteria for designation shall be preserved and repositioned if necessary to maintain their economic viability. (See also the Urban Design Element Section 4.4 and the Historic Preservation Element).

At the community plan level, policies and initiatives that further General Plan sustainable development policies focus on those that reduce dependence on the private automobile, protect and enhance the urban forest, and provide for storm water infiltration, water conservation and other “green” building practices. Applicable policies are located throughout the plan elements while specific policy direction is provided below.

POLICIES

CE-1.1 Build upon the existing community's street grid network to create a more functional environment for pedestrians and bicyclists in order to reduce local dependence on the automobile as a mode of transportation (also reference the Walkability, Bicycling, and Transit policies within the Mobility Element).



Drought-tolerant residential landscapes reduce water usage as well as energy costs.



Community gardens provide locally sourced food and are spaces for community building and learning.



Increasing Uptown's tree canopy can provide multiple benefits from reducing summer heat temperatures to contributing to more pedestrian foot traffic in business districts.

- CE-1.2** Create a meaningful visually and functionally cohesive outdoor gathering space that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences within multi-family development.
- CE-1.3** Employ sustainable building techniques for the construction and operation of buildings, which could include solar photovoltaic and energy storage installations, electric vehicle charging stations, plumbing for future solar water heating, or other measures.
- CE-1.4** Provide and/or retrofit street lighting and outdoor lighting that is energy efficient, to contribute to meeting the City's energy efficiency goals outlined in the Climate Action Plan.
- CE-1.5** Seek small City-owned sites not suitable for traditional park use as opportunities for community gardens.
- CE-1.6** Encourage property owners to utilize underdeveloped commercial/industrial lots and buildings for urban agriculture.
- CE-1.7** Promote community initiatives for locally-sourced and more environmentally sustainable goods and services.
- CE-1.8** Implement the Urban Forestry recommendations of the Urban Design Element, including the development of a street tree master plan that can be applied to private development, community planting projects and the pursuit of grant funding.
- CE-1.9** New development should be designed and constructed to retain significant, mature and healthy trees located within required landscape setbacks, and within other portions of the site as feasible.

- CE-1.10** Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.

8.2 NATURAL RESOURCE CONSERVATION

Conservation efforts are important for the community's remaining open spaces, canyon landforms, natural habitats and public views. Local community initiatives to reduce consumption of potable water and effectively manage storm water runoff can also help achieve important regional goals to reduce dependence on imported water and protect water quality within streams, beaches and bays. While the General Plan, the community plan, Multiple Species Conservation Program (MSCP), and zoning regulations provide the primary framework for natural resource conservation, the community's residents play an important role in determining the ultimate success of preservation and restoration programs. The boundaries of many residential neighborhoods surround the canyon areas providing an opportunity not only for visual enjoyment of these unique areas but also involvement in protection, education and restoration efforts.



Canyon areas are an integral part of Uptown's residential neighborhoods.

NATURAL RESOURCE MAPPING

As part of the community plan update process for Uptown, the areas designated as open space in the 1988 Community Plan were reviewed using detailed maps available with Geographic Information Systems (GIS) software. The areas intended for preservation by the San Diego MSCP Subarea Plan were also reviewed. This mapping effort reviewed the following GIS data layers:

- Existing Multi-Habitat Planning Area (MHPA) and Community Plan Open Space boundaries
- 1992 and 2012 aerial maps
- Public ownership
- City dedicated and designated park and open space lands
- SANDAG conserved lands database
- Topography
- Vegetation types – 1997 and 2012

As a result, many areas designated Open Space in the previous community plan were found to contain a significant amount of existing development (e.g. houses, streets). The MHPA boundary was particularly affected and did not correlate well to either the community plan Open Space boundary nor to the actual location of sensitive biological resources intended for conservation. While the framework for open space conservation in the 1988 community plan allowed some development within open space, especially along canyon edges, the current framework established by the General Plan and MSCP mapped open space distinctly for conservation of sensitive natural resources and limits any type of development that impacts resources. Therefore, a comprehensive, systemic approach was developed in order to evaluate boundaries of community plan open space and the MHPA with respect to their protection of natural resources. This evaluation resulted in reconfiguring the Open Space boundary in the 1988 community plan to exclude most developed areas from Open Space due to their lack of natural resources as well as the long-established land use pattern in the community. Areas that contained sensitive biology that



Residential development along hillsides can limit their impact in these areas by using building types such as houses on stilts, which avoid the typical grading associated with flat slab construction.

were previously excluded from the MHPA were also added as part of a MHPA boundary line correction. The correction within Uptown resulted in the addition of 77.1 acres of land containing sensitive biological resources and steep slopes and the deletion of 48.3 acres of developed/urban lands for a net gain of 28.8 acres to the MHPA (Refer to Appendix B).

OPEN SPACE, LANDFORMS, AND NATURAL HABITATS

State law recognizes that open space land is a limited and valuable resource that should be conserved wherever possible. Open space serves as visual relief to urban development adding character and identity to a community and its neighborhoods. Protecting the community's open spaces serves as a fundamental component of natural resource conservation efforts by protecting canyon landforms, steep hillsides, sensitive biology, scenic resources, and public views. Open space also has value for managing urban runoff and protecting water resources, understanding geology, as a buffer from climate change, enhancing urban forestry efforts, and as a component of sustainable development. Open Space lands and resource-based parks (e.g. Balboa Park) are also discussed in the Recreation Element as valued resources that may also provide public access and enjoyment. Open Space as a land use applied in the community is discussed in the Land Use Element.

Canyon landforms are a major defining characteristic of the community and its neighborhoods. Steep hillsides are associated with canyons and to a lesser extent, the terraced landforms. Through long-standing policies, private development has largely been kept to canyon edges leaving many canyons as valuable open spaces, although development has occurred within steep hillsides to some extent. These natural open space areas are largely interspersed throughout the community and range from the steep, southern hillsides of Mission Valley, the western slopes within the Mission Hills neighborhood, the southerly-oriented Maple/Reynard canyon system, and the canyon extension of Balboa Park north of Upas Street in Hillcrest. Many canyon areas are covered by a grid of dedicated street rights-of-way which have not been improved because of the steep terrain. These dedicated street reservations are city-owned and provide opportunities for view retention, hiking trails, and connecting public open space unless they are vacated and sold or developed for access.

Portions of these canyons have also been disturbed by residential development within the canyons and along the canyon rims. Street improvements have also intersected or protruded into these canyons. The overall effect has been to interrupt the natural topographic and biological continuity of the canyon systems. Breaks in the development that surround canyon interfaces provide important interactive opportunities with open space. Most publicly-owned parcels within canyon open space are also included as dedicated open space lands for park and recreation use.

MULTIPLE SPECIES CONSERVATION PROGRAM AND BIOLOGICAL DIVERSITY

The Multiple Species Conservation Program (MSCP) is a long-term habitat conservation planning program for southwestern San Diego County. The City's MSCP Subarea Plan was adopted in 1997 and the MHPA is the plan's habitat preserve area. The MHPA was designed to be a managed, connected network of habitat and open space to ensure long-term biological diversity. The Subarea Plan provides policies, management directives and acquisition requirements for the preserve as well

as Land Use Adjacency Guidelines for development within or adjacent to the MHPA. The MHPA, as shown in Appendix B, covers several of the canyon systems within the Community Plan area.

Natural habitat areas in the community include the remaining locations of indigenous plant communities, restored native plant communities, and naturalized landscapes mainly found in the canyons and adjacent hillsides. The open space areas include coastal sage scrub, chaparral, grasslands, riparian/wetlands, and native and non-native woodland habitats. Biological diversity refers to the degree of variation of life forms within an ecosystem. These habitats support a variety of migrant and year-round fauna, including California gnatcatcher and Cooper's Hawk, by providing shelter, foraging opportunities, and connectivity to other local and regional habitats.

The community's urban canyons provide habitat for native species to continue to reproduce and find new territories, and provide necessary shelter and foraging opportunities for migrating species (primarily avian species). They also contribute to the public's experience of nature and the local native environment. Conserving biodiversity will require effective protection, management, and restoration of remaining natural habitats.



Local canyon clean-ups have contributed to efforts to spread awareness and increase stewardship of Uptown's natural resources.

ENVIRONMENTALLY SENSITIVE LANDS

The Environmentally Sensitive Lands (ESL) regulations are intended to protect, preserve, and, where damaged, restore the environmentally sensitive lands of San Diego. These lands include the steep hillsides, sensitive biological resources, lands within the MHPA, and flood hazard areas found in the community and coastal resources found elsewhere. ESL regulations prohibit disturbance of natural resources wherever they are located within private as well as public property, and contains development regulations that allow development within sites containing environmentally sensitive lands subject to certain restrictions. Development in the community planning area is expected to comply with ESL regulations and any impacts to habitats as the result of development would be mitigated in accordance with the provisions of ESL regulations and the City of San Diego's Biology Guidelines.

POLICIES

- CE-2.1** Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.
- CE-2.2** Minimize grading of steep hillsides and other significant natural features within the community.
- CE-2.3** Graded areas and areas of invasive vegetation should be re-vegetated with native vegetation to restore biological diversity and minimize erosion and soil instability.
- CE-2.4** Areas mapped as designated open space should be preserved through easements, open space dedication and/or fee title ownership by the City of San Diego (refer to Land Use Element, Figure 2-1).
- CE-2.5** Support canyon habitat restoration efforts and invasive species removal by seeking grant funding and working with neighborhood and community groups involved in these efforts.
- CE-2.6** Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyons landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.
- CE-2.7** Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.
- CE-2.8** Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, community groups, neighborhood and homeowners associations, and non-profit groups that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.
- CE-2.9** Preserve undeveloped canyons and hillsides as important features of visual open space, community definition and environmental quality.
- CE-2.10** Protect designated open space from development by securing public ownership where desirable. Obtain necessary property rights through public acquisition of parcels or easements for the protection of environmentally sensitive lands.

CE-2.11 Where development in open space is permitted, restrict development to allow only limited, low intensity uses located and designed in a manner that respects the natural environment and conserves environmentally sensitive lands and resources.

CE-2.12 Utilize publicly-controlled open space for passive recreation where desirable and where feasible.

CANYON SEWER PROGRAM

During the early 1900s, as the City of San Diego developed, sewer lines were added in the canyons to utilize gravity flow to transport sewage to the west for treatment. Of the 2,894 miles of sewer lines in the city, 253 miles are currently situated in canyons and other environmentally sensitive areas. These pipelines and manholes have historically had limited cleaning because the original maintenance paths to these facilities were not adequately maintained. As a result, a number of sewer spills have occurred within urban canyons or other inaccessible areas over the years. In 2001, the City initiated the Long-Term Canyon Sewer Maintenance Program, which focus evaluated each of the City's sewer lines in canyons and environmentally sensitive areas for long-term maintenance access needs. In January of 2002, the City Council adopted two council policies related to this purpose.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.



Scenic view from the western slopes of the Middletown neighborhood.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas and into streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

POLICIES

- CE-2.13** Evaluate impacts of sewer cleaning and maintenance activities located in the community to assure an effective, efficient and environmentally sensitive means to accomplish these activities.
- CE-2.14** Continue communication between the community and the City to report sewer spills or other potential problems as quickly as possible to minimize environmental damage and scope of repair.

SCENIC RESOURCES & PUBLIC VIEWS

Scenic resources and public views are intended to be preserved and enhanced. Types of scenic resources considered by this plan include:

- **Viewsheds:** generally unobstructed panoramic view from a public vantage point.
- **Scenic Overlooks:** view over public or private property from a public right-of-way.
- **View Corridors:** view along public rights-of-way framed by permitted development.

Due to the community's sloping topography, public views (both near and far) are common. Views are particularly associated with the community's natural, scenic amenities of San Diego Bay, Mission Bay, Balboa Park, Mission Valley as well as the community's many canyons.

Unimproved rights-of-way, or 'paper streets', are common in the community and provide opportunities for public views when they intersect or abut canyons or steep hillsides. Views from public vantage points (e.g. public streets, trails, parks) are intended to be protected.

POLICIES

- CE-2.15** Public views from identified vantage points, to and from community landmarks and scenic vistas shall be retained and enhanced as a public resource.
- CE-2.16** Select street trees for their ability to provide canopy and frame public views (refer to the Urban Design Element's Urban Forestry section).
- CE-2.17** Where streets and public right-of-way easements intersect or abut canyon landforms or designed open space, ensure unobstructed visual access that provides or preserves public views. Landscaping may be provided at these locations but should be designed to frame, not screen or obstruct public views.

- CE-2.18** Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Discourage reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

WATER RESOURCE MANAGEMENT

The amount of water on earth remains fairly constant over time, however, water is moved between different geographic locations and phases (e.g. rain, snow) known as the water cycle. In San Diego, the natural water cycle is dominated by moist air from the Pacific that condenses as rain, fog or mountain snow and collects within the rivers and streams of local watersheds. Due to the pronounced dry season, rivers and streams often flow intermittently. Rainfall within local watersheds is also insufficient to effectively supply water to the region's population, therefore the primary water supply is from sources outside the region, largely from the Colorado River and watersheds in Northern California. The City's historically reliable water supply is credited to its ability to secure and import water from these sources. However, these sources face limitations especially in times of drought. The conveyance systems needed to provide this water also consume resources, particularly large amounts of energy.

The City has no direct control over its imported water supply, but is a member agency of the San Diego County Water Authority which is responsible for securing the region's imported water supply, largely from the Metropolitan Water District of Southern California in Los Angeles. The California Constitution also requires uses of the state's water be both reasonable and beneficial, and places a limitation on water rights by prohibiting waste and unreasonable use. However, the interpretation of what is wasteful can vary significantly depending on circumstances such as drought conditions. Water conservation is therefore an important aspect of environmental sustainability.

POLICY

- CE-2.19** Encourage new development and building retrofits to incorporate as many water-wise practices as possible in their design and construction. Specifically encourage:
- Use of recycled and/or gray water landscape irrigation systems;
 - Retrofitting of public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and
 - Use of water-efficient landscape design in 'community greening' projects.

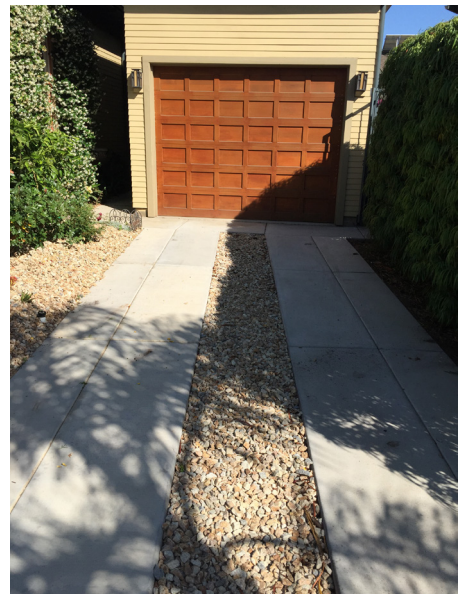
URBAN RUNOFF MANAGEMENT

Urban runoff is surface water runoff generated from developed or disturbed land associated with urbanization. The increase in impervious surfaces and fewer opportunities for infiltration within the landscape increase the magnitude and duration of storm flows and provide a source for sediment and pollutants to enter the water source. Urban runoff is a major component of urban flooding and is a particular problem for management of watersheds. Urban runoff is the largest pollution source of Southern California's coastal beaches and near-shore waters. Urban runoff control programs typically focus on managing the effect that new impervious surfaces have on stream channels, but may also provide remediation of existing problems. The northern portion of the community is within the San Diego Watershed which comprises the San Diego River and the southern portion is within the Pueblo San Diego Watershed which ultimately discharges into San Diego Bay.

Making our transportation system more sustainable can also minimize environmental impact and create streets that are safe for everyone, regardless of age, ability, or mode of transportation. Many elements of street design, construction, and operation can work in favor of achieving both Complete Streets that work for all travelers and "green" streets that serve environmental sustainability.



Bioswales along streets can serve the dual function of creating aesthetically pleasing urban areas and filtrating storm water.



Residences can contribute to storm water filtration efforts by reducing the amount of impervious driveway areas.

Of particular concern are drainage and storm water runoff issues that are common on roadways. Utilizing streets and roadways as "green" infrastructure, to both absorb and treat runoff improves water quality while furthering Complete Streets efforts within the Uptown Community.

POLICIES

- CE-2.20** Incorporate sustainable site planning practices (Low Impact Development) that work with the natural hydrology of a site, including the design or retrofit of landscaped or impervious areas to better capture and use storm water runoff on site. Show leadership by incorporating innovative features in public building and park projects.
- CE-2.21** Identify opportunities for additional hydromodification management measures to protect natural drainages from erosion and other problems. Give particular attention to the steeper canyon drainages receiving runoff directly from developed areas through storm drains or other conveyance systems.
- CE-2.22** Maintain best management practices in all development to limit erosion and sedimentation.
- CE-2.23** Create “green” streets within Uptown per the recommendations in the Urban Design Element.

8.3 AIR QUALITY AND PUBLIC HEALTH

Air is shared by all members of a community and suitable air quality is important in fostering healthy living and working environments. Maintaining suitable air quality requires continual attentiveness to mitigate or eliminate unfavorable conditions. Poor air quality due to pollution causes harm to humans, animals, plant life, water quality and aesthetics. Poor air quality creates health problems particularly for groups with sensitivities such as children, the elderly, and persons with respiratory problems. Local air quality is affected most significantly by motor vehicles and other fossil-fuel burning vehicles, accounting for approximately 80 percent of air pollution emissions in the San Diego region.

Freeways are a primary source of concentrated adverse health effects resulting from air pollution. These associations are diminished with distance from the pollution source. Positive trends include evidence that diesel particulate matter, which is responsible for most of the airborne cancer risk in California, has declined by 68 percent between 1990 through 2012 as a result of state regulations.¹ California’s ambitious goals to increase zero-emission and near-zero emission vehicles will also have air quality, climate change, and public health benefits over time, as discussed in the City’s Climate Action Plan. The City of San Diego General Plan Conservation Element addresses air quality in the San Diego Air Basin and includes policies designed to improve air quality on a citywide level.

POLICIES

- CE-3.1** Implement a pattern of land uses and street designs that foster walking, bicycling and transit as modes of travel.
- CE-3.2** Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.
- CE-3.3** Encourage street tree and private tree planting programs as well as the retention of mature landscaping throughout the community to increase adsorption of carbon dioxide and pollutants. (See also Urban Design Section 4.3)
- CE-3.4** Encourage the relocation of incompatible uses that contribute to poor air quality.

¹ Ralph Propper, Patrick Wong, Son Bui, Jeff Austin, William Vance, Alvaro Alvarado, Bart Croes, and Dongmin Luo, Ambient and Emission Trends of Toxic Air Contaminants in California. California Air Resources Board, September 2015. <http://pubs.acs.org/doi/pdfplus/10.1021/acs.est.5b02766>



9

NOISE

9.1 NOISE COMPATIBILITY

INTRODUCTION

The General Plan provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new buildings that will protect people living and working in the City from an excessive noise environment. The General Plan provides sufficient policy direction for noise-related issues. The policies in the Community Plan focus on specific noise and land use compatibility issues. Noise sensitive land uses typically include residential uses and schools for children. The Land Use Element provides policies and recommendations for future mixed-use, residential, and commercial uses. The Urban Design element addresses building and site design, which can be used to avoid and attenuate excessive noise levels. Uptown is an urban community with a mix of uses and transportation facilities. The community has a higher ambient noise level from commercial, freeways, major streets, aircraft operations, and rail operations.

Figure 9-1 illustrates the future noise contours from freeways, major roads, and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings. The Airport Land Use Compatibility Plan contains the noise contours for the San Diego International Airport.

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. To maintain and enhance the existing land use character, the General Plan specifies that noise levels at or below 75 dBA are conditionally compatible for multifamily residential uses and mixed-use (commercial-residential)

development. Any new residential use above 60 dBA CNEL must include sound attenuation measures that are included to reduce the interior noise levels to 45 dBA. Typical attenuation measures are addressed in the General Plan.

NOISE ELEMENT GOAL

- Development that is planned and designed to avoid or attenuate excessive noise levels.

9.1 NOISE COMPATIBILITY

COMMERCIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours, which generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E.1 through NE-E.6.

POLICIES

- NE-1.1** Implement operational measures in areas where eating, drinking, entertainment, and assembly establishments are adjacent to residential.



Vehicle traffic along major roadways is the primary source of noise within the community.

- a. Institute appropriate open/close window hours for eating and drinking establishments.
- b. Lower the volume of amplified music during the last hour of service.
- c. Encourage the use of evening security staff to control loitering after hours and crowds.
- d. Provide noise attenuation measures to reduce the noise levels generated from the establishment, to the degree possible, within their premises with special attention on “open air” concept establishments- such as beer gardens or large outdoor eating and drinking venues.
- e. Encourage bars to remain open to serve food after alcohol has stopped being served to encourage a slower flow of people leaving the establishment after hours.

NE-1.2 Evaluate and consider potential noise impacts as a condition of permit approval, renewal, and/or a change of use, for eating and drinking establishments that incorporate “open air” or large outdoor eating and drinking venues, based on acoustical studies and/or industry best practices.

NE-1.3 Locate the commercial portion of new mixed-use developments away from existing single-family residences and ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.

NE-1.4 Promote “quiet-in-residential neighborhoods” signs to bring awareness to evening commercial patrons who walk through residential neighborhoods.

NE-1.5 Encourage existing drive-thru restaurants to use visual-only confirmation order screens especially at locations adjacent to residential buildings.

NE-1.6 Encourage truck deliveries to occur on commercial streets during day-time hours.

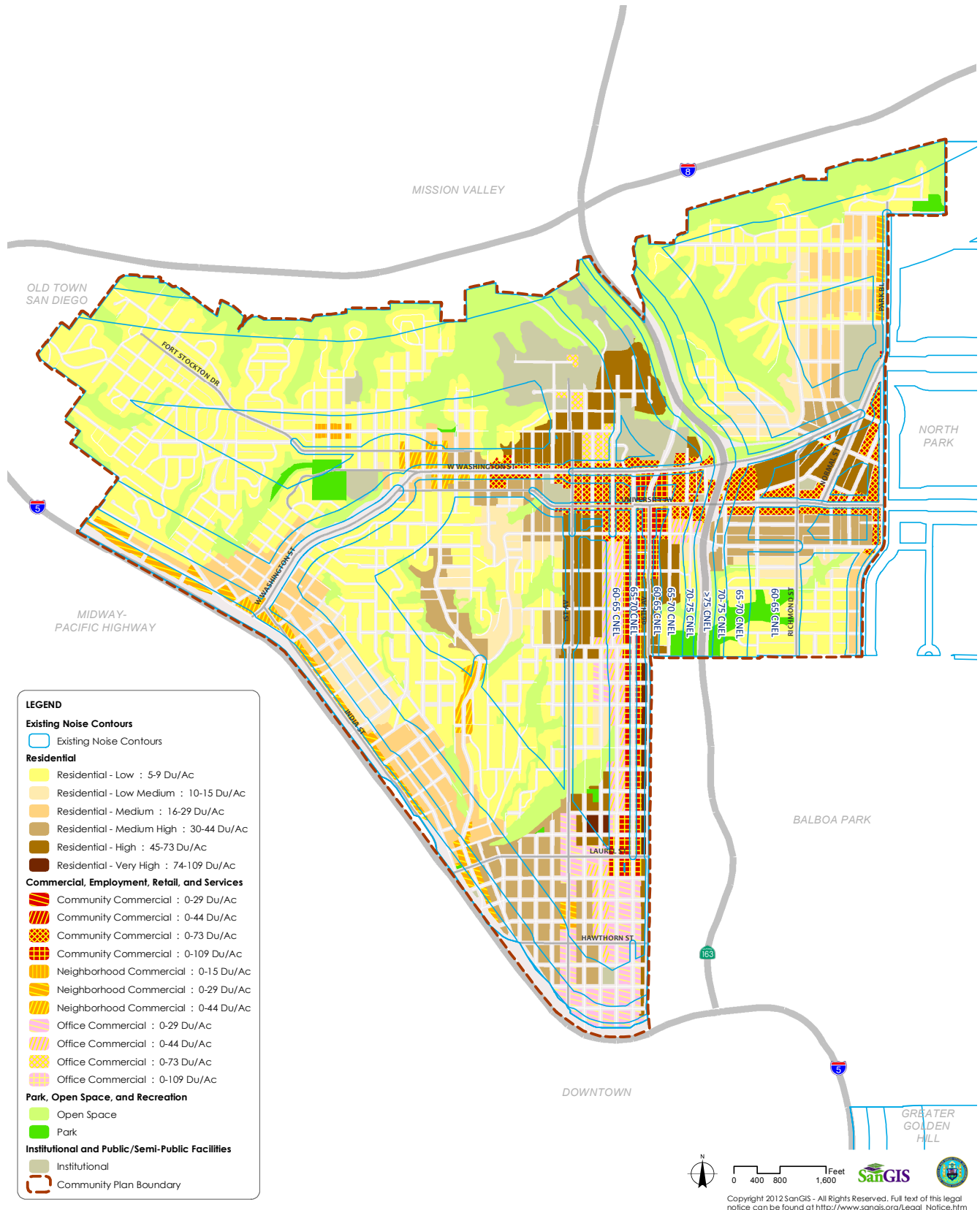
NE-1.7 Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought-tolerant landscaping where commercial uses such as restaurants and bars are permitted, especially adjacent to residential areas.

NE-1.8 Encourage private waste pick-up and franchise hauler agreements with the City to be organized by geographic area to reduce unnecessary frequency and instances of multiple haulers servicing areas.

NE-1.9 Implement the standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance.

- a. Limit construction activity hours.
- b. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- c. Locate stationary noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers.
- d. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
- e. Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- f. Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance.

FIGURE 9-1: FUTURE NOISE CONTOURS



- g. Encourage construction contractors to designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Major roadways that include State Route 163 and Interstate 5, are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Uptown is affected by truck traffic associated with commercial land uses. Trucks in general generate more noise than cars and light trucks. Refer to General Plan policies NE-B.1 through NE-B.9.

POLICIES

- NE-1.10** Encourage the use of traffic calming measures as a means to enhance safety and reduce vehicle noise.
- NE-1.11** Establish wayfinding signs within the community to facilitate efficient and more immediate vehicle access to community destinations such as parks, schools, business areas, parking areas, and freeways for motorists.
- NE-1.12** Raise awareness to changes in vehicle speed on major thoroughfares residential areas through the placement of neighborhood traffic calming measures such as landscaping, community identity signs, and installation of public art.
- NE-1.13** Work with Caltrans to establish and maintain landscape buffers along freeway rights of way through the use of berms, planting of native and/or drought resistant trees and shrubs.
- NE-1.14** Encourage traffic calming and speed reduction awareness to effect positive change along neighborhood streets.

RAIL NOISE

Rail noise is a source of noise in the community that primarily consists of single event noises coming from rail crossings located in the neighboring Midway/Pacific Highway community west of Interstate 5. Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at-grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles, and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at-grade crossings, can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.”

This requires the implementation of safety measures to compensate for the loss of the train horn usage. Additionally, the Mobility Element supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing, which will reduce the noise level. Refer to General Plan policies NE-C.1 through NE-C.4.

AIRCRAFT NOISE

Aircraft noise and overflight of aircraft from San Diego International Airport (SDIA) affects Uptown. Aircraft noise can affect people living and working in the community at varying degrees, depending on a person’s level of annoyance. The SDIA prohibits most late night takeoffs to help limit noise impacts and maintains the Quieter Home Program to retrofit existing homes in areas above the 65 dBA noise level contour to reduce interior noise levels to an acceptable level. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for SDIA. The ALUCP is prepared by the Airport Land Use Commission (ALUC) for San Diego County. Aircraft noise is one of the factors that the state-required ALUCP addresses with established policies for land use compatibility, as discussed in the Introduction.

The General Plan conditionally allows future multiple unit and mixed-use residential uses in the areas above the 65 dBA airport noise contour within the Airport Influence Area for SDIA to maintain and enhance the character and urban form. Refer to General Plan policies NE-D.1 through NE-D.7.

The noise levels associated with helicopter operations can affect noise sensitive land uses depending upon the flight path, the helicopter types used, the number of operations, and the time of the day. In Uptown, helicopter operations are associated with UCSD Medical Center and Scripps Hospital.

POLICIES

- NE-1.15** Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.
- NE-1.16** Utilize the Community Plan and the ALUCP noise contours when making land use planning decisions.
- NE-1.17** Ensure that future residential use above the 60 dBA CNEL aircraft noise contour includes noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and provides an aviation easement to the airport operator for SDIA.
- NE-1.18** Support the establishment of a train horn “quiet zone” at the Old Town, Washington Street, Noell Street, Vine Street, and Sassafras Street at-grade rail crossings.

EVENT NOISE

Noise and sound amplification associated with special events that take place on the west side of Balboa Park present serious challenges for the neighborhoods of Bankers Hill/Park West. This has become a consistent occurrence due to the popularity of the park’s western border as a venue for year-round programming of special events such as parades and organized walking and running events. Workable solutions will require effective planning, diligent enforcement of clear policies and procedures, and mutual support and cooperation among the community, City and event organizers.

POLICIES

- NE-1.19** Encourage the continued evaluation of the special event planning process to improve noise mitigation.
- NE-1.20** Work with the Park and Recreation Department to supply and train Park Rangers to use volume meters and to be aware of noise issues in the community.
- NE-1.21** Consider the establishment of a “buffer zone” between the location of special events and Sixth Avenue.
- NE-1.22** Relocate sound stages and amplification equipment away from Sixth Avenue.
- NE-1.23** Apply noise decibel monitoring to public address systems used for announcements and all sound equipment used by musicians and other performers utilizing amplified sound.
- NE-1.24** Locate larger special events away from the West Mesa to areas more internal to Balboa Park where possible.
- NE-1.25** Monitor sound levels at special events to ensure that noise does not exceed the allowed noise level as specified in the noise ordinance.



10

HISTORIC PRESERVATION

- 10.1 PREHISTORIC AND HISTORIC CONTEXT
- 10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES
- 10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

INTRODUCTION

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

The Uptown Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Uptown in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Uptown. The Uptown Historic Preservation

Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

The Archaeological Study (Appendix C) describes the prehistory of the Uptown Area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The Historic Survey Report in Appendix D (consisting of a Historic Context Statement and reconnaissance survey) provides information regarding the significant historical themes in the development of Uptown, the property types associated with those themes, and the location of potential historic resources. These documents, along with the results of extensive community outreach which led to the identification of additional potential historical resources, have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the community plan.

HISTORIC PRESERVATION ELEMENT GOALS

- Identification and preservation of significant historical resources in Uptown.
- Educational opportunities and incentives related to historical resources in Uptown.

10.1 PREHISTORIC AND HISTORIC CONTEXT

The community of Uptown is located on a mesa top above the San Diego River. Steep canyons lined with chamise chaparral that lead to Mission Valley to the north and San Diego bay to the west serve as wildlife corridors and, prehistorically, were probably used by Kumeyaay inhabitants and their ancestors as travel routes in to the valley areas, much as they are today. The completion of a transcontinental rail line in 1885 was a catalyst for the first notable wave of development in Uptown. At the time, speculation still abounded, but a substantial number of homes were constructed near the southern border of Uptown, in present-day Park West.



Uptown contains some of the City's historic neighborhoods.

Over the next two decades, new development shifted north towards present-day Hillcrest and University Heights, due in large part to the construction of several public transit lines.

Development activity accelerated once more in anticipation of the much awaited 1915 Panama-California Exposition. By the 1920s, both Park West and Hillcrest were almost entirely developed, and the more distant communities of University Heights and Mission Hills were nearly built out by the 1930s. Following the Great Depression and World War II, Uptown was the target of several redevelopment efforts and witnessed a considerable amount of physical change. Despite being bisected by Interstate 5 and State Route 163, Uptown still contains cohesive blocks of historic structures, especially in Park West, Hillcrest, and University Heights. In addition, Mission Hills has retained its historic fabric and contains a sizable concentration of single family homes dating from the 1910s, 1920s and 1930s.

The following is a summary of the prehistoric and historic development of the Uptown Community. A complete discussion of the community's Prehistory and History can be found in the Archaeology Study (Appendix C) and the Historic Context Statement (Appendix D), respectively.

PREHISTORY

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,500 years of Native American occupation, locally characterized by the San Dieguito complex, the Archaic La Jolla and Pauma Complexes and the Late Prehistoric. Based on ethnographic research and archaeological evaluations, Late Prehistoric materials in southern San Diego County are believed to represent the ancestral Kumeyaay.

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives

of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego.

By the time Spanish colonists began to settle in Alta California in 1769, the Uptown area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For people in the Uptown area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located approximately ¼ mile from the northern end of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

HISTORY

The rich history of Uptown reveals broad patterns of the community's historical development that are represented by the physical development and character of the built environment. These broad

patterns can be generally characterized into five themes significant to the development of the community: The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970; and Neighborhood Revitalization and the LGBTQ Community: 1970-Present.

Early History: 1769-1885

Among the most significant events in the early history of Uptown occurred in 1867, when real estate magnate Alonzo Horton purchased 960 acres and established Horton's Addition, establishing a new city center. The success of Horton's venture encouraged other eager speculators to follow suit. Land speculation in Uptown accelerated during the early 1870s, when the Texas and Pacific Railway Company announced its intent to construct a transcontinental rail line to San Diego. Demand for real estate abruptly decreased, however, when the Financial Panic of 1873 left the Texas and Pacific Railway unable to fund the construction of a transcontinental rail line. While numerous parcels in Uptown had been sold prior to the bust, very little construction had taken place. In its early years, therefore, Uptown failed to evolve into the neighborhood envisioned by such investors as Horton,

Johnston, Hite, Arnold and Choate. Rather, the area remained undeveloped and sparsely populated, as development activity at this time consisted primarily of speculation and subdivision. Very few built resources from this period remain extant in Uptown.

The Railroad Boom and Early Residential Development: 1885-1909

Development activity in Uptown remained stagnant until the completion of the California Southern Railroad touched off the "Great Boom" between the years 1885 and 1887, wherein the City experienced a population increase unparalleled in its history, and development was pushed onto the Uptown mesa for the first time. At this time, new construction in Uptown consisted almost exclusively of single-family homes in styles common to the Victorian Era. The Great Boom came to an end by the spring of 1888 as Southern California's real estate bubble abruptly burst. While many tracts in Uptown had been surveyed and subdivided between 1885 and 1887 – including Crittenden's Addition in Hillcrest, Johnston Heights in Mission Hills, and University Heights – most real estate transactions were speculative and involved the sale of vacant parcels, most often at inflated rates. In effect, distant subdivisions near Hillcrest, Mission Hills and University Heights remained rural upon the Boom's collapse.



The Britt/Scripps House, built between 1887-1888, was renovated to become a boutique hotel, and is considered a model of adaptive reuse.



The Mission Cliff Gardens, in University Heights, occupied the cliffs overlooking Mission Valley from 1898 to 1942.

Although San Diego's population rapidly decreased and its real estate plummeted in value, a group of politicians, boosters and entrepreneurs were undaunted and proceeded to initiate a variety of capital improvement projects around the City. With regard to Uptown, these efforts materialized into graded streets, mass transit networks, municipal parks and a state college in the 1890s, all of which facilitated development and helped to shape the planning area into an established community. Improvements in transportation infrastructure, in conjunction with the establishment of Mission Cliff Gardens, made the northern reaches of Uptown accessible. Whereas new construction was confined to the area south of Laurel Street in previous years, development activity began to extend into the undeveloped areas of University Heights, Hillcrest and Mission Hills by the turn of the twentieth century. At the time development in these

areas consisted primarily of single-family homes, though other types of development, including schools, fire stations and medical facilities, were also built to meet the needs of Uptown's growing population. By 1904, approximately 23 percent of Uptown was developed, though the majority of structures were concentrated south of Laurel Street in Park West. At this time, construction had also occurred in the northern half of Park West, Hillcrest, Mission Hills and University Heights, although development in these areas was comparatively sparse. Constructed alongside the Queen Anne and Folk Victorian structures of the nineteenth century were homes designed in the Craftsman, Prairie, Spanish Eclectic and other period revival styles. Often, homes constructed during this period incorporated elements from many styles.

The Panama-California Exposition and Streetcar Suburbs: 1909-1929

The next wave of development in Uptown was touched off in 1909 with the announcement of the Panama-California Exposition in 1915. Between the Exposition's inception in 1909 and its opening celebration in 1915, San Diego experienced an economic upswing and its population nearly doubled in size. Similar to previous waves of development in Uptown, new construction in the Exposition era consisted primarily of residential structures.

Prior to the Exposition, development had been largely confined to the southernmost section of the planning area, but by 1921, the density of residential development in Hillcrest, Mission Hills and University Heights increased. Architecturally, the Churrigueresque motifs of the Exposition grounds sparked a widespread interest in Spanish architecture. Accordingly, many homes erected in the 1910s and 1920s were designed in the Spanish Eclectic and Mission Revival styles, though others continued to assume Craftsman-style characteristics. In addition to individual homes, a substantial number of residential flats, rooming houses, residential hotels and apartment buildings were built. These were interspersed among several Uptown neighborhoods, particularly those neighborhoods bordering Balboa Park.



The Spruce Street Bridge, engineered by Edwin Capps, still provides access over Maple Canyon since its completion in 1912.



Le Moderne Apartments, built in 1930, is an early and excellent example of the art deco architecture in style during the 1930's and 1940's.

Throughout Uptown, the rapid rate of residential development gave rise to the construction of small commercial nodes along the Fifth Avenue, University Avenue, Washington Street and Park Boulevard streetcar lines. Patterns of development in Uptown, both during and after the Exposition, underscore the relationship between mass transit and city-building, with the majority of new construction occurring near the streetcar routes. Development in Uptown remained remarkably steady in the years following the close of the Exposition, as the city's population nearly doubled in size between the years 1920 and 1930. The influx of newcomers facilitated a wave of continuous development in the planning area, and by 1921 the number of developed parcels far exceeded the number of unimproved properties. The continuous growth of Uptown's population sparked the construction of a number of commercial districts by the early 1920s - some along the streetcar routes, and others in more outlying areas, reflecting the proliferation of the automobile after World War I. Among the most common businesses constructed in the early 1920's were automobile garages which provided residents with facilities to service their personal vehicles. Several gasoline and service stations were also constructed on prominent and accessible corners in the aforementioned business districts.

Throughout Uptown, the rapid rate of residential development gave rise to the construction of small commercial nodes along the Fifth Avenue, University

Avenue, Washington Street and Park Boulevard streetcar lines. Patterns of development in Uptown, both during and after the Exposition, underscore the relationship between mass transit and city-building, with the majority of new construction occurring near the streetcar routes. Development in Uptown remained remarkably steady in the years following the close of the Exposition, as the city's population nearly doubled in size between the years 1920 and 1930. The influx of newcomers facilitated a wave of continuous development in the planning area, and by 1921 the number of developed parcels far exceeded the number of unimproved properties. The continuous growth of Uptown's population sparked the construction of a number of commercial districts by the early 1920s - some along the streetcar routes, and others in more outlying areas, reflecting the proliferation of the automobile after World War I. Among the most common businesses constructed in the early 1920's were automobile garages which provided residents with facilities to service their personal vehicles. Several gasoline and service stations were also constructed on prominent and accessible corners in the aforementioned business districts.



Jimmy Wong's Golden Dragon Neon Sign was designed by immigrant restaurateur Tung Ling "Jimmy" Wong in 1955.

Great Depression and World War II: 1929-1948

Though Uptown experienced a period of remarkable growth and development in the 1910s and 1920s, its communities were nonetheless impacted by the catastrophic stock market crash of 1929, and the demand for houses and real estate diminished. In addition, several sections of Uptown experienced physical decline in the Depression era. To curb the effects of the Depression and stimulate the local economy, the Chamber of Commerce proposed that San Diego host another exposition in 1935. The 1935 California Pacific Exposition did not significantly influence the architectural character of the planning area, as all of its communities were almost entirely developed by the mid-1930s. The majority of new construction in the 1930s was residential and consisted of single family homes, most of which were designed in either the Spanish Eclectic, Monterey Revival or California Ranch styles and were located in newer subdivisions near Mission Hills and Middletown. In addition to residences, several public works and capital improvement projects were also initiated in Uptown throughout the Depression era, including a steel arch bridge constructed in 1931 (HRB # 320), which spans Maple Canyon and connects First Avenue between Nutmeg and Palm streets.

The next wave of activity in the planning area was touched off by the Second World War, at which time San Diego was transformed into a thriving metropolitan center and a hub of wartime production. This culminated in a dramatic population increase between 1940 and

1943; wherein defense employees and their families poured into the City at an average of 1,500 people per week. The massive influx of war workers strained San Diego's resources and infrastructure, and by the early 1940s the City experienced a housing shortage unparalleled in its history. To provide the City with critically-needed housing units, the defunct Mission Cliff Gardens was subdivided into 81 parcels in 1942 and was subsequently developed with single family homes. In addition to new construction, the scarcity of housing at this time also facilitated the conversion and subdivision of single family homes. Conversions of this nature occurred almost exclusively in the communities of Park West and Hillcrest, both of which already featured an eclectic mix of residential property types prior to the war. Aside from a limited amount of residential development and the construction of the Cabrillo Parkway (present day State Route 163), Uptown does not appear to have experienced much physical change in the World War II era. This trend occurred citywide and can be attributed to wartime restrictions on building materials, which largely precluded private development at this time.

Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970

After World War II, Uptown experienced a number of marked physical changes, due in large part to postwar suburbanization and the preeminence of the automobile. In the late 1940s, San Diego became the first major city in the southwestern United States to decommission its entire network of electric streetcars in exchange for buses. In the postwar era, new commercial development was no longer patterned along streetcar routes, but instead reflected the freedom of movement offered by the automobile. During the 1950s, a variety of car-related businesses and facilities – including gasoline and service stations, repair garages, body shops, motels and car washes – were constructed in Uptown. Uptown had been largely built out by the 1930s, but construction continued after the Second World War primarily in the form of infill and redevelopment as undeveloped land was in short supply. In the 1950s, many older buildings



LGBTQ activism in Hillcrest has been a significant facet of Uptown's diverse history.

in the planning area were razed and replaced with more contemporary structures. To some degree, Park West, Hillcrest and University Heights were all affected by redevelopment in the postwar years, but Mission Hills experienced comparatively little physical change during this time.

In large part, buildings constructed in Uptown after World War II reflected the shift away from the period revival styles towards more contemporary architectural trends. In addition to several Ranch and Minimal Traditional style houses, Uptown contains some of San Diego's most quintessential examples of Mid-Century Modernism. Given the scarcity of undeveloped real estate, these modern resources were not constructed in contiguous blocks, but were most often interspersed amidst older structures in well-established neighborhoods or on vacant steeply sloping or canyon lots. Between the 1960s and 1970s, the effects of postwar suburbanization took a toll on many of the City's older neighborhoods.

The construction of suburban shopping malls, such as the Mission Valley Shopping Center in 1961, drew customers away from Uptown's commercial nodes and threatened the area's economic vitality. Perhaps more so than adjacent communities, Hillcrest was hit especially hard by the mass exodus of middle class households to suburban tracts. As demographics changed, the community, whose modest housing had long attracted young families, now consisted of an aging population and deteriorating housing conditions.

Neighborhood Revitalization and the LGBTQ Community: 1970-Present

The elderly nature of Hillcrest's population the 1960s made it a neighborhood ripe for change. In the late 1960s and 1970s, prior to the establishment of support and advocacy groups, members of the Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) community were isolated and marginalized. Areas of Downtown were increasingly seen as unsafe by the gay and lesbian community. In contrast, the elderly nature of Hillcrest's population meant that there was less

pedestrian activity, and therefore, less chance of anti-gay confrontations. This, in addition to the affordability of the aging building stock and the area's proximity to Balboa Park – a popular meeting area for gay men in the 1960s and 1970s – made the Hillcrest area an ideal location for gay bars and night clubs, such as the Brass Rail and The Club. Such establishments were critical to the gay community, providing opportunities for socialization and exchange of information.

While the social scene offered by the bars and nightclubs drew the gay community to Hillcrest, the housing opportunities prompted them to stay. The low rate, single occupancy apartments and bungalows that had attracted the elderly were also attractive to gay and lesbian singles and couples, as well as young people and low income families. As Hillcrest emerged as the center of gay life in San Diego, advocacy organizations and support groups were established in and around the Hillcrest community. With limited resources, the LGBTQ businesses and support and advocacy groups that emerged during this time utilized and adaptively reused existing building stock of all eras and styles to meet their needs.

In some instances, support groups and organizations were developed and run from the homes of their founders, or from space offered by other business and institutions, such as churches.

By the 1980s, the LGBTQ community had taken root in Hillcrest as businesses catering to and run by members of the gay community increased. The LGBTQ community's investment in Hillcrest could be seen not only in an increasingly active and vital community, but also in rising housing values. During the 1990s, the revitalization of Hillcrest and Uptown grew, as did the number of new residents. The period between the 1990s and the present has seen a mixture of smaller scale in-fill development and larger scale mixed use projects employing a variety of styles from New Formalism, to Post-Modern, to Deconstructivism, to 21st Century Modernism, to Millennium Mansions, and New Traditional.



The First Church of Christ Scientist was built in 1909 by Master Architect Irving J. Gill.

10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

Cultural sensitivity levels and the likelihood of encountering prehistoric archaeological resource within the Uptown community area are rated low, moderate or high, based on the results of the records searches; the Native American Heritage Commission (NAHC) sacred lands file check, and regional environmental factors. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred which may have previously impacted archaeological resources. Based on the results of the record search, the NAHC sacred lands file check, and regional environmental factors, the community of Uptown has two cultural sensitivity levels. Since the majority of the community is developed, the cultural sensitivity for the entire community of Uptown would be considered low. There is very little undeveloped land within the area, with the exception of canyon areas. Due to the steepness of the majority of these canyons, the cultural sensitivity for these areas is low. However, at the base of these canyons, especially leading into the Mission Valley area, there is a potential for cultural resources to be present, therefore, the cultural sensitivity rating for this area is considered high, specifically when in proximity to the Presidio and areas bordering Old Town.



Egyptian Courts Apartments, built in 1925, are located along the Egyptian thematic corridor along Park Boulevard.

In addition to the four main themes significant in the development of Uptown, the Historic Context Statement also identified property types that are associated with those themes in historically significant ways. In summary, the property types, styles and significance thresholds are as follows:

The Railroad Boom and Early Residential Development (1885-1909)

A property may be significant under this theme for its association with or representation of the development of Uptown as one of the first residential districts outside of Downtown San Diego; or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Victorian (Stick, Queen Anne, Shingle) or late 19th and early 20th Century architectural styles such as Colonial Revival, Prairie, Neoclassical or Craftsman. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer, such as John Stannard, George Sphor, Comstock and Trotsche, John Sherman, William Sterling Hebbard or Irving Gill. Extant property types are likely limited to residential buildings. Commercial development was very limited in Uptown during the early development period occurring between 1885 and 1909. Other than a few isolated shops, commercial development was limited to hotels and boarding houses, some of which are no longer extant.

Single story retail development was limited, but may be found along the earliest streetcar lines. Institutional uses during the early development of Uptown included a few scattered churches located on more prominent corner lots, and in some cases - such as the educational and hospital uses - occupied larger acreage.

The Panama-California Exposition and Streetcar Suburbs (1909-1929)

A property may be significant under this theme for its association with or representation of the development of Uptown as a streetcar suburb, or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Craftsman, Prairie, Mission Revival, Spanish Eclectic, Colonial Revival or other period architectural styles. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer, such as Eugene Hoffman, Frank Allen, Frank Mead, Richard Requa or Irving Gill. Extant property types are likely limited to residential buildings. Commercial structures, while not as numerous as residences, can also be found throughout Uptown. While commercial development in Uptown consists primarily of single-story retail structures, a number of mixed-use buildings are also present. Generally, commercial structures are concentrated in small pockets along the former streetcar lines. Institutional uses during the development of Uptown as a streetcar suburb included civic and religious buildings. Most often, churches occupy corner lots along major thoroughfares, and can be found interspersed among both residential and commercial structures.

Great Depression and World War II (1929-1948)

A property may be significant under this theme for its association with or representation of the limited development in Uptown during the economic Depression of the 1930's and the limited resources of the World War II era, or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Spanish Eclectic, Monterey Revival, Minimal Traditional, Streamline Moderne, or Mid-

Century Modern. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer. Extant property types are likely limited to residential buildings. During the Depression and World War II era, commercial development was highly limited. Extant examples may embody a variety of architectural styles, but are ornamentally restrained.

Postwar Development, Suburbanization, the Automobile & Modernism (1948-1970)

A property may be significant under this theme for its association with or representation of the postwar development and redevelopment in Uptown, or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, primarily Mid-Century Modern. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer. Residential development during the postwar period occurred primarily on undeveloped lots along canyon rims and on lots containing older, smaller homes in communities such as Hillcrest and University Heights, which were demolished to make way for larger homes and apartment buildings in the Mid-Century Modern style. Commercial construction occurred throughout Uptown, but was concentrated primarily on redeveloped lots along Washington Street in Mission Hills, Park Boulevard in Hillcrest, and throughout the Park West area along Fourth, Fifth and Sixth avenues. A number of institutional buildings, including the San Diego City School education center, the County Hospital, and a branch library.

Neighborhood Revitalization and the LGBTQ Community (1970-Present)

A property may be significant under this theme for its association with or representation of events significant to LGBTQ history and the post-1970 era redevelopment of Uptown; or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, including New Formalism, Post-Modern and Deconstructivism. Lastly, a property may

be significant if it reflects the notable work of a master builder, architect, or designer. Residential development during the post-1970 period occurred primarily on undeveloped lots along canyon rims and on lots containing older, smaller homes in communities such as Hillcrest and University Heights, which were demolished to make way for larger homes and apartment buildings. Commercial construction occurred throughout Uptown, but was concentrated primarily on redeveloped lots along Washington Street in Mission Hills, Park Boulevard in Hillcrest, and throughout the Park West area along Fourth, Fifth and Sixth avenues.

Resources must be evaluated within their historic context(s) against the City's adopted criteria for designation of a historical resource, as provided in the General Plan and the Historical Resources Guidelines of the Land Development Manual. Guidelines for the application of these criteria were made part of the Historical Resources Guidelines to assist the public, project applicants, and others in the understanding of the designation criteria.

DESIGNATED HISTORICAL RESOURCES

Uptown is home to twelve (12) National Register properties (Table 10-1). These include the George Marston House, listed in 1974 as the home of Progressive San Diegan George Marston and as the work of master architect Irving Gill during his formative years; and Park Place Methodist Episcopal Church, listed in 1982 as a remarkable example of a Classical Revival building designed by a master architect Norman Foote Marsh.

As of February 2016, the Uptown community is home to 340 individually designated historic resources (Table 10-2 and Figure 10-1) and 2 designated historic districts (Figure 10-2) – Mission Hills and Fort Stockton Line - containing 209 contributing resources that have been listed on the City's register by the Historical Resources Board. These resources reflect a range of property types, from single and multi-family to commercial, hotel, and institutional. Also included are the Quince Street Footbridge, the Spruce Street Suspension Bridge, the First Avenue Bridge, and the Jimmy Wong's



The George Marston House was designed by Master Architect Irving J. Gill in 1904.



The Park Place Methodist Episcopal Church is a remarkable example of Classical Revival architecture in the Bankers Hill/Park West neighborhood.

Golden Dragon Neon Sign. Seventy-four (74) designated properties reflect the Early Settlement of Uptown, and consist almost entirely of single-family homes, with the exception of the Calvary Cemetery, the Florence Hotel Tree, the Hawthorne Inn, the Quince Street Footbridge, and the First Church of Christ Scientist.

The vast majority of the designated resources (225 of 340) reflect the second period of development, when the expansion of the streetcar made development of the community feasible. Most of these resources are single-family homes, but also include Park Place Methodist Episcopal Church, Park Manor, Mercy Hospital Historic Complex, the Francis Parker School, the Dr. Chester Tanner Office Bungalow Court, and the PD Griswold Pharmacy/Commercial Building.

Thirty-three (33) Depression and World War II era resources are also designated, and consist primarily of single-family homes constructed in the styles of the period. Lastly, eight (8) Post-War resources are listed, including The Lloyd Ruocco Design Center, Jimmy Wong's Golden Dragon Neon Sign, The Colonel Irving Salomon/Henry Hester Apartments, and the Delawie Residence II. No resources reflecting the fifth and final theme of development (1970-present) are currently listed on the City's Register.

These designated historical resources are protected and preserved through existing General Plan policies, the historical resources regulations and guidelines of the Municipal Code, and established City practices. These protections require historic review of all projects impacting these resources. Projects that do not comply with the U.S. Secretary of the Interior Standards are required to process a discretionary action that is subject to review under the California Environmental Quality Act (CEQA).

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

A Historical Resource Reconnaissance Survey was undertaken within the community planning area in 2004-2006. The field work and analysis was completed by a qualified historic consultant and overseen by City staff. The purpose of this survey was to identify potentially historic properties within the community plan area for consideration in the community plan update process and for possible future designation.



The Colonel Irving Salomon/Henry Hester Apartments, completed in 1958, was originally commissioned as a luxury apartment building.

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INDIVIDUAL PROPERTIES

Of the 11,104 properties surveyed in 2004-2006, the survey identified 2,192 properties as potentially significant individual resources, 59 of which are also located in potential historic districts. The resources identified can be found in the Uptown Historic Survey Report. Of the resources identified as potentially significant individual resources, approximately 56% (percent) are single-family properties, 35% (percent) are multi-family properties, 8% (percent) are commercial properties, and 1% (percent) are institutional properties. Thematically, the potentially significant individual resources are distributed as follows:

- The Railroad Boom and Early Residential Development: 1885-1909: 12%
- The Panama-California Exposition and Streetcar Suburbs: 1909-1929: 44%
- Great Depression and World War II: 1929-1948: 21.5%
- Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970: 22%
- Neighborhood Revitalization and the LGBTQ Community: 1970-Present: 0%*

(*The 2004-2006 survey only evaluated properties constructed prior to 1961.)



Park Manor, built in 1926, was developed during the expansion of the streetcar, which made development in the community more feasible.

DISTRICTS

In addition to potentially individually significant resources, the survey identified 19 new potential historic districts containing a total of approximately 2,600 properties and roughly 2,000 contributing resources. The name, location, size, period of significance and relationship to Uptown's significant development themes are summarized in Table 10-3, and their locations shown in Figure 10-3. More detailed information, including listings of contributing resources, can be found in the Uptown Historic Survey Report (Appendix D).

MULTIPLE PROPERTY LISTINGS

Lastly, the survey identified three (3) potential Multiple Property Listings (MPLs). A MPL is a group of related significant properties with shared themes, trends and patterns of history. Such properties are typically grouped within a general geographic area, but not necessarily in a sufficient concentration to form a historic district. A MPL may be used to nominate and register thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated individually or in groups in the future. The three MPLs identified by the survey are the Bungalow and Apartment Court MPL, the Kate Olivia Sessions MPL, and the Victorian Era MPL. The locations of the properties identified in each MPL are listed in Tables 10-4, 10-5 and 10-6.

The Residential Court Multiple Property Listing is a discontinuous grouping of approximately 149 residential courts located throughout the Uptown survey area. Eligible under San Diego Criteria A and C, this potential multiple property listing (MPL) reflects the distinctive characteristics of courtyard design, as well as special elements of the Uptown Community's social history related to multi-family housing, and its architectural development associated with local transportation patterns. The MPL has a period of significance of 1900-1960 and is significant under the themes of "The Railroad Boom and Early Residential Development: 1885-1909;" "The Panama-California Exposition and Streetcar Suburbs: 1909-1929;" "Great Depression and World War II: 1929-1948;" and "Postwar Development,



The Kate Sessions Mission Hills Nursery, also known as the San Diego Nursery, was located over most of the North Florence Heights subdivision which was bounded by Stephens Street, Lark Street, the cliffs overlooking Mission Valley, and Mission Hills Park/Pioneer Memorial Park.

Suburbanization, the Automobile and Modernism: 1948-1970."

The Kate Olivia Sessions Multiple Property Listing is a discontinuous grouping of four (4) geographic areas located throughout the Uptown survey area, - Sixth Avenue/Balboa Park Urban Edge, Lark Street, the Kate Sessions Mission Hills Nursery Site, and the Kate Sessions Balboa Park Nursery Site. Eligible under San Diego Criteria A and D, this potential multiple property listing (MPL) reflects special elements of the Uptown Community's landscape design and horticultural history, and is significant as the work of noted horticulturalist Kate Olivia Sessions. The MPL has a period of significance of 1900-1915 and is significant under the themes of "The Railroad Boom and Early Residential Development: 1885-1909" and "The Panama-California Exposition and Streetcar Suburbs: 1909-1929."

The Victorian Era Multiple Property Listing is a discontinuous grouping of approximately 458 Victorian Era buildings located throughout the Uptown survey area. Eligible under San Diego Criteria A, C and D, this potential multiple property listing (MPL) reflects the distinctive characteristics of residential, commercial and institutional Victorian era architecture; the work of Master Architects and Builders; as well as special elements of the Uptown Community's early development history. The MPL has a period of significance of 1871-1918 and is significant under the themes of "The

Railroad Boom and Early Residential Development: 1885-1909;” and “The Panama-California Exposition and Streetcar Suburbs: 1909-1929.”

RESOURCES IDENTIFIED DURING PUBLIC OUTREACH

Substantial public outreach with the local community planning group, regional and local preservation groups, and members of the community occurred throughout the development of the Historic Context and completion of the survey. This information was considered and often incorporated into the results and recommendations of the survey. As a result, the Uptown Reconnaissance Survey identifies as potentially significant all individual resources specifically identified as such by the community. The exception is properties that have been identified as potentially significant under the theme “Neighborhood Revitalization and the LGBTQ Community: 1970-Present.” When the survey work was conducted in 2004-2006, only properties that were 45 years old or older upon completion of the

survey in 2006 were evaluated; therefore, no properties constructed after 1961 were evaluated by the survey. Additionally, due to the reconnaissance nature of the survey, properties that were significantly altered from their original appearance were not evaluated further to explore significance related to LGBTQ history and redevelopment of Hillcrest. In developing the final theme, staff conducted limited research, oral interviews and a walking tour in an effort to identify the location of resources that may be eligible under the final theme. Based on the results of this outreach, the following resources have been identified as potentially significant, requiring additional site-specific evaluation (Table 10-7). Please note that this list is not comprehensive, and other resources associated with this theme may be identified.

In addition, four (4) potential historic districts have been identified (Table 10-8 and Figure 10-4) by the community. These include Allen Terrace, Avalon Heights, Hillcrest and San Diego Normal School/San Diego City Schools Education Complex. The San Diego Normal School/San Diego City Schools Education Complex was the subject of a reconnaissance survey commissioned by the University Heights Historical Society and completed by a qualified historic consultant Staff conducted a windshield survey to verify the presence of a potential historic district in the other three (3) areas and concurred that these areas may be eligible for designation as potential historic districts. However, the windshield survey undertaken in these areas was not as thorough as the reconnaissance survey completed by the consultant, and did not include identification of contributing and non-contributing resources. In regard to Hillcrest, it must be noted that the survey work completed in 2004-2006 did not initially identify a potential district in the Hillcrest area. However, the date and reconnaissance nature of the survey significantly limited the evaluation of resources associated with the final theme of revitalization and LGBTQ history. Given the fact that many business catering to and run by members of the LGBTQ community are concentrated within the Hillcrest area, along with residential units occupied by individuals and early advocacy groups, it is appropriate to identify the central portion of Hillcrest



The Flame has been identified as having potential significance to LGBTQ history in the Uptown community.

as a potential historic district under HRB Criterion A. In addition, because the Hillcrest Potential Historic District area includes 55 properties constructed from 1960-1975, and because the 2004-2006 survey did not consider any properties constructed post-1960 as potential resources, it is appropriate to consider that the district may also be eligible under HRB Criterion C. In order to bring these four (4) districts forward for designation, additional, intensive-level research will be required to evaluate the district and define a precise boundary, period of significance, significance criteria and contributing and non-contributing resources.

The potential historical resources identified by the Historic Resource Reconnaissance Survey and the public outreach process are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. In addition, to ensure the protection of potential historic districts from erosion due to insensitive redevelopment, supplemental development regulations shall be established to assist in the preservation of the overall integrity of potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures. Additional policies that address the potential historical resources of Uptown follow.

POLICIES

- HP-2.1** Provide supplemental development regulations for potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.
- HP-2.2** Intensively survey and prepare nominations for the potential historic districts identified in the Up-town Historic Resources Survey, and bring those nominations before the Historical Resources Board for review and designation. Prioritization of district nominations may occur in consultation with community members and stakeholders based upon a variety of factors, including redevelopment pressures and availability of resources.
- HP-2.3** Provide support and guidance to community members and groups who wish to prepare and submit historic district nominations to the City, consistent with adopted Guidelines.
- HP-2.4** Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such as an association with an important person or event) for potential historic designation.

TABLE 10-1: NATIONAL REGISTER HISTORIC RESOURCES IN UPTOWN

SITE ADDRESS	REFERENCE No.	HISTORIC NAME	YEAR BUILT	PROPERTY TYPE
2121 1st Avenue	82002245	The Hawthorne Inn	1900	Commercial - Inn
2408 1st Avenue	76000516	Long-Waterman House	1889	Single Family
2214-2224 2nd Avenue	84001181	Major Myles Molan House	1894	Single Family
3162 2nd Avenue	83001227	The Coulter Residence	1916	Single Family
2825 5th Avenue	83003432	Park Place Methodist Episcopal Church	1910	Institutional
3525 7th Avenue	74000552	George Marston House	1909	Single Family
3563 7th Avenue	86002665	Frederick R. Burnham House	1907	Single Family
4345 Campus Avenue	98001193	Teacher Training School Building	1910	Institutional
3141 Curlew Street 435 West Spruce Street	87000621	A.H. Sweet Residences	1915	Single Family
435 West Spruce Street	87000621	A.H. Sweet Residences	1915	Single Family
836 E Washington Street	78000750	Chaplain's Residence	1896	Single Family

HP-2.5 Prepare Historic Contexts and Multiple Property Listings addressing Bungalow and Apartment Courts, properties associated with Kate Olivia Sessions, and Victorian-Era properties for review and designation by the Historical Resources Board.

HP-2.6 Evaluate the identified Park Boulevard Historic District along with the contiguous “Park Boulevard Multi-Family Residential Grouping” on the east side of Park Boulevard identified in the North Park Reconnaissance Survey to determine if the area as a whole contains a sufficient number of contributing properties to qualify as a historic district.

HP-2.7 Prepare a Citywide Historic Context related to Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) history assist in the identification and preservation of resources significant to the LGBTQ community. Partner with local knowledgeable organizations and groups, such as the LAMBDA Archives and Hillcrest History Guild, to assist in the preparation of the Context and the identification of significant resources.

HP-2.8 Encourage the maintenance of historic sidewalk colors and scoring patterns, as well as the preservation of sidewalk stamps, which contribute to the historic aesthetic of the community and the fabric of historic districts.

HP-2.9 Preserve and protect historic lighting fixtures within designated and potential historic districts. Encourage the use of “acorn” style pedestrian lighting fixtures within designated and potential historic districts when new lighting fixtures are introduced or non-historic lighting fixtures are replaced.

HP-2.10 Conduct project specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

HP-2.11 Consider eligible for listing on the City’s Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Uptown, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior’s Standards and the character of the community.

The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of Uptown.

In addition to the General Plan Historic Preservation Element Policies, the following recommendations are specific to Uptown for implementation of educational opportunities and incentives for preservation of the community's historical resources.

POLICIES

- HP-3.1** Provide opportunities for education and interpretation of Uptown's diverse history through the distribution of printed brochures, mobile technology (such as phone apps) and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks.
- HP-3.2** Partner with local community and historic organizations, including Mission Hills Heritage, Hillcrest History Guild and the University Heights Historical Society, to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program.

HP-3.3 Outreach to the Mission Hills and Hillcrest Business Improvement Districts (BIDs), local businesses and other organizations operating within the potential historic districts and the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.

HP-3.4 Work with businesses and organizations within Uptown to create and promote new marketing and heritage tourism programs and opportunities.

HP-3.5 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

HP-3.6 Commemorate and interpret the trolley line and its significance to the historical development of Uptown through markers, signage and educational materials.

TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*

PROPERTY ADDRESS		HRB SITE No.	HISTORIC NAME	YEAR BUILT
1930	1st Avenue	129	Sherman Judson House	1887
2121	1st Avenue	148	The Hawthorne Inn	1900
2169	1st Avenue	187	Nason Residence	1902
2408	1st Avenue	37	Long-Waterman House	1889
2508	1st Avenue	38	Timken House	1887-88
2961	1st Avenue	1085	John Henry and Katherine Zitt House	c.1923
3821	1st Avenue	589	Herbert and Ira Howe House	1912
2700 & 2800 Blocks	1st Avenue	320	First Avenue Bridge	1931
3718-3724	1st Avenue	445	Hall-Sherman House	1890
4045-4075	1st Avenue	418	4045, 4053, 4057, 4069, 4075 1st Avenue	1907-1912
1767	2nd Avenue	57	H.E. Watts House	1896
2133	2nd Avenue	136	Broderick-Kenny House	1888
2331	2nd Avenue	198	George Keating Residence	1888
2341	2nd Avenue	568	Albert and Rebecca Zundelowitz House	1894
2355	2nd Avenue	567	E.B. and Martha Stuart House	1909
2368	2nd Avenue	172	The Charlotte Bushnell House	1895
2442	2nd Avenue	316	First Church of Christ Scientist	1909
2670	2nd Avenue	901	Hiram Newton Savage House	1909
2765	2nd Avenue	311	Emmett G. O'Neill Residence	1924-25
2928	2nd Avenue	687	Edith Hawley House	1938
3130	2nd Avenue	851	Emily Hill Wadsworth House	1924
3162	2nd Avenue	167	The Coulter Residence	1915
3223	2nd Avenue	999	George F. Hopkins House	c.1909
3225	2nd Avenue	365	Wood/Forney Residence	1909
3255	2nd Avenue	173	Otis Residence	1910
3303	2nd Avenue	174	Mertzmann-Winans Residence	1908
3315	2nd Avenue	345	John and Mary Gallagher Residence	1912
3320	2nd Avenue	599	William and Eleanor McCaskey House	C. 1909
2214-2224	2nd Avenue	153	Major Myles Molan House	1894
1916	3rd Avenue	210	McCormick/Hartfield Timberlake Christian House	1893
2044	3rd Avenue	991	Carl and Mary Lundquist House	ca. 1907
2330	3rd Avenue	194	Hazard Residence	1913
3065	3rd Avenue	837	Elinor Meadows Apartment Building	1921
3140	3rd Avenue	784	Irvin and Vitulia Randall House	1910
3202	3rd Avenue	389	The L. M. Earnhart House	1911
3300	3rd Avenue	227	William Mason Fortescue Residence	1909
3518	3rd Avenue	178	Day's Little House	1912
3557	3rd Avenue	613	Alfred LaMotte/Hurlburt and Tifal House	1925
3565	3rd Avenue	1127	John and Evelyn Rice/ Arthur Keyes House	1913
3576	3rd Avenue	670	Brookes Family House	1891
3695	3rd Avenue	332	Hardesty House	1905
3720	3rd Avenue	192	Siess House	1907
3812	3rd Avenue	648	Jennie Gardiner Spec House #1	1910

**TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)**

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
3600 136		3rd Avenue Brookes Avenue	1109	Lillie and James North Houses	1908
4180		3rd Avenue	1207	William and Cynthia Hall House	1926
2802		4th Avenue	307	Amy Strong House	1906
3225-3231		4th Avenue	814	Carrie and Horatio Farnham Duplex	1913
3235 & 3255		4th Avenue	828	Dr. Chester Tanner Office Bungalow Court	1927-1935
3616-3618		4th Avenue	1183	May Somers Candee Spec House #1	1902
2309		5th Avenue	483	Kirkland Apartments	1912
2825		5th Avenue	157	Park Place Methodist Episcopal Church	1910
4040		5th Avenue	939	Henry B. Jones House	1911
4077		5th Avenue	397	Mercy Hospital Historic Complex	1926
3601-3635		5th Avenue	434	The Lloyd Ruocco Design Center	1950
2900		6th Avenue	938	George and Alice Hazzard House	1911
3060		6th Avenue	49	(Melville) Klauber House	1909
3200		6th Avenue	801	Colonel Irving Salomon/Henry Hester Apartments	1958
3525		7th Avenue	40	George Marston House	1904
3525		7th Avenue	287	Marston House Garden	
3526		7th Avenue	97	Mary Cassitt House (No. 4)	1906
3560		7th Avenue	98	Teats House (No. 1)	1905
3563		7th Avenue	41	Frederick R. Burnham House	1907
3574		7th Avenue	1021	Alice Lee/Irving J. Gill/Hazel Wood Waterman House	1905
3578		7th Avenue	99	Alice Lee Residence	1905
1949		Adams Avenue	369	Adams Avenue Trolley Car barn Site	1913
1600-1799		Adams Avenue	346	Mission Cliff Gardens Cobblestone Wall & Related Features	1902
3917		Alameda Drive	1200	Alberta Security Company/Martin V. Melhorn Spec House #4	1917
4060		Alameda Drive	790	Tudor Rodgers/Martin V. Melhorn House	1912
4105		Alameda Drive	1092	B. Franklin and Helen Mahoney/Richard Requa House	1921
3916		Alameda Place	1164	Nancy Johnson & Richard Carter/Martin V. Melhorn House	1914
3932		Alameda Place	489	The Joseph S. Mack House	1918
3960		Alameda Place	794	M.B. and Ida Irvin Spec House #1	1923
2333		Albatross Street	802	Elwyn Gould House	1914
2440		Albatross Street	737	Edward and Lillian Roberts House	1906
2504		Albatross Street	402	Dr. Frank J. Campbell House	1911
2865		Albatross Street	530	Edward T. Austin/McDonald-Applegarth House	1911
3330		Albatross Street	995	Harry and Hattie Stone House	1908-1921
3353		Albatross Street	62	Lee House No. 2	1905
3367		Albatross Street	63	Lee House No. 4	1913
3407		Albatross Street	65	Teats House No. 3	1922
3415		Albatross Street	64	Teats House No. 2	1912
3696		Albatross Street	884	Kate M. Dillon & Florence A. Maddock/Henry J. Lang House	1923
3703		Albatross Street	732	Henry Lang Spec House #2	1923
3766		Albatross Street	241	McDonald/Fowler/Mack	1900
3786		Albatross Street	949	Arthur and Caroline Dickerson House	1909

TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
4052		Albatross Street	791	Conrad and Ida Felger House	1913
3620		Albert Street	917	Stephen McMorrow Spec House #1	1915
3646		Albert Street	1015	Ralph and Agnes Virden House	1950
1830		Altamira Place	427	Lomax House	1915
1833		Altamira Place	600	Richard Hathaway Spec House #1	1925
1847		Altamira Place	672	Dr. Clair Stealy House	1913
1855		Altamira Place	923	Richard M. Hathaway Spec. House No. 2	1925
1863		Altamira Place	779	La Casa de las Siete Candelas	1925
1895		Altamira Place	698	Albert Frost House	1916
4244		Ampudia	729	Julius and Victoria Saitz House	1912
4351		Ampudia Street	930	Raymond and Doris Worrell House	1928
4395		Ampudia Street	532	The Baranov Family Residence	1927
4467		Ampudia Street	797	William Templeton Johnson Spec House #1	1926
4476		Ampudia Street	361	McMurtrie/Witherow House	1912
1201	W.	Arbor Drive	780	Alberta Security Co./Martin V. Melhorn Spec House #1	1914
1768	W.	Arbor Drive	706	Frank E. Melcher Spec House #1	1925
1737	W.	Arbor Drive	994	Jack and Neva Millan Spec House #1	1923
4175		Arden Way	1150	C. Wesley and Lucie Hall House	1924
4188		Arden Way	1026	J.A. and Mary Smith/William Wahrenberger House	1925
4205		Arden Way	618	Alexander Schreiber Spec House #1	1921
4220		Arden Way	947	Della M. Ballard House	1913
4230		Arden Way	748	Chester Eastman Spec House #1	1912
4247		Arden Way	495	Dyar & Grace Hazelrigg House	1920
4230		Arguello Street	523	James C. & Lillie Byers / Ralph E. Hurlburt House	1928
4240		Arguello Way	1018	Nathan and Hattie Rigdon Spec. House # 1	1917
4230		Arista Drive	467	Leo R. Hoffman Residence	1948
4381		Arista Drive	663	Floyd and Margaret Hunter House	1924
4252		Arista Street	721	Ena Shapley/Edward Depew House	1931
4266		Arista Street	1086	J. Rex and Alice Murray Spec. House #1	1930
4319		Arista Street	806	Anne and Edward Lindley House	1935
4335		Avalon Drive	507	Harper Residence	1912
2163		Brant Street	537	The George J. Leovy/George S. Spohr House	1888
2765		Brant Street	771	Mickey Wright/Samuel Hamill House	1933
3100		Brant Street	894	Charles W. Fox/William Sterling Hebbard House	1908
3248		Brant Street	932	Lucy Killea House	1920
3341		Brant Street	439	Hale-Nadeau House	1915
244	W.	Brookes Avenue	366	Louis Gill Home	1921
1439		Brookes Avenue	969	Glenn A and Ruth Rick House	1927
1271		Brookes Terrace	534	The Frank H. and Margaret Burton/Milton P. Sessions House	1933
4075		Couts Street	1041	Charles and Marie Brenner Spec. House #1	1926
2465		Curlew Street	1058	Hans and Mabel Hirte House	1923
3141		Curlew Street	200	A.H. Sweet Residences	1914-1915
3226		Curlew Street	746	Edward Allig/William Sterling Hebbard House	1912
3240		Curlew Street	437	Hallenbeck House	1912

**TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)**

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
3264		Curlew Street	980	Dr. James & Virginia Churchill/William Templeton Johnson House	1922
1007		Cypress Avenue	987	Walter J. and Grace Ogden/ Ralph L. Frank	1931
1008		Cypress Avenue	671	Mary Marston/Requa and Jackson House	1933
1025		Cypress Avenue	722	Philip and Helen Gildred/Ralph Frank House	1935
1041		Cypress Avenue	1206	Justin and Anastasia Evenson/Ralph L. Frank House	1934
1237		Cypress Avenue	1197	Robert and Laura Ford House	1929
3510		Dove Court	1037	Oakley J. Hall House	1926
3519		Dove Court	883	Baron X. Kouch and Norma Meyer Schuh Spec House #1	1931
2820		Dove Street	535	The Carlos B. and Blanche W. Livers House	1937
3676		Eagle Street	765	Daniel and Clara Deacon House	1921
3747		Eagle Street	877	Ida R. Hedges House	1904
3910		Eagle Street	778	Pacific Building Company Spec House No. 1	1912
4129		Falcon Street	1079	John Donohue Spec House #1	c. 1911
1125		Fort Stockton Drive	1185	William Joel and Lavenia Butler Spec House #1	1909
1329		Fort Stockton Drive	1005	John and Emilie Wahrenberger/Martin V. Melhorn House	1911
1530		Fort Stockton Drive	1112	Morris and Ida Irvin Spec House #2	1921
1787		Fort Stockton Drive	776	Henry Lang Spec House #3	1913
1835		Fort Stockton Drive	712	Mary Stockwell House	1912-13
1845		Fort Stockton Drive	775	Louis R. and Muriel Dilley/Monroe E. And Olga J. Wallace House	1924
1866		Fort Stockton Drive	730	Alexander Schreiber Spec House #2	1921
2121		Fort Stockton Drive	785	Nathan Rigdon Spec House #2	1915
2154		Fort Stockton Drive	414	Dr. Frank P. & Elizabeth K. Lenahan Residence	1916
2206		Fort Stockton Drive	786	Nathan Rigdon Spec House #1	1917
2236		Fort Stockton Drive	686	George Jenks Spec House #1	1912
2252		Fort Stockton Drive	611	William E. Kier House	1913-14
2260		Fort Stockton Drive	696	Horace and Della Shank House	1914
2315		Fort Stockton Drive	906	John Snyder/Ralph E. Hurlburt & Charles H. Tifal Spec House #1	1925
1929		Front Street	100	Mumford Residence	1880
2243		Front Street	336	Edward Grove Residence	1901
2257		Front Street	199	Judge Monroe Anderson House	1904
2366		Front Street	149	The Garrettson House	1896
2929		Front Street	847	Thomas & Edith Hunter House	1915
3147		Front Street	118	Charles A. Martin House	1912
3231		Front Street	1123	Iver Lawson, Jr. House	1925
3333		Front Street	184	Anthony Residence	1906
3536		Front Street	188	Wiard Family Residence	1898
3551		Front Street	186	Moore House	1893
3776		Front Street	18	Gill House	1905
2126-30		Front Street	1060	Annie Porter House	1895
4003 820	W.	Goldfinch Washington	868	P.D. Griswold Pharmacy/Commercial Building	1913
3838		Goldfinch Street	586	Marion Townley House	1922
300 Block		Grape Street	53	Florence Hotel Tree	1895
1894		Guy Street	1186	Joseph and Jean Potter Spec House #1	1925

TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
2174		Guy Street	766	Percy Benbough/William Wheeler House	1926
4671		Harvey Road	359	Everett Gee Jackson and Eileen Lois Jackson Residence	1929
3907		Hawk Street	948	Ralph Hurlburt/ Alexander Schreiber Spec House #2	1920
3917		Hawk Street	929	Ralph Hurlburt/ Alexander Schreiber Spec House # 1	1920
4019		Hawk Street	1122	Alberta Security Co./Martin V. Melhorn Spec House #3	1919
233-239		Hawthorn Street	563	J. Frank Dehm Apartment Buildings	1912
909		Hayes Avenue	840	Fredric & Myrle Murray Spec House No. 1	1930
3542		Herbert Street	788	Homer Chandler House	1912
3636		Herbert Street	936	Helen Schnepf Spec House #1	1925
4301		Hermosa Way	621	Barr-Rigdon-Robinson Spec House #1	1910
4364		Hermosa Way	758	Charles and Flora Butler House	1910
4411		Hermosa Way	864	William and Lotte Porterfield House	1917
4440		Hermosa Way	1163	June Magee/Requa and Jackson & R.P. Shields and Son House	1928
4451		Hermosa Way	756	Sarah Brock/William Templeton Johnson/Brawner & Hunter House	1922
4455		Hermosa Way	764	Marion Delafield Sturgis and Samuel Otis Dauchy/William Templeton Johnson House	1923-27
4460		Hermosa Way	1129	William and Vera Wylie Spec House #1	1924
2120		Hickory Street	625	S.H. Newell, Jr. Spec House #1	1916
2138		Hickory Street	559	Fred and Mary Brachmann Spec House	1914
2320		Hickory Street	1065	Luigi and Louise Perna/ Frank Hope, Sr. House	1928
4305		Hortensia Street	553	The Maurice F. and Marie D. Herschel House	1930
4474		Hortensia Street	446	Whitehead-Kunzel-Bowers House	1917
4476		Hortensia Street	800	Robert Campbell and Belle Anderson Gemmell/Frank Mead/ Richard Requa/Henry Jackson House and Studio	1916 (house) 1926 (studio)
4494		Hortensia Street	1080	Samuel and Lulu Maxwell House	1927
4171		Ingalls Street	614	Mary Hill House	1912
3503		Jackdaw Street	950	Ralph H. Pratt House	1939
3665		Jackdaw Street	1051	Mary and Julia Pickett Spec House #1	1929
4185		Jackdaw Street	738	Charles Freson House	1910
4243		Jackdaw Street	1098	Louis and Carmelita Fontanel House	1922
4167-4169		Jackdaw Street	860	Irvin Security Company Spec House #1/Morris B. Irvin House	1914 (4167) 1927 (4169)
2304		Juan Street	1135	United States Holding Company Spec House	1953
2335		Juan Street	1066	Gordon Eby House	1930
326	E.	Juniper Street	440	Barcelona Apartment Hotel	1923
233	W.	Juniper Street	922	Laurence Klauber House	1911
136		Juniper Street	94	Judge Torrance House	1887
219-221		Kalmia Street	870	Albert D. and Allie M. Hagaman/William B. Melhorn House	1927
3607		Lark Street	998	Ida Kuhn House	1924
4119		Lark Street	657	Frank Sessions/Emmor Brooke Weaver House	1911
4141		Lark Street	777	Joel L. and Edith M. Brown House	1916
4144		Lark Street	888	Alberta Security Company/Martin V. Melhorn Spec House #2	1918-1923
545		Laurel Street	270	William Clayton House	1907
1515	W.	Lewis Street	1113	Nathan Rigdon Spec House #3	1910
1752	W.	Lewis Street	711	Carl H. Heilbron/Nathan Rigdon House	1914

**TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)**

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
1753	W.	Lewis Street	594	Edgar Davies House	1913
1760	W.	Lewis Street	817	Nathan Rigdon and Morris B. Irvin Spec House #2	1913
1236		Lincoln Avenue	704	Abel and Caroline Adams House	1908
1031-1033		Lincoln Avenue	494	The Charles Quayle House	1907
1877		Lyndon Road	595	Stephen and Anna Connell/Henry Harms Preibusius House	1913
1036		Madison Avenue	985	Eric Lund and Anna M. Dahlander Lund House	1923
		Maple and Albatross Streets	106	Waldo Waterman Monument	1959 (Monument Date)
210		Maple Street	156	Wegeforth House	1917
406		Maple Street	52	Britt/Scripps House	1887-88
536		Maple Street	334	Palomar Apartment Building	1913-15
4145		Miller Street	920	George and Beatrice Bown House	1927
4146		Miller Street	1011	Guilford H. and Grace Whitney House	1927-1963
1809	W	Montecito Way	1202	Nathan and Hattie Rigdon Spec House #2	1913-1914
1840	W	Montecito Way	1181	Frederick and Della Haman Spec House #2	1919
1232		Myrtle Avenue	904	Frederick and Helen Thompson/Charles H. Tifal House	1926
1051		Myrtle Way	1168	Antonio and Estela Martinez House	1930
1053		Myrtle Way	1171	Roy and Anna Ridgeway House	1927
1087		Myrtle Way	714	David A. and Emma Loebenstein House	1926
1833		Neale Street	905	Delawie Residence II	1963
4507		New Hampshire St	1096	Nathaniel and Ella Sebastian/Edward F. Bryans House	1915
4656		North Avenue	531	James A. Creelman House	1908
4574-4576		North Avenue	1151	Wirt and Maud Smith Apartment House	1913
406	W.	Nutmeg Street	206	Hubbard Residence	1904
525-531 2680		Nutmeg Street 6th Avenue	811	Le Moderne Apartment Complex	1930
2020		Orizaba Avenue	484	The Miller House	1927
2036		Orizaba Avenue	330	Villa Orizaba	1888
4119		Palmetto Way	823	Franklin and Helen Boulter/Martin V. Melhorn House	1921
4139		Palmetto Way	997	Emma Spargle Chanter/Martin V. Melhorn House	1922
4167		Palmetto Way	1034	Alexander Schreiber Speculation House #5	1918
4195		Palmetto Way	583	Neil Brown/Martin V. Melhorn House	1921
3812		Park Boulevard	351	Park Theatre/Bush Egyptian Theatre	1926
4410		Park Boulevard	946	Julia Wilson House	1907-1908
3736-48		Park Boulevard	481	3736-3748 Park Boulevard	1926
3770-3774		Park Boulevard	310	Egyptian Courts Apartments	1925
2112		Pine Street	895	Lillian Arnett House	1916
2133		Pine Street	831	Paul S. & Laura Rayburn Spec House	1913
2306		Pine Street	1075	Bessie Olds/William Wahrenberger House	1938
2344		Pine Street	699	Etta and Lydia Schwieder/Requa and Jackson House	1926
2412		Pine Street	1160	Alfred & Helen Cantoni/Ralph L. Frank & William B. Melhorn House	1964
1506		Plumosa Way	705	Gertrude Evans / Emmor Brooke Weaver House	1920
1625		Plumosa Way	436	The Jarvis L. Doyle Residence	1912
2310		Presidio Drive	979	Alexander Schreiber Spec House #5	1924

TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN*
(CONTINUED)

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
2400		Presidio Drive	355	Alexander and Nancy Highland House	1934
2420		Presidio Drive	522	Claude & Edna Bradley Woolman / Alexander Schreiber House	1930
2430		Presidio Drive	601	Jacob Haas Spec House #1	1930
2436		Presidio Drive	934	John and Caroline Bostick House	1927
2540		Presidio Drive	910	Irvine M. Schulman House	1938
3819		Pringle Street	988	William and Ida Cook House	1926
4376		Proctor Place	958	P.Z. Lund Spec. House #1	1913
1433		Puterbaugh Street	911	James Don & Rita H. Keller/Lloyd Ruocco House	1948
300 Block		Quince Street	211	Quince Street Footbridge	1905
4101		Randolph Street	602	Elmer L. Kier House	1919
4201		Randolph Street	482	Francis W. Parker School	1913
4274		Randolph Street	1120	James and Mary Clark House	1927
4290		Randolph Street	1094	Thomas and Katherine Carter/Lincoln Rogers House	1927
136		Redwood Street	169	The Ernest & Ileen White Residence	1898
321		Robinson Avenue	331	First Church of the United Brethren in Christ / Thackeray Gallery	1912
1735		Robinson Avenue	448	1735 Robinson Avenue House	1924
3733		Robinson Mews	370	Sunnyslope Lodge	1902
3912		Saint James Place	695	Bishop Theodore and Daisy Thurston House	1931
4239		Saint James Place	1044	Morris B. Irvin Spec. House No. 2	1922
4244		Saint James Place	616	Olive and Frank Lovett House	1913
1797		San Diego Avenue	1182	The Luscomb Building	1927
2251		San Juan Road	1059	Dr. Franklin and Leone Lindemulder /Ralph Frank House	1935
2293		San Juan Road	896	C. Arnholt Smith/Ralph L. Frank House	1936
1801		Sheridan Avenue	492	The Coffield House	1915-16
1816		Sheridan Avenue	617	John Vance Cheney/Alice Barnett/Emmor Brooke Weaver House	1909
1824		Sheridan Avenue	572	Mary Ward/Emmor Brooke Weaver House	1912
1885		Sheridan Avenue	815	Nathan Rigdon and Morris B. Irvin Spec House #3	1919
4308		Sierra Vista	1190	Jerome Winder and Ray Winder Spec House #1	1912
135	W.	Spruce Street	582	George and Amelia Videan House	1923
430	W.	Spruce Street	399	Ralph D. Lacoe House	1922
435	W.	Spruce Street	200	A.H. Sweet Residences	1914-1915
200 and 300 Blocks	W.	Spruce Street	116	Spruce Street Suspension Bridge	1912
525		Spruce Street	253	Park Manor	1926
3305		State Street	598	Charles and Bernice Kelly House	1932
4151		Stephens Street	772	Alexander Schreiber Spec House #4	1920
4181		Stephens Street	1038	M.B. and Ida Irvin/Alexander Schreiber Spec. House #2	1920
4191		Stephens Street	762	Alexander Schreiber Spec House #3	1920
4194		Stephens Street	735	W. Z. Thornhill House	1921
4195		Stephens Street	942	M.B. and Ida Irvin/ Alexander Schreiber Spec House #1	1920
1915		Sunset Blvd	1078	Henry and Lavina Nelson Spec House #1	1913
1824		Sunset Boulevard	487	The Meyers House (John S. Graves Speculation)	1920
1875		Sunset Boulevard	816	William G. and Fidelia Lewis McKittrick House	1911-1912
1945		Sunset Boulevard	557	Ralph E. Jenney/ Walter S. Keller House	1913

**TABLE 10-2: CITY OF SAN DIEGO REGISTER INDIVIDUAL HISTORIC RESOURCES IN UPTOWN
(CONTINUED)**

PROPERTY ADDRESS			HRB SITE No.	HISTORIC NAME	YEAR BUILT
1955		Sunset Boulevard	978	Henry Nelson/Martin V. Melhorn Spec House #1	1912
2003		Sunset Boulevard	744	Harry Miller House	1919
2031		Sunset Boulevard	745	Bishop Charles Frances Buddy House	1922
2121		Sunset Boulevard	1014	Bertha B. Mitchell House	c.1923
2124		Sunset Boulevard	593	Katherine H. Wagenhals/Joel Brown House	1913
2150		Sunset Boulevard	429	Fred Jarboe House	1925
4030		Sunset Road	662	C. Arnholt Smith Spec House #1	1932
1417		Sutter Street	1099	William and Edith Potter Spec House #1	1920
435	W.	Thorn Street	875	Morris and Lillian Herriman House	1926
1603		Torrance Street	853	Sarah Brock/William Templeton Johnson House	1925
1614		Torrance Street	1130	Dr. Charles Brown/Lester Olmstead House	1927
4267		Trias Street	694	John & Emilie Wahrenberger/William Wahrenberger Spec House	1913
4276		Trias Street	937	Olmstead Building Company Spec House #1	1933
4277		Trias Street	680	William and Grace Wahrenberger House	1917
4285		Trias Street	681	Frances Herrick/William Wahrenberger House	1913
4352		Trias Street	541	The Irvine and Flora Schulman House	1926
4356		Trias Street	674	Clarence & Gertrude Beatty/Wayne McAllister House	1926
4370		Trias Street	933	John Snyder/Ralph E. Hurlburt and Charles H. Tifal Spec House #2	1925
4405		Trias Street	703	Frank and Mary Ricker House	1913
4460		Trias Street	990	William Templeton Johnson/ Harry Brawner Rental House	1924
4520		Trias Street	733	William Templeton Johnson House	1918
4386		Trias Street	1089	John Snyder/Ralph E. Hurlburt and Charles H. Tifal Spec House #3	1926
2430		Union Street	1061	Fred W. Osburn House	c.1888
2470		Union Street	120	The Tucker House	1912
3032		Union Street	488	The Depietri/Pecoraro/Tarantino House	1925
3065		Union Street	977	Napoleon J. Roy House	1906
1041-1047		University Avenue	940	Charles Jurman Building	1910
412-414		University Avenue	238	Jimmy Wong's Golden Dragon Neon Sign	1955
801-803		University Avenue	804	St. Joseph's Hospital Annex/Furniture Store	1919
410	W.	Upas Street	333	Evangeline Caven Bungalow	1915
1212		Upas Street	770	Casa De Tempo/Samuel Wood Hamill House	1935
4346		Valle Vista Way	1027	Richard and Viola Requa House	1911
3419		Vermont Street	879	George J. Singer House	1929
800-808 4010	W.	Washington Falcon Street	867	John W. Willmott Hardware/Florence Apartment Building	1929
1302		Washington Place	318	Melhorn-King Residence	1913
1501		Washington Place	5	Calvary Cemetery Site	1876
836	E.	Washington Street	134	Chaplain's Residence	1896
3725		Wellborn Street	957	Irving and Anna Brockett House	1927
4231		Witherby Street	476	The Jeanette E. & George R. Daley House	1926
4245		Witherby Street	673	Marshall Cassidy House	1924
4330		Witherby Street	889	Cornelius and Eva Lee Kelly Spec House #1	1926

*This table includes all properties designated by the Historical Resources Board as individually significant properties as of February 2016 .

FIGURE 10-1: LOCATION OF INDIVIDUALLY LISTED CITY OF SAN DIEGO REGISTER RESOURCES

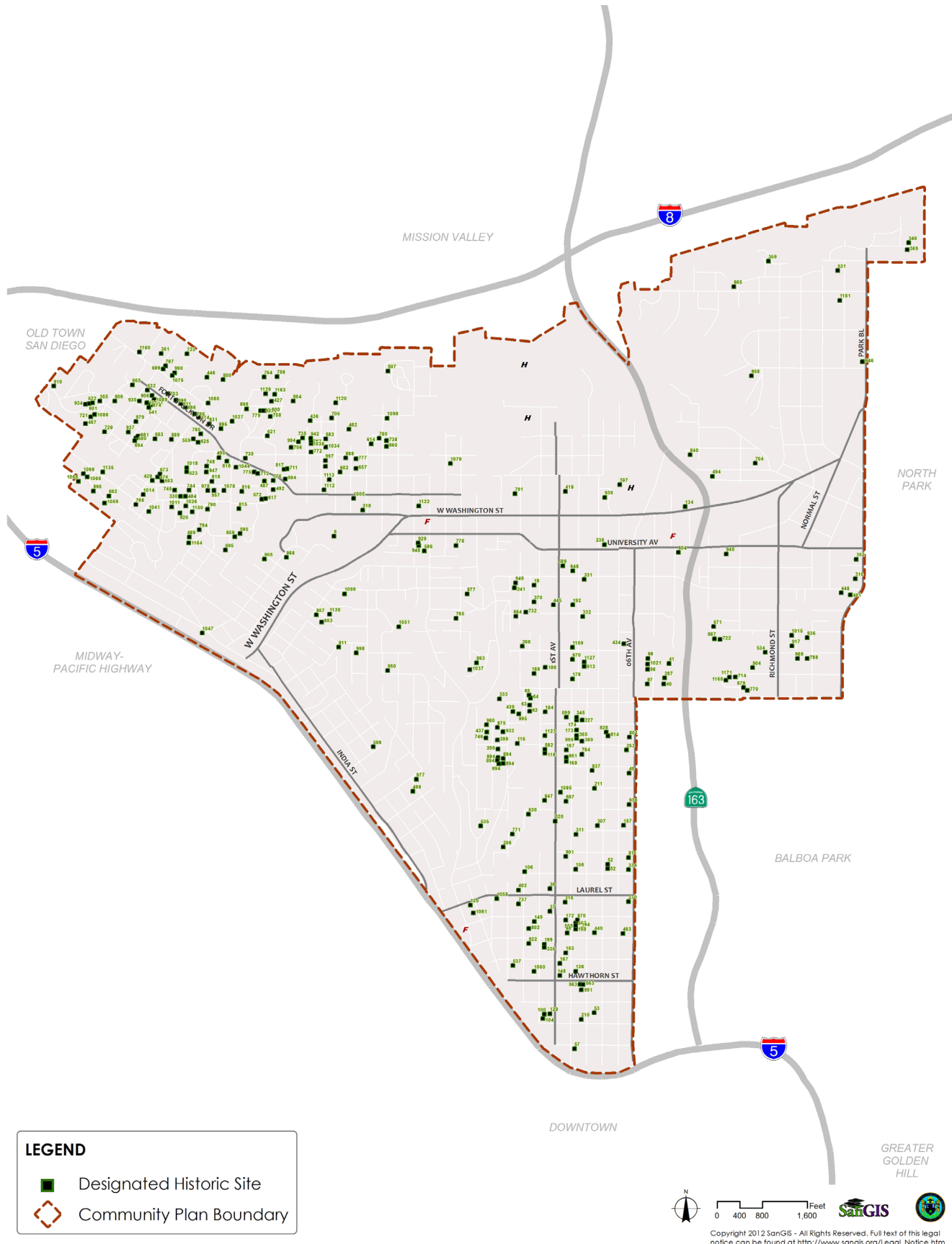


FIGURE 10-2: LOCATION OF CITY OF SAN DIEGO REGISTER HISTORIC DISTRICTS

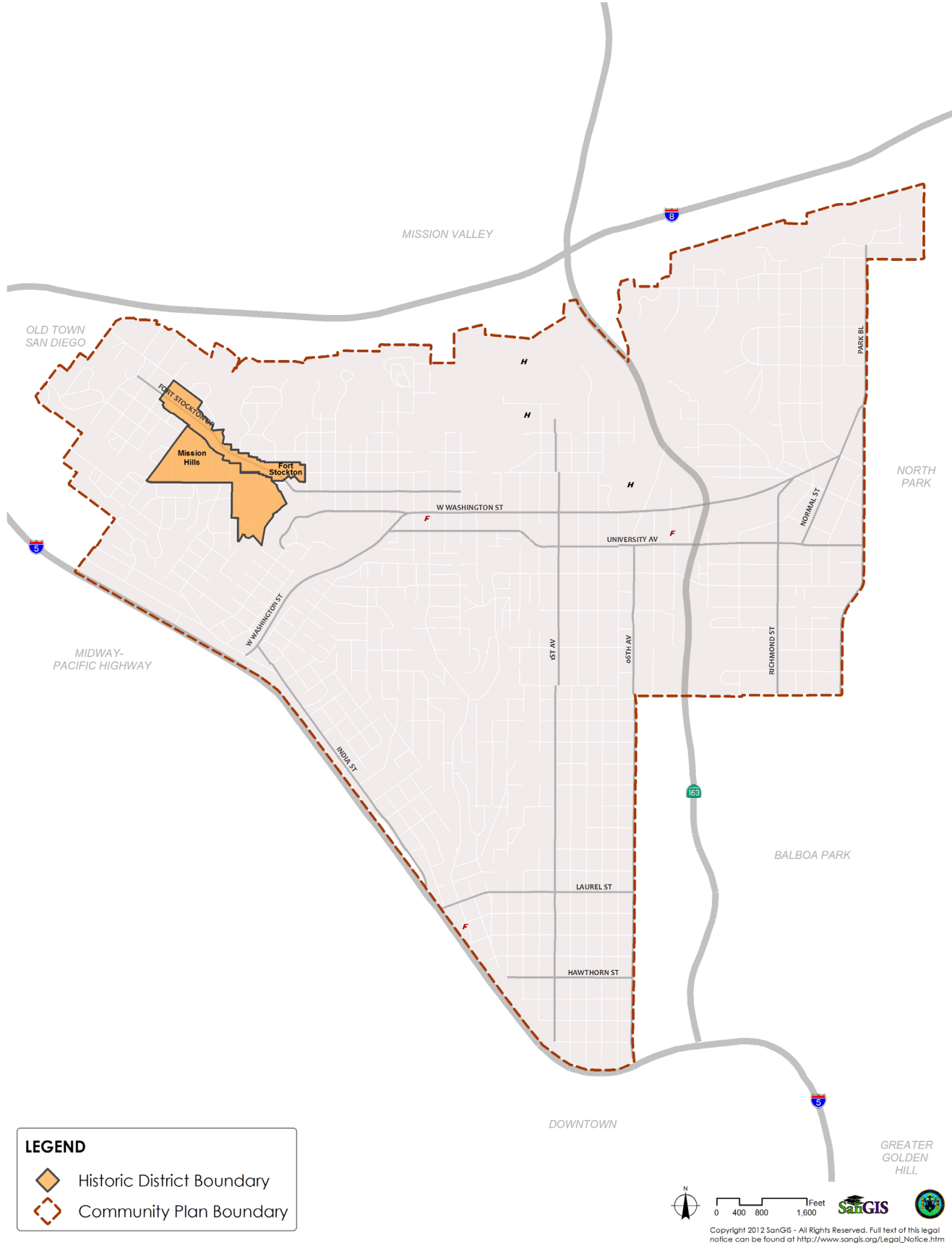


TABLE 10-3: POTENTIAL HISTORIC DISTRICTS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY

POTENTIAL HISTORIC DISTRICT	LOCATION	SIZE	PERIOD OF SIGNIFICANCE	THEME(S)	POSSIBLE HRB CRITERION
Arnold & Choate's Potential Historic District	Barr Street, Dove Street, University Avenue and Randolph Street	313 Properties	1890-1951	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile and Modernism: 1948-1970.	A & C
Dove Street Potential Historic District	West Palm Street, North Arroyo Drive, Arroyo Drive, and Reynard Way	31 Properties	1928-1948	The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A & C
Heart of Banker's Hill Potential Historic District	Pennsylvania Avenue, First Avenue, Redwood Street and Dove Street	125 Properties	1870-1940	Early History: 1769-1885; The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, C & D
Horton's Addition Potential Historic District	Laurel Street, 4th Avenue, Grape Street and Brant Street	143 Properties	1871-1940	Early History: 1769-1885; The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, C & D
Inspiration Heights Potential Historic District	Sunset Boulevard, Saint James Place, Putterbaugh Street and Coutts Street	84 Properties	1887 and 1909-1942	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A & C
Inspiration View Potential Historic District	Torrance Street, Ostego Drive, Walnut Avenue and Eagle Street	24 Properties	1925-1936	The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A & C
John Sherman Potential Historic District	Grape Street, First Avenue, Fir Street and Front Street	12 Properties	1880-1915	Early History: 1769-1885; The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929	C & D
Marine View Potential Historic District	University Avenue, Eagle Street, Brookes Avenue and Winder and Welborn Streets	340 Properties	1891-1950	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	A & C
Marston Family Potential Historic District	Brookes Avenue, Highway 163, Upas Street and the alley between 6th and 7th Avenues	11 Properties	1904-1918	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A, B, C & D
Marston Hills Potential Historic District	Pennsylvania Avenue, Highway 163, Upas Street and Richmond and Vermont Streets	88 Properties	1924-1940	The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, B, C & D

TABLE 10-3: POTENTIAL HISTORIC DISTRICTS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

POTENTIAL HISTORIC DISTRICT	LOCATION	SIZE	PERIOD OF SIGNIFICANCE	THEME(S)	POSSIBLE HRB CRITERION
Mission Hills Historic District Expansion Area	Altamira Place and the bluff immediately north of Hortensia Street to the north; Stephens Street to the east; Sunset Boulevard, Torrance Street, Neale Street and Pringle Street to the south; and St. James Place, Witherby Street, Trias Street and Hortensia Street to the west	517 Properties	1908-1941	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	C & D
North Florence Heights Potential Historic District	Hunter Street, Randolph Street, Mission Hills/ Pioneer Park, and Stephens Street	96 Properties	1890-1940	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, B & C
Northwest Mission Hills Potential Historic District	Arista Street and Conde Street to the north; the bluff facing Interstate 8 to the east; Witherby Street, Trias Street and Hortensia Street to the south; and Juan Street and Sunset Boulevard to the west	301 Properties	1908-1950	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	A, C & D
Park Boulevard Potential Historic District	Robinson Avenue, Park Boulevard, Upas Street, and the alley between Park Boulevard and Herbert Street.	35 Properties	1888-1960	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	A & C
Park Edge North Potential Historic District	Herbert Place; the alley between Park Boulevard and Herbert Street; Upas Street; and Richmond Street	122 Properties	1888-1940	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A & C
Presidio Hill Potential Historic District	Arista Street, Presidio Drive, Cosoy Way and the bluff edge overlooking Presidio Park	59 Properties	1926-1945	The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, C & D
Robinson Place Potential Historic District	Robinson Avenue, Herbert Street, Pennsylvania Avenue and Albert Street	14 Properties	1925-1927	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
Second Avenue Potential Historic District	Along Second Avenue between Upas Street and Palm Street	48 Properties	1871-1945	Early History: 1769-1885; The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A, C & D
West University Heights Potential Historic District	Bounded by the bluff facing Interstate 8 and Lincoln Avenue to the north; Cleveland Avenue to the east; Washington Street to the south; and Rhode Island Street and the west side of Vermont Street to the west	458 Properties	1888-1945	The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948	A & C

TABLE 10-4: BUNGALOW AND APARTMENT COURTS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY

PROPERTY ADDRESS		APN	YEAR BUILT	STYLE	STATUS CODE
The Railroad Boom and Early Residential Development: 1885-1909					
3762	10th Ave	45209337	c.1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
3768	10th Ave	45209337	c.1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
The Panama-California Exposition and Streetcar Suburbs: 1909-1929					
2621	1st Ave	45270503	c.1915	Prairie Apartment Court	5S3
3853	1st Ave	45205503	1925	Mission Revival Bungalow Court	5S3
4080	1st Ave	44449231	c.1925	Craftsman Bungalow Court	5S3
2350	2nd Ave	53318210	1922	Vernacular Bungalow Court	5B
1922	3rd Ave	53328207	1927	Mission Revival Bungalow Court	5B
2350	3rd Ave	53318310	1928	Mission Revival Apartment Court	5B
2409	3rd Ave	53310604	1927	Mission Revival Apartment Court	5B
3149	3rd Ave	45262121	c.1920	Vernacular Bungalow Court	5S3
3802	3rd Ave	45205523	1924	Mission Revival Bungalow Court	5B
3947	3rd Ave	44466205	c.1920	Spanish Colonial Revival Bungalow Court	5B
3235	4th Ave	45255528	1927	Spanish Colonial Revival Bungalow Court	5B
3245	4th Ave	45255529	1927	Spanish Colonial Revival Bungalow Court	5B
3542	4th Ave	45240211	c.1925	Spanish Colonial Revival Bungalow Court	5B
1937	5th Ave	53329303	c.1925	Spanish Eclectic Bungalow Court	5S3
1949	5th Ave	53329302	c.1925	Spanish Eclectic Bungalow Court	5S3
3433	5th Ave	45240719	1923	Mission Revival Bungalow Court	5S3
3558	5th Ave	45240618	1926	Spanish Colonial Revival Bungalow Court	5S3
3517	6th Ave	45243006	1928	Spanish Colonial Revival Bungalow Court	5B
3655	6th Ave	45229104	1927	Spanish Colonial Revival Bungalow Court	5S3
3924	8th Ave	44468311	1912	Spanish Colonial Revival Apartment Court	5B
3720	10th Ave	45210358	1927	Vernacular Bungalow Court/Colonial Revival	5B
4260	Campus Ave	44529223	c.1920	Craftsman Bungalow Court	5S3
4457	Campus Ave	44520107	c.1915	Craftsman Bungalow Court	5S3
4462	Campus Ave	44519027	1929	Mission Revival Bungalow Court	5S3
4532	Campus Ave	44511221	1925	Craftsman Bungalow Court	5S3
4583	Campus Ave	44512101	c.1920	Spanish Colonial Revival Bungalow Court	5S3
4617	Campus Ave	44503308	1926	Craftsman Bungalow Court	5S3
3925	Centre St	44564207	1927	Craftsman Bungalow Court	5S3
1235	Cleveland Ave	44561003	1923	Vernacular Bungalow Court	5S3
4145	Cleveland Ave	44547006	1925	Spanish Colonial Revival Bungalow Court	5S3
4550	Cleveland Ave	44511127	1929	Spanish Colonial Revival Bungalow Court	5S3
2601	Columbia St	53305106	c.1910	Craftsman Bungalow Court	5B
3515	Columbia St	45146405	c.1915	Craftsman Bungalow Court	5S3
3708	Columbia St	45159111	c.1920	Vernacular Bungalow Court	5S3
3716	Columbia St	45159109	c.1920	Vernacular Bungalow Court	5S3
1414	Essex St	45219121	c.1920	Vernacular Bungalow Court	5S3
3756	Front St	45201421	1923	Spanish Colonial Revival Bungalow Court	5S3

TABLE 10-4: BUNGALOW AND APARTMENT COURTS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	YEAR BUILT	STYLE	STATUS CODE
304		Ivy St	53315504	1928	Spanish Colonial Revival Apartment Court	5S3
120		Lewis St	44450309	c.1925	Spanish Colonial Revival Bungalow Court	5B
1407		Madison Ave	44511101	1927	Spanish Colonial Revival Bungalow Court	5S3
1622		Meade Ave	44520117	c.1925	Colonial Revival Bungalow Court	5S3
1714		Meade Ave	44520214	c.1910	Mission Revival Bungalow Court	5S3
1726		Meade Avenue	44520215	1926	Spanish Eclectic Bungalow Court	5S3
1624		Myrtle Ave	45236331	c.1925	Mission Revival Bungalow Court	5S3
4450		North Ave	44520124	1924	Mission Revival Bungalow Court	5S3
4542		North Ave	44512123	1925	Craftsman Bungalow Court	5S3
4546		North Ave	44512124	1927	Craftsman Bungalow Court	5S3
4463		North Ave	44520206	c.1920	Craftsman Bungalow Court	5S3
4481		North Avenue	44520203	1926	Tudor Revival Bungalow Court	5S3
525		Nutmeg St	45271408	c.1920	Art Deco Apartment Court	5B
528		Olive St	45266403	1928	Spanish Colonial Revival Bungalow Court	5S3
3718		Park Blvd	45221314	c.1925	Spanish Colonial Revival Bungalow Court	5S3
3770		Park Blvd	45220055	1928	Egyptian Revival Apartment Court	5S1
4438		Park Blvd	44520221	c.1925	Craftsman Bungalow Court	5S3
104		Pennsylvania Ave	45206307	c.1925	Pueblo Revival Bungalow Court	5B
3420		Richmond St	45245045	1928	Spanish Colonial Revival Apartment Court	5S3
1035		Robinson Ave	45213117	c.1925	Spanish Colonial Revival Bungalow Court	5B
821		Sutter St	45119301	1926	Spanish Colonial Revival Bungalow Court	5S3
2439		Union St	53306303	c.1915	Vernacular Bungalow Court	5S3
1616		Upas St	45248116	c.1925	Spanish Colonial Revival Apartment Court	5S3
Great Depression and World War II: 1929-1948						
3125		1st Ave	45261203	1941	Art Moderne Apartment Court	5S3
2059		2nd Ave	53317414	1940	Art Moderne/Minimal Traditional Bungalow Court	5B
3920		3rd Ave	44466117	c.1940	Minimal Traditional Bungalow Court	5S3
2452		4th Ave	53310610	c.1935	Art Moderne Bungalow Court	7R
3251		4th Ave	45255526	1935	Spanish Colonial Revival Bungalow Court	5B
3749		4th Ave	45206335	c.1930	Spanish Colonial Revival Bungalow Court	5S3
2254		5th Ave	53319509	1938	Spanish Colonial Revival Apartment Court	5B
1938		6th Ave	53329307	c.1930	Mission Revival Apartment Court	5S3
1950		6th Ave	53329308	c.1930	Art Moderne Apartment Court	5S3
3020		6th Ave	45262407	1946	Colonial Revival Apartment Court	5S3
3929		7th Ave	44468315	c.1930	Spanish Eclectic Apartment Court	5S3
3949		8th Ave	44469007	c.1940	Minimal Traditional Bungalow Court	5S3
4021		8th Ave	44456029	c.1940	Contemporary Apartment Court	5S3
3748		10th Ave	45209337	1930	Spanish Colonial Revival Apartment Court	5S3
3764		10th Ave	45209337	1930	Spanish Colonial Revival Apartment Court	5S3
1624		Adams Ave	43810221	1947	Minimal Traditional Bungalow Court	5S3
4033		Albatross St	44449136	c.1935	Spanish Eclectic Apartment Court	5B

TABLE 10-4: BUNGALOW AND APARTMENT COURTS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	YEAR BUILT	STYLE	STATUS CODE
2115		Brant St	53316105	1935	Vernacular Bungalow Court	5S3
2147		Brant St	53316103	1940	Minimal Traditional Apartment Court	5S3
4499		Campus Ave	44520101	c.1935	Vernacular Bungalow Court	5S3
4517		Cleveland Ave	44511212	c.1935	Minimal Traditional Bungalow Court	5S3
3744		Columbia St	45159104	1931	Vernacular Bungalow Court	5S3
101		Dickinson St	44431110	c.1935	Minimal Traditional Bungalow Court	5S3
2666		Dove St	45267124	c.1935	Art Moderne Bungalow Court	5S3
1437		Essex St	45219204	c.1935	Minimal Traditional Apartment Court	5S3
4052		Front St	44449124	c.1930	Art Moderne Bungalow Court	5B
4185		Front St	44450101	c.1940	Minimal Traditional Apartment Court	5S3
526		Grape St	53320402	1942	Minimal Traditional Bungalow Court	5S3
1633		Guy St	45122317	1930	Vernacular Bungalow Court	5B
3503		India St	45145309	1940	Minimal Traditional Bungalow Court	5S3
122		Juniper St	53318206	1937	Spanish Colonial Revival Apartment Court	5B
4583.5		Madison Ave	44512101	c.1940	Minimal Traditional Bungalow Court	5S3
4427		North Ave	44520210	c.1940	Minimal Traditional Bungalow Court	5S3
4460		North Ave	44520125	1941	Minimal Traditional Apartment Court	5S3
4638		North Ave	44503318	1940	Art Moderne Bungalow Court	5S3
4641		North Ave	44504105	c.1930	Art Moderne Apartment Court	5S3
4702		Park Blvd	43810205	c.1945	Colonial Revival Bungalow Court	5S3
4708		Park Blvd	43810204	c.1945	Colonial Revival Bungalow Court	5S3
735		Pennsylvania Ave	45127210	c.1940	Minimal Traditional Apartment Court	5S3
3407		Pringle St	45172608	1940	Minimal Traditional Bungalow Court	5S3
3220		Reynard Way	45156306	c.1945	Minimal Traditional Apartment Court	5S3
3543		Reynard Way	45137010	1943	Vernacular Apartment Court	7R
1210		Robinson Ave	45215404	1936	Colonial Revival Bungalow Court	5S3
1281		Robinson Ave	45216113	c.1945	Minimal Traditional Apartment Court	5S3
1926		San Diego Ave	45172217	c.1935	Art Moderne Apartment Court	5B
3630		State St	45132304	c.1930	Vernacular Apartment Court	5S3
Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970						
3237		1st Ave	45253845	1949	Minimal Traditional Apartment Court	5S3
3710		1st Ave	45201437	c.1950	Vernacular Apartment Court	5S3
3730		1st Ave	45201439	1959	Vernacular Apartment Court	5S3
4030		3rd Ave	44452121	1959	Neo-Swiss Chalet Apartment Court	5S3
3955		7th Ave	44468314	c.1955	Contemporary Apartment Court	5S3
4045		8th Ave	44456027	1956	Contemporary Apartment Court	5S3
4047		8th Ave	44456026	1956	Contemporary Apartment Court	5S3
3932		9th Ave	44469033	c.1960	Contemporary Apartment Court	5S3
2137		Brant St	53316104	c.1950	Contemporary Apartment Court	5S3
2301		Brant St	53315206	1953	Minimal Traditional Apartment Court	5S3
2313		Brant St	53315205	1953	Minimal Traditional Apartment Court	5S3

TABLE 10-4: BUNGALOW AND APARTMENT COURTS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	YEAR BUILT	STYLE	STATUS CODE
4050		Brant St	44445115	1958	Minimal Traditional Apartment Court	5S3
4033		Dove St	44445117	1958	Minimal Traditional Apartment Court	5S3
4109		Front St	44450406	1958	Minimal Traditional Apartment Court	5S3
1626		Glenwood Dr	45145108	c.1950	Minimal Traditional Apartment Court	5S3
1632		Glenwood Dr	45145109	c.1950	Minimal Traditional Apartment Court	5S3
3620		Keating St	45121105	1952	Contemporary Bungalow Court	5S3
1669		Linwood St	45122409	1956	Contemporary Apartment Court	5S3
1609		Madison Ave	44512101	c.1950	Contemporary Bungalow Court	5S3
4591		Madison Ave	44512101	c.1950	Contemporary Bungalow Court	5S3
4067		Normal St	44549106	c.1950	Minimal Traditional Apartment Court	5S3
3550		Park Blvd	45236325	c.1950	Contemporary Apartment Court	5S3
3634		Park Blvd	45236306	c.1955	Contemporary Apartment Court	5S3
3670		Park Blvd	45221335	c.1960	Minimal Traditional Apartment Court	5S3
3680		Park Blvd	45221334	c.1960	Minimal Traditional Apartment Court	5S3
4426		Park Blvd	44520220	1957	Minimal Traditional Bungalow Court	5S3
825	W	Pennsylvania Ave	45127203	1951	Minimal Traditional Bungalow Court	5S3
719		Pennsylvania Ave	45127212	1949	Contemporary Apartment Court	5S3
1418		Pennsylvania Ave	45216305	1959	Vernacular Bungalow Court	5S3
3139		Reynard Way	45257103	c.1950	Minimal Traditional Apartment Court	5S3
3139		Reynard Way	45257103	c.1950	Minimal Traditional Apartment Court	5S3
3161		Reynard Way	45257102	c.1950	Minimal Traditional Apartment Court	5S3
3244		Reynard Way	45156307	c.1950	Minimal Traditional Bungalow Court	5S3
3611		Reynard Way	45128004	1951	Minimal Traditional Apartment Court	7R
3621		Reynard Way	45128003	c.1955	Contemporary Apartment Court	5S3
3635		Reynard Way	45128002	c.1955	Minimal Traditional Apartment Court	5S3
3651		Reynard Way	45128001	c.1950	Contemporary Apartment Court	5S3
3693		Reynard Way	45127203	1951	Minimal Traditional Bungalow Court	5S3
2051		San Diego Ave	45171605	c.1950	Minimal Traditional Bungalow Court	5S3
3505		State St	45146308	c.1950	Contemporary Bungalow Court	5S3
1760		Titus St	45121408	1949	Minimal Traditional Apartment Court	5S3
1677		Winder St	45122409	1956	Contemporary Apartment Court	5S3

TABLE 10-5: RESOURCES ASSOCIATED WITH KATE OLIVIA SESSIONS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY

GEOGRAPHIC AREA	HISTORY AND SIGNIFICANCE	LANDSCAPE & HARDSCAPE RESOURCES	PERIOD OF SIGNIFICANCE	POSSIBLE HRB CRITERIA
Sixth Avenue/Balboa Park Urban Edge: City right-of-way along 6th Avenue, between Upas and Elm Streets, on the west boundary of Balboa Park	This century-old Kate Sessions planted streetscape along the western boundary of Balboa Park is a distinctive feature of Uptown's cosmopolitan character. Sixth Avenue adjacent to Balboa Park is San Diego's testimonial to the City Beautiful movement, perhaps intended to be a precedent for a future city boulevard system, later mentioned in John Nolan's 1908 City Plan for San Diego. Sixth Avenue from Upas to Elm Streets also has direct physical and historic ties to the western urban edge development of Balboa Park during the late Victorian 'Picturesque' park planning era.	<ul style="list-style-type: none"> Paired Queen Palm plantings, ca. 1900, on both sides of Sixth Avenue from Upas to Elm Streets. Wider than normal parkways on both sides of Sixth Avenue. Open space views of the Park from West Park neighborhood. 	1900-1915	A & D
Lark Street 4100 block of Lark Street, in the City right-of-way from Montecito Way to the canyon past Lewis Street	The site was the center of Sessions' growing grounds in Mission Hills, where stands of Eucalyptus, Grevillea and other majestic trees are still extant in the immediate area. At this location, Sessions also incubated many of her Queen Palms en masse that were destined for most of the streets in Mission Hills. Sessions herself inspired the area's notable streetscape of parkways, pink sidewalks and unusual triangulated Queen Palm plantings. The 4100 block of Lark Street remains a model for suburban streetscape design.	<ul style="list-style-type: none"> Includes large parkway (approximately 15') exclusive to this block. Queen Palms, in double row of triangulated planting. Kate Sessions' signature pink sidewalks. Remnant plantings from Kate Sessions' growing grounds. 	1902-1916	A & D
Kate Sessions Mission Hills Nursery Site 1525 Fort Stockton Drive, bounded by Fort Stockton Drive, Randolph Street, Stephens Street and Washington Street	Kate Sessions' Mission Hills Nursery, also called the San Diego Nursery, sprawled over most of the North Florence Heights subdivision. (For the purposes of this MPL, recognition of the site would be a commemorative designation only.)	Nursery operations	1902-1925	A & D
Kate Sessions Balboa Park Nursery Site Northwest quadrant of Balboa Park at Upas Street and Sixth Avenue	Some of the most mature horticultural remnants of Sessions' Balboa Park nursery are still extant at this location, where she grew exotic trees and shrubs to 'forest' the 1400 acre City Park and adjacent city street rights-of-way. (For the purposes of this MPL, recognition of the site would be a commemorative designation only.)	<p>Mature horticultural specimen trees (to be determined*)</p> <p>*Because this site is also a contributor to a proposed Balboa Park Cultural Landscape Historic District, additional research leading to designation of the park and/or adoption of a landscape treatment plan for the park will identify specific horticultural contributors in the future.</p>	1892-1902	A & D

FIGURE 10-3: LOCATION OF POTENTIAL HISTORIC DISTRICTS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY

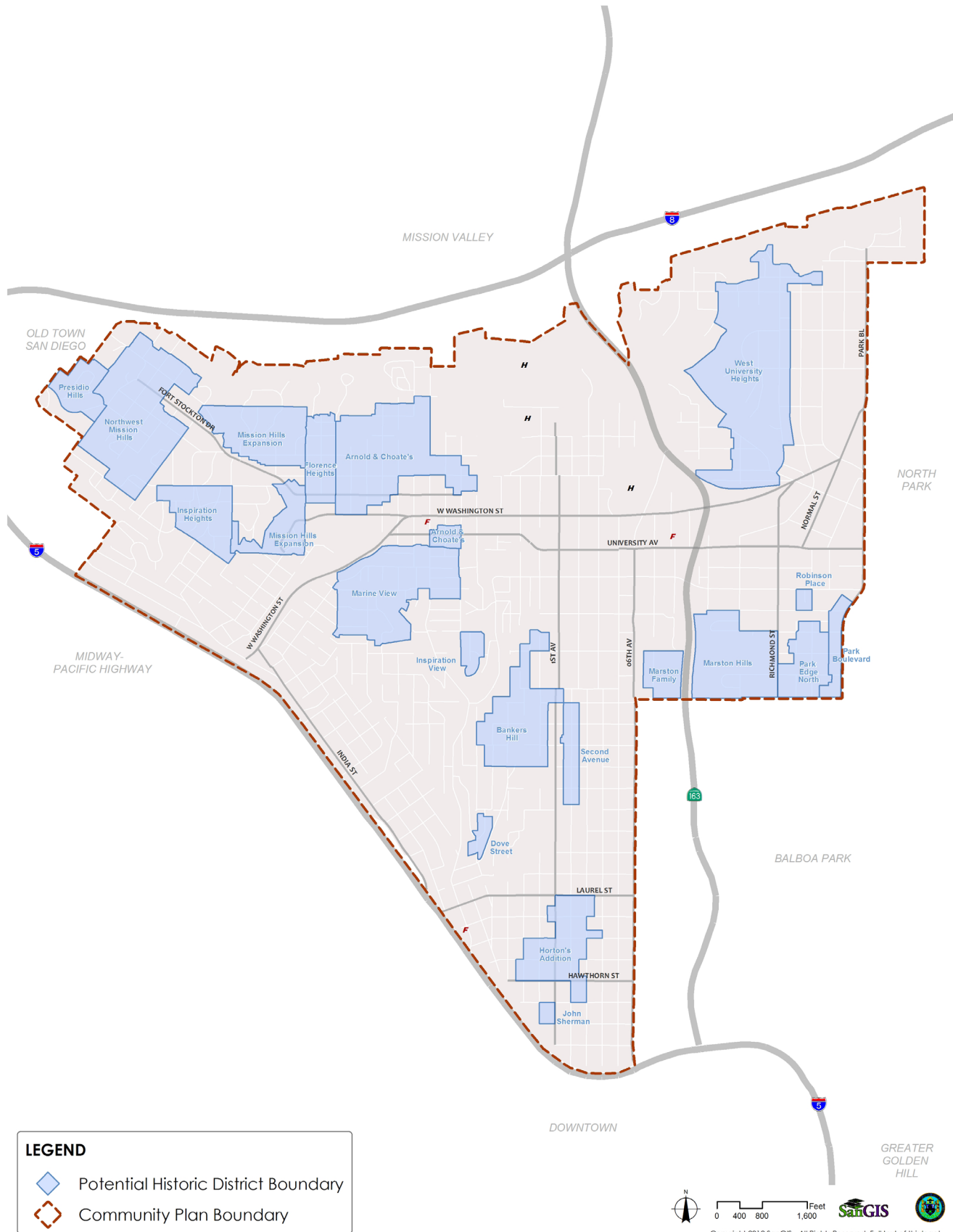


TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
Early History: 1769-1885						
3040		1st Ave	4526110500	1880	Folk Victorian	5S3
3744		1st Ave	4520144100	1885	Italianate	5S3
1767		2nd Ave	5332720100	1885	Italianate	5S1
1721		4th Ave	5333020500	1880	Italianate	5S3
3131		5th Ave	4526230200	1880	Queen Anne	5S3
1929		Front St	5332520400	1880	Queen Anne	5S1
2048		Front St	5331631000	1885	Queen Anne	5S3
230		Grape St	5331740500	1885	Queen Anne	5B
230		Ivy St	5331840700	1885	Queen Anne	5B
The Railroad Boom And Early Residential Development: 1885-1909						
3762-3762.5		10th Ave	4520933700	1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
3768-3772		10th Ave	4520933700	1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
3777		10th Ave	4521552200	1908	Victorian Vernacular	5S3
1914		1st Ave	5332520800	1888	Queen Anne	5B
1930		1st Ave	5332521000	1887	Queen Anne Spindework	5S1
1944-1948		1st Ave	5332521100	1907	Queen Anne Free Classic	5B
2082		1st Ave	5331761100	1907	Queen Anne Free Classic	5S3
2131		1st Ave	5331720300	1890	Queen Anne	5B
2139		1st Ave	5331720200	1890	Queen Anne	5B
2140-2144.5		1st Ave	5331711100	1905	Queen Anne Free Classic	5B
2169		1st Ave	5331720100	1902	Queen Anne Free Classic	5S1
2408		1st Ave	5330830600	1889	Queen Anne Spindework	1S
2410		1st Ave	5330830700	1889	Queen Anne	5B
2425		1st Ave	5330940400	1890	Queen Anne Spindework	5B
2508		1st Ave	5330821200	1887	Queen Anne Spindework	5S1
3540-3546		1st Ave	4523931800	1890	Queen Anne	5S3
3718-3720		1st Ave	4520143800	1890	Queen Anne	5S1
3754		1st Ave	4520144200	1890	Queen Anne Free Classic	5S3
3766		1st Ave	4520144400	1900	Victorian Vernacular	5S3
3818-3824		1st Ave	4520431100	1890	Queen Anne	5S3
3852-3852.5		1st Ave	4520431500	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4088		1st Ave	4444923200	1908	Victorian Vernacular	5S3
4094		1st Ave	4444923300	1908	Victorian Vernacular/transitional Craftsman	5S3
4122		1st Ave	4445041200	1905	Victorian Vernacular	5S3
1755-1759		2nd Ave	5332720300	1904	Queen Anne Free Classic	5S3
1945		2nd Ave	5332820200	1894	Italianate	5S3
1965		2nd Ave	5332820100	1891	Queen Anne	5S3
2031		2nd Ave	5331740300	1905	Folk Victorian	5S3
2133		2nd Ave	5331730400	1888	Queen Anne	5S1
2142		2nd Ave	5331721000	1890	Queen Anne Free Classic	5B

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
2143		2nd Ave	5331730300	1900	Folk Victorian	5B
2214		2nd Ave	5331850700	1894	Queen Anne Free Classic	1S
2257		2nd Ave	5331840200	1905	Queen Anne Free Classic	5S1
2325		2nd Ave	5331830500	1888	Queen Anne Spindlework	5S1
2341		2nd Ave	5331830400	1900	Victorian Vernacular/transitional Craftsman	5S1
2368		2nd Ave	5331821100	1895	Queen Anne Free Classic	5S1
2445-2447		2nd Ave	5330930300	1903	Queen Anne Free Classic	5B
3041		2nd Ave	4526270300	1909	Folk Victorian	5S3
3155		2nd Ave	4526260300	1905	Folk Victorian	5S3
3320		2nd Ave	4525383000	1909	Queen Anne Free Classic	5S1
3356		2nd Ave	4525383300	1905	Queen Anne Free Classic	5S3
3368		2nd Ave	4525383400	1905	Queen Anne Free Classic	5S3
1916		3rd Ave	5332820600	1894	Queen Anne	5S1
2224		3rd Ave	5331840900	1890	Queen Anne	5B
3576		3rd Ave	4524011900	1891	Queen Anne	5S1
3594		3rd Ave	4524012200	1890	Queen Anne	5S3
3600		3rd Ave	4522841100	1895	Queen Anne Free Classic	5S1
3667		3rd Ave	4522850500	1905	Victorian Vernacular	5S3
3695		3rd Ave	4522850100	1907	Queen Anne	5S1
3779		3rd Ave	4520554000	1900	Queen Anne Free Classic	5S3
3812		3rd Ave	4520552400	1908	Queen Anne Free Classic w/Craftsman elements	5S1
3842-3844		3rd Ave	4520552800	1900	Victorian Vernacular	5S3
4117		3rd Ave	4445130500	1900	Victorian Vernacular/transitional Craftsman	5S3
2357		4th Ave	5331920300	1900	Victorian Vernacular	5S3
2941		4th Ave	4526620300	1890	Queen Anne	5S3
3616-3618		4th Ave	4522851700	1900	Victorian Vernacular	5S3
3621		4th Ave	4522810900	1900	Queen Anne	5S3
3642		4th Ave	4522851900	1900	Queen Anne Free Classic	5S3
3684		4th Ave	4522852400	1905	Victorian Vernacular	5S3
3686		4th Ave	4522852500	1905	Victorian Vernacular	5S3
3743		4th Ave	4520633600	1900	Victorian Vernacular w/half timbering	5S3
2240		5th Ave	5331950800	1903	Queen Anne Free Classic	5S3
3265		5th Ave	45255535	1905	Queen Anne Free Classic	5S3
3330-3334		5th Ave	4525551500	1900	Victorian Vernacular	5S3
3685		5th Ave	4522820200	1900	Queen Anne Free Classic	5S3
3408		6th Ave	4525550700	1900	Queen Anne	5S3
3434-3436		6th Ave	4524072000	1900	Queen Anne Free Classic	5S3
3690		6th Ave	4522820900	1900	Queen Anne Free Classic	5S3
3734		6th Ave	4520636300	1895	Queen Anne Free Classic	5S3
3710-3720		7th Ave	4521031500	1903	Queen Anne	5S3
3730		8th Ave	4521034100	1890	Italianate	5S3
3849		8th Ave	4520932200	1905	Queen Anne Free Classic	5S3
3853		8th Ave	4520932100	1908	Queen Anne Free Classic	5S3
3937		8th Ave	4446900900	1905	Queen Anne Free Classic	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
3940-3948		9th Ave	4446901800	1900	Queen Anne Free Classic	5S3
3947		9th Ave	4446902700	1900	Victorian Vernacular	5S3
3953		9th Ave	4446902600	1905	Queen Anne Free Classic	5S3
1625		Adams Ave	4450332100	1890	Italianate	5S3
1733-1735		Adams Ave	4450412500	1900	Victorian Wooden False Front	5S3
2052		Albatross St	5331640200	1900	Queen Anne	5S3
2131		Albatross St	5331620400	1904	Queen Anne Free Classic w/Craftsman elements	5B
2132		Albatross St	5331611000	1906	Queen Anne Free Classic	5B
2165		Albatross St	5331620100	1890	Queen Anne Free Classic	5B
2440		Albatross St	5330740900	1906	Queen Anne Free Classic	5S1
2829		Albatross St	4526590200	1905	Queen Anne Free Classic	5S3
3525		Albatross St	4523921000	1905	Queen Anne	5S3
3761		Albatross St	4520140600	1907	Queen Anne Free Classic	5S3
3786		Albatross St	4520135500	1909	Victorian Vernacular w/Dutch gambrel roof	5S1
3790		Albatross St	4520135700	1905	Victorian Vernacular	5S3
3796		Albatross St	4520135800	1909	Victorian Vernacular w/Dutch gambrel roof	5S3
3827-3829		Albatross St	4520420300	1900	Victorian Vernacular	5S3
4021		Albatross St	4444911200	1905	Queen Anne Free Classic	5S3
4076		Albatross St	4444522700	1908	Queen Anne Free Classic	5S3
4089		Albatross St	4444910200	1908	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
4480		Arch St	4451020300	1905	Queen Anne Free Classic	5S3
2163		Brant St	5331610200	1890	Queen Anne Spindework	5S1
2214		Brant St	5331320700	1893	Victorian Vernacular	5S3
2247		Brant St	5331550200	1895	Queen Anne	5S3
2251-2253		Brant St	5331550200	1894	Queen Anne	5S3
3100		Brant St	4525772600	1900	Victorian Vernacular/transitional Craftsman	5S3
4047		Brant St	4444520700	1905	Victorian Vernacular	5S3
227	W	Brookes Ave	4523920400	1905	Queen Anne Free Classic	5S3
232	W	Brookes Ave	4522544000	1905	Folk Victorian	5S3
4220		Campus Ave	4452921800	1905	Queen Anne Free Classic	5S3
4260		Campus Ave	4452922300	1890	Queen Anne	5S3
4400		Campus Ave	4451901700	1909	Victorian Vernacular	5S3
4412		Campus Ave	4451902000	1909	Victorian Vernacular	5S3
4481		Campus Ave	4452010400	1908	Victorian Vernacular	5S3
4496		Campus Ave	4451903300	1895	Victorian Vernacular	5S3
4528		Campus Ave	4451122000	1905	Victorian Vernacular	5S3
3912		Centre St	4456414000	1908	Victorian Vernacular	5S3
4250		Cleveland Ave	4452912600	1905	Queen Anne Free Classic	5S3
4314-4322		Cleveland Ave	4452711900	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4333-4337		Cleveland Ave	4452721000	1905	Folk Victorian	5S3
4350		Cleveland Ave	4452712300	1905	Victorian Vernacular	5S3
4364-4366		Cleveland Ave	4452712500	1905	Queen Anne Free Classic	5S3
4383		Cleveland Ave	4452720300	1909	Victorian Vernacular	5S3
4415		Cleveland Ave	4451901200	1905	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
4441-4445		Cleveland Ave	4451900800	1900	Queen Anne Free Classic	5S3
4469		Cleveland Ave	4451900500	1905	Queen Anne Free Classic	5S3
4475-4479		Cleveland Ave	4451900400	1905	Queen Anne Free Classic	5S3
3662		Columbia St	4513250500	1908	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3554		Curlew St	4523970900	1900	Queen Anne Free Classic	5S3
3617		Curlew St	4522542000	1905	Victorian Vernacular	5S3
1234-1236		Cypress Ave	4521620600	1900	Victorian Vernacular	5S3
3747		Eagle St	4512010400	1905	Victorian Vernacular	5S1
3778		Eagle St	4510911100	1907	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1002		Essex St	4521560100	1906	Victorian Vernacular	5S3
1003		Essex St	4521552100	1904	Queen Anne	5S3
1014-1018		Essex St	4521560300	1890	Victorian Vernacular	5S3
1022-1026		Essex St	4521560400	1905	Queen Anne Free Classic	5S3
1031-1033.5		Essex St	4521551700	1900	Victorian Vernacular	5S3
1058		Essex St	4521560900	1905	Victorian Vernacular	5S3
1073-1075		Essex St	4521551300	1905	Queen Anne Free Classic	5S3
1210-1214		Essex St	4521512700	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1240		Essex St	4521512300	1890	Queen Anne	5S3
1250-1252		Essex St	4521512200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1253-1255		Essex St	4521542600	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1258		Essex St	4521512100	1905	Victorian Vernacular/transitional Craftsman	5S3
1277-1281		Essex St	4521542200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1285		Essex St	4521542100	1908	Victorian Vernacular	5S3
136		Fir St	5332520500	1887	Queen Anne	5S1
2060		Front St	5331631100	1907	Queen Anne Free Classic	5S3
2068		Front St	5331631200	1896	Queen Anne	5S3
2126-2130		Front St	5331621000	1895	Queen Anne	5B
2140-2142		Front St	5331621100	1890	Queen Anne Free Classic	5B
2220		Front St	5331540800	1906	Queen Anne Free Classic	5B
2257		Front St	5331860200	1904	Queen Anne Free Classic/transitional Craftsman	5S1
2265-2271		Front St	5331860100	1903	Queen Anne Free Classic	5B
2343		Front St	5331810200	1900	Queen Anne	5S3
2426-2432		Front St	5330840600	1900	Queen Anne Free Classic	5S3
2452-2454		Front St	5330840800	1900	Queen Anne	5S3
2646		Front St	4527072000	1905	Victorian Vernacular/transitional Craftsman	5S3
3333		Front St	4525381500	1895	Italianate	5S1
3355		Front St	4525381400	1893	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3411		Front St	4525380200	1895	Queen Anne Spindlework	5S3
3536		Front St	4523921700	1898	Queen Anne Free Classic	5S1
3538-3546		Front St	4523921800	1895	Queen Anne	5S3
3545		Front St	4523930800	1895	Queen Anne Spindlework	5S3
3551		Front St	4523930700	1893	Queen Anne Spindlework	5S1
3620		Front St	4522545200	1890	Queen Anne	5S3
3743		Front St	4520143100	1907	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
4020		Front St	4444911900	1905	Queen Anne Free Classic	5S3
4096		Front St	4444913100	1905	Victorian Vernacular/transitional Craftsman	5S3
3971		Goldfinch St	4446120300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3975		Goldfinch St	4446120200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4092		Goldfinch St	4444021400	1906	Victorian Vernacular	5S3
244		Grape St	5331740600	1900	Second Empire	5B
328		Grape St	5332060600	1890	Italianate	5S3
3904		Hawk St	4446050500	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
347		Hawthorn St	5332061100	1900	Victorian Vernacular	5S3
347		Hawthorn St	5332061100	1900	Victorian Vernacular	5S3
1086		Hayes Ave	4443711400	1890	Queen Anne Free Classic	5S3
3620-3622		Herbert St	4523313700	1909	Victorian Vernacular/transitional Craftsman	5S3
3812		Herbert St	4521911200	1909	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4102		Ibis St	4443820900	1905	Victorian Vernacular	5S3
4176		Ibis St	4443911300	1900	Queen Anne Free Classic/Contemporary	5S3
4276		Ibis St	4442610900	1900	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4027		Ingalls St	4436830300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4033		Ingalls St	4436830200	1890	Queen Anne	5S3
4121		Ingalls St	4443810400	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4129		Ingalls St	4443810300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
108		Ivy St	5331850500	1905	Queen Anne Free Classic	5B
227		Ivy St	5331731100	1895	Victorian Vernacular/transitional Craftsman	5S3
418	W	Ivy St	5331320600	1905	Queen Anne Free Classic	5S3
424		Ivy St	5331321100	1890	Queen Anne Spindework	5S3
4185		Jackdaw St	4443910300	1905	Queen Anne Free Classic	5S1
1288		Johnson Ave	4452813700	1905	Queen Anne Free Classic/transitional Craftsman	5S3
110		Juniper St	5331820500	1890	Queen Anne	5B
136		Juniper St	5331820700	1887	Queen Anne Spindework	5S1
533-535	W	Juniper St	5331310900	1890	Queen Anne	5S3
428		Kalmia St	5330750600	1895	Queen Anne	5S3
1039		Lincoln Ave	4445900300	1905	Queen Anne Free Classic	5S3
1236		Lincoln Ave	4454401500	1905	Queen Anne Free Classic	5S1
1644		Lincoln Ave	4454911500	1908	Victorian Vernacular	5S3
406		Maple St	4527150500	1887	Queen Anne	5S1
4366		Maryland St	4452621800	1895	Folk Victorian	5S3
4420		Maryland St	4451811800	1906	Queen Anne Free Classic	5S3
4470-4472		Maryland St	4451812500	1905	Victorian Vernacular	5S3
4471-4473.5		Maryland St	4451820600	1905	Victorian Vernacular/transitional Craftsman	5S3
1417		Meade Ave	4452710100	1908	Victorian Vernacular	5S3
1431		Meade Ave	4452712900	1900	Victorian Vernacular	5S3
1526		Meade Ave	4451901900	1890	Queen Anne Free Classic	5S3
1536		Meade Ave	4451901800	1890	Queen Anne Free Classic	5S3
1525		Monroe Ave	4451903200	1895	Victorian Vernacular	5S3
1412		Myrtle Ave	4523314300	1909	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
1434		Myrtle Ave	4523314600	1904	Victorian Vernacular	5S3
1610		Myrtle Ave	4523633300	1908	Victorian Vernacular	5S3
4363-4365		New Jersey St	4452620600	1900	Victorian Vernacular	5S3
4475		New Jersey St	4451810400	1905	Victorian Vernacular	5S3
3921		Normal St	4456411400	1905	Queen Anne Free Classic	5S3
4127-4131		Normal St	4453700900	1905	Queen Anne Free Classic	5S3
4494		North Ave	4452013000	1908	Queen Anne Free Classic	5S3
4514-4516		North Ave	4451211800	1900	Victorian Vernacular	5S3
406		Nutmeg St	4526741100	1895	Italianate	5S1
4080		Palmetto Way	4436610200	1908	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
3712		Park Blvd	4522131500	1900	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4662		Park Blvd	4450413100	1895	Victorian Wooden False Front	5S3
140		Pennsylvania Ave	4520630900	1900	Victorian Vernacular	5S3
329		Pennsylvania Ave	4522852600	1907	Queen Anne Free Classic	5S3
1255		Pennsylvania Ave	4521622100	1900	Queen Anne Free Classic	5S3
1437		Pennsylvania Ave	4521633700	1905	Victorian Vernacular	5S3
1314		Puterbaugh St	4512421000	1905	Victorian Vernacular/transitional Craftsman Bungalow w/half timbering	5S3
1827		Puterbaugh St	4517470200	1908	Victorian Vernacular/transitional Craftsman	5S3
212		Quince St	4526270500	1905	Queen Anne Free Classic	5S3
136		Redwood St	4526120600	1898	Queen Anne Free Classic/transitional Craftsman	5S1
4545		Rhode Island St	4441801300	1906	Queen Anne Free Classic	5S3
3753		Richmond St	4521530700	1905	Victorian Vernacular/transitional Craftsman	5S3
3755		Richmond St	4521530600	1900	Victorian Vernacular w/classical elements	5S3
3770		Richmond St	4521541400	1900	Queen Anne Free Classic	5S3
3772		Richmond St	4521541300	1900	Queen Anne Free Classic	5S3
3775		Richmond St	4521530300	1909	Queen Anne	5S3
3801		Richmond St	4521520700	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3809		Richmond St	4521520500	1907	Queen Anne Free Classic	5S3
3816		Richmond St	4521511400	1905	Victorian Vernacular	5S3
4033-4039		Richmond St	4456310500	1900	Queen Anne Free Classic	5S3
4041		Richmond St	4456310400	1908	Victorian Vernacular/transitional Craftsman Bungalow	5S3
129		Robinson Ave	4520552100	1895	Queen Anne Free Classic	5S3
211	W	Robinson Ave	4520142500	1900	Queen Anne Free Classic	5S3
216	W	Robinson Ave	4520420900	1900	Victorian Vernacular	5S3
315		Robinson Ave	4520136000	1907	Queen Anne Free Classic	5S3
334		Robinson Ave	4520132100	1908	Victorian Vernacular	5S3
428		Robinson Ave	4520131500	1905	Victorian Vernacular	5S3
1057		Robinson Ave	4521311500	1908	Queen Anne Free Classic	5S3
1060		Robinson Ave	4521550700	1909	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1066		Robinson Ave	4521550800	1900	Victorian Vernacular Apartment/Prairie	5S3
1264		Robinson Ave	4521541100	1905	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
1277		Robinson Ave	4521611200	1900	Victorian Vernacular	5S3
1635		Robinson Ave	4522130600	1905	Victorian Vernacular	5S3
405		Sloane St	4520133400	1905	Victorian Vernacular	5S3
215		Spruce St	4526260200	1904	Queen Anne	5S3
1329	W	Spruce St	4516131000	1900	Queen Anne Free Classic	5S3
2440-2442		State St	5330610900	1895	Queen Anne	5S3
304		Thorn St	4525372400	1905	Queen Anne Free Classic	5S3
1820		Titus St	4517360800	1905	Victorian Vernacular	5S3
1870		Titus St	4517351100	1905	Victorian Vernacular	5S3
2141-2143		Union St	5331330600	1890	Queen Anne Free Classic	5S3
2270-2272		Union St	5331310200	1905	Victorian Vernacular w/Craftsman elements	5S3
2330		Union St	5330651000	1890	Queen Anne Free Classic	5S3
2431		Union St	5330630400	1908	Queen Anne Free Classic/Prairie	5S3
2957		Union St	4516441300	1895	Queen Anne Free Classic	5S3
3065		Union St	4516420100	1905	Queen Anne w/half timbering	5S1
801		University Ave	4520931600	1905	Victorian Wooden False Front	5S1
1029		University Ave	4521561800	1908	Victorian Wooden False Front	5S3
336		Upas St	4525370400	1895	Queen Anne Spindlework	5S3
1440		Van Buren Ave	4452711800	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1505		Van Buren Ave	4452920100	1904	Queen Anne Free Classic	5S3
1511		Van Buren Ave	4452920200	1904	Queen Anne Free Classic	5S3
1515		Van Buren Ave	4452920300	1904	Queen Anne Free Classic	5S3
3768		Vermont St	4521551100	1905	Queen Anne Free Classic	5S3
3774		Vermont St	4521551200	1906	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4176		Vermont St	4443711000	1890	Victorian Vernacular	5S3
315		Walnut Ave	4525370200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1701		Washington Pl	4438021200	1908	Queen Anne Free Classic	5S3
836		Washington St	4445603000	1896	Queen Anne	1S
The Panama-California Exposition And Streetcar Suburbs: 1909-1929						
3729		10th Ave	4521312200	1910	Queen Anne Free Classic	5S3
4220		10th Ave	4443420900	1910	Victorian Vernacular	5S3
2372		1st Ave	5331811000	1910	Queen Anne Free Classic	5B
2537-2541		1st Ave	5330910200	1910	Queen Anne Free Classic	5S3
3665		1st Ave	4522840500	1910	Victorian Vernacular	5S3
3815		1st Ave	4520550900	1913	Queen Anne	5S1
3817		1st Ave	4520550800	1910	Queen Anne Free Classic	5S3
3200		2nd Ave	4525384800	1915	Victorian Vernacular/transitional Craftsman	5S3
2044		3rd Ave	5331740800	1910	Queen Anne Free Classic	5S1
3586-3588		3rd Ave	4524012000	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3673		3rd Ave	4522850400	1916	Queen Anne Free Classic	5S3
3707		3rd Ave	4520632300	1910	Queen Anne Free Classic w/Craftsman elements	5S3
3720		3rd Ave	4520631100	1915	Queen Anne Free Classic	5S1
3768		3rd Ave	4520631700	1910	Victorian Vernacular	5S3
4092		3rd Ave	4445213300	1910	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
2829		4th Ave	4526650300	1910	Victorian Vernacular	5S3
3575		4th Ave	4524060400	1910	Victorian Vernacular	5S3
3612-3614		4th Ave	4522851700	1910	Victorian Vernacular	5S3
4212		5th Ave	4447203200	1914	Queen Anne Free Classic	5S3
3809		7th Ave	4520930600	1917	Victorian Vernacular	5S3
3810		8th Ave	4520931200	1910	Queen Anne Free Classic	5S3
3833		8th Ave	4520932500	1910	Queen Anne Free Classic	5S3
3839		8th Ave	4520932400	1910	Queen Anne Free Classic	5S3
3937		9th Ave	4446902900	1910	Queen Anne Free Classic	5S3
3330		Albatross St	4525371700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3402		Albatross St	4525370300	1910	Queen Anne Free Classic	5S3
3425		Albatross St	4525370500	1915	Queen Anne Free Classic/transitional Craftsman	5S3
3533		Albatross St	4523922700	1911	Queen Anne	5S3
3545-3547		Albatross St	4523920800	1910	Queen Anne Free Classic	5S3
3551		Albatross St	4523920700	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3559		Albatross St	4523920600	1910	Queen Anne Free Classic	5S3
3819		Albatross St	4520420500	1910	Queen Anne Free Classic	5S3
4014-4016		Albatross St	4444521700	1910	Queen Anne Free Classic	5S3
4083		Albatross St	4444910300	1910	Victorian Vernacular	5S3
3631-3633		Albert St	4523312900	1918	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1714	W	Arbor Dr	4432900900	1917	Victorian Vernacular	5S3
4415		Arch St	4442420900	1911	Victorian Vernacular	5S3
4417		Arch St	4442420800	1914	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4421		Arch St	4442420700	1914	Queen Anne Free Classic	5S3
4135		Bachman Pl	4445140200	1911	Queen Anne Free Classic	5S3
4136		Bachman Pl	4445031200	1916	Queen Anne Free Classic	5S3
3762		Brant St	4520133300	1916	Queen Anne Free Classic	5S3
125-131		Brookes Ave	4524012100	1910	Victorian Vernacular/transitional Craftsman	5S3
140		Brookes Ave	4522545400	1918	Victorian Vernacular/transitional Craftsman Bungalow	5S3
312		Brookes Ave	4522851300	1910	Victorian Vernacular/transitional Craftsman	5S3
1614		Brookes Ave	4523631400	1915	Victorian Vernacular	5S3
803		Bush St	4510910700	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
809		Bush St	4510910600	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1016		Bush St	4510501800	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1136		Bush St	4510410500	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4654		Campus Ave	4450311600	1911	Queen Anne Free Classic/transitional Craftsman	5S3
3996		Centre St	4456413100	1910	Victorian Vernacular	5S3
4341-4343		Cleveland Ave	4452720900	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4359		Cleveland Ave	4452720700	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4468		Cleveland Ave	4451822600	1910	Victorian Vernacular	5S3
4585		Cleveland Ave	4451120200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4637		Cleveland Ave	4450310100	1911	Victorian Vernacular	5S3
2732		Columbia St	4516630500	1911	Victorian Vernacular	5S3
2744		Columbia St	4516630400	1910	Victorian Vernacular/transitional Craftsman	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
3661-3663		Columbia St	4513211900	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3686		Columbia St	4513250200	1910	Victorian Vernacular	5S3
3707		Columbia St	4512250600	1910	Victorian Vernacular/transitional Craftsman	5S3
2329		Curlew St	5331510400	1910	Queen Anne Free Classic	5S3
3672		Curlew St	4522541000	1913	Victorian Vernacular	5S3
3762		Curlew St	4520130900	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1242-1244		Cypress Ave	4521620800	1916	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1258		Cypress Ave	4521621000	1910	Victorian Vernacular	5S3
1272-1278		Cypress Ave	4521621200	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3728		Eagle St	4511931000	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3841		Eagle St	4511011800	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3844-3846		Eagle St	4511010100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3890-3892		Eagle St	4510722700	1910	Folk Victorian	5S3
3972		Eagle St	4446210600	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4070		Eagle St	4444120900	1914	Queen Anne Free Classic	5S3
4111		Eagle St	4444602900	1913	Queen Anne Free Classic	5S3
1066-1068		Essex St	4521561000	1910	Queen Anne Free Classic	5S3
1264		Essex St	4521512000	1914	Queen Anne Free Classic	5S3
3831		Falcon St	4510722400	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3845		Falcon St	4510722600	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3925		Falcon St	4446260200	1911	Victorian Vernacular	5S3
710-712		Fort Stockton Dr	4444120700	1914	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1129		Fort Stockton Dr	4444050100	1912	Victorian Vernacular	5S3
1225		Fort Stockton Dr	4436830100	1912	Victorian Vernacular	5S3
1227		Fort Stockton Dr	4436830100	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1330		Fort Stockton Dr	4436820600	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1967-1969		Front St	5332520100	1915	Queen Anne Free Classic	5B
3560-3562		Front St	4523922100	1910	Queen Anne Free Classic	5S3
4167		Front St	4445010300	1915	Victorian Vernacular	5S3
3781		Goldfinch St	4510910200	1918	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3795		Goldfinch St	4510910100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4054		Goldfinch St	4444020800	1910	Queen Anne Free Classic/Minimal Traditional	5S3
4060-4062		Goldfinch St	4444020900	1910	Queen Anne Free Classic	5S3
4080		Goldfinch St	4444021100	1911	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
125		Hawthorn St	5331761100	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3532		Herbert St	4523315300	1913	Queen Anne Free Classic	5S3
4350		Hermosa Way	4432821000	1913	Victorian Vernacular	5S3
4364		Hermosa Way	4432820800	1915	Queen Anne Free Classic	5S1
4074		Ingalls St	4436821200	1910	Victorian Vernacular/transitional Craftsman	5S3
3661		Jackdaw St	4512522700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3678		Jackdaw St	4512511900	1912	Victorian Vernacular	5S3
3683		Jackdaw St	4511732700	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4028		Jackdaw St	4436831100	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
4085		Jackdaw St	4443830200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4170		Jackdaw St	4434821000	1910	Queen Anne Free Classic/transitional Craftsman	5S3
1041		Johnson Ave	4443710500	1910	Victorian Vernacular	5S3
219		Juniper St	5331840100	1911	Queen Anne Free Classic	5B
4054		Lark St	4436810900	1911	Victorian Vernacular/transitional Craftsman	5S3
4096		Lark St	4436811400	1912	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
725	W	Lewis St	4444120100	1910	Queen Anne Free Classic	5S3
1218	W	Lewis St	4443810700	1910	Victorian Vernacular	5S3
1224	W	Lewis St	4443810600	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1319	W	Lewis St	4436820200	1917	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1327	W	Lewis St	4436820100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1515	W	Lewis St	4436621200	1910	Victorian Vernacular/transitional Craftsman	5S1
1525	W	Lewis St	4436620200	1914	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1669		Linwood St	4512250300	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1670		Linwood St	4512260800	1910	Victorian Vernacular/transitional Craftsman	5S3
932		Madison Ave	4441330700	1910	Queen Anne Free Classic	5S3
1517		Madison Ave	4451120100	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
		Maple St	4527150400	1910	Queen Anne	5S3
4110		Maryland St	4452813500	1912	Queen Anne Free Classic	5S3
1214		Meade Ave	4451811300	1910	Queen Anne Free Classic	5S3
1404		Meade Ave	4451821600	1910	Queen Anne Free Classic	5S3
1435		Meade Ave	4452712900	1910	Victorian Vernacular	5S3
1602-1608		Meade Ave	4452011400	1910	Victorian Vernacular	5S3
1740		Meade Ave	4452021600	1911	Victorian Vernacular	5S3
1413		Monroe Ave	4451820200	1917	Victorian Vernacular/transitional Craftsman Bungalow	5S3
103		Montecito Way	4445030100	1910	Victorian Vernacular	5S3
105		Montecito Way	4445030200	1910	Victorian Vernacular	5S3
816	W	Montecito Way	4444210600	1910	Queen Anne Free Classic	5S3
1835	W	Montecito Way	4434311100	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1402		Myrtle Ave	4523314200	1910	Victorian Vernacular	5S3
4406		New Jersey St	4442421100	1910	Victorian Vernacular	5S3
4423		New Jersey St	4451811100	1910	Victorian Vernacular	5S3
3961		Normal St	4456410700	1917	Queen Anne Free Classic	5S3
4536		North Ave	4451212100	1917	Victorian Vernacular	5S3
4630-4636		North Ave	4450331700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4410		Park Blvd	4452021800	1910	Victorian Vernacular	5S1
4416		Park Blvd	4452021900	1910	Victorian Vernacular	5S3
110		Pennsylvania Ave	4520143600	1910	Queen Anne Free Classic	5S3
128		Pennsylvania Ave	4520143400	1910	Victorian Vernacular w/half timbering	5S3
136		Pennsylvania Ave	4520630800	1910	Victorian Vernacular	5S3

TABLE 10-6: VICTORIAN ERA RESOURCES TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE UPTOWN HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

PROPERTY ADDRESS			APN	DATE*	STYLE	STATUS CODE
1211-1213		Pennsylvania Ave	4521622700	1910	Queen Anne	5S3
1223-1225		Pennsylvania Ave	4521622500	1915	Queen Anne Free Classic	5S3
1244		Pennsylvania Ave	4521612300	1910	Queen Anne Free Classic	5S3
1291-1293		Pennsylvania Ave	4521621700	1915	Queen Anne Free Classic	5S3
1652		Pennsylvania Ave	4522131800	1910	Queen Anne	5S3
3750		Pioneer Pl	4510420700	1910	Queen Anne Spindlework	5S3
1802		Puterbaugh St	4517530700	1910	Queen Anne Free Classic w/Dutch gambrel roof	5S3
4029		Randolph St	4436850400	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4204		Randolph St	4433001800	1910	Victorian Vernacular/transitional Craftsman	5S3
1221		Robinson Ave	4521610500	1910	Queen Anne	5S3
1620		Robinson Ave	4521931700	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1752		Robinson Ave	4522005900	1910	Victorian Wooden False Front	5S3
2844		State St	4516621000	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4081		Stephens St	4436611000	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
704		Sutter St	4510911300	1910	Queen Anne Free Classic	5S3
807		Sutter St	4511930300	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1010		Sutter St	4511720200	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1137		Sutter St	4511730300	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
2252-2256		Union St	5331311000	1912	Victorian Vernacular/transitional Craftsman	5S3
2415-2421		Union St	5330630600	1912	Queen Anne Free Classic	5S3
2430		Union St	5330620500	1912	Victorian Vernacular	5S1
2452		Union St	5330620700	1913	Queen Anne Free Classic	5S3
2470		Union St	5330620800	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3420		Union St	4514710800	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3472		Union St	4514711200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
338	W	University Ave	4446310600	1911	Victorian Vernacular	5S3
1037		University Ave	4521561700	1910	Victorian Wooden False Front	5S3
1041		University Ave	4521561600	1910	Victorian Wooden False Front	5S1
3692		Vermont St	4521320900	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
321		Walnut Ave	4525370100	1910	Queen Anne Spindlework	5S3
3824		Wellborn St	4511330800	1911	Queen Anne w/half timbering	5S3
1701		Winder St	4513250100	1910	Victorian Vernacular	5S3

*In many instances, due to limited records, the Date of Construction is an estimated, or circa date. The construction date must be verified through additional research and documentation.

TABLE 10-7: POTENTIALLY SIGNIFICANT INDIVIDUAL RESOURCES IDENTIFIED DURING PUBLIC OUTREACH

PROPERTY ADDRESS	APN	PROPERTY TYPE	ASSOCIATION/SIGNIFICANCE
Neighborhood Revitalization and the LGBTQ Community: 1970-Present			
3701 1st Avenue 104-118 Pennsylvania Ave	4520630700	Multifamily	
3935 1st Avenue	4446610900	Commercial	Priority Pharmacy: Known for its business and charitable efforts on behalf of people with AIDS. The company's founder, pharmacist David C. Zeiger, is said to have filled San Diego's first private prescription for the AIDS-fighting drug AZT in 1987.
3760 3rd Avenue	4520631600	Multifamily	
3794 3rd Avenue	4520552000	Multifamily	
3956½-3958 3rd Avenue	4446612000	Commercial	LGBTQ business
3775-3779 4th Avenue	4520561200	Commercial	LGBTQ business
3833 4th Avenue	4520560500	Commercial	Bob Kaufman Tuxedo
3867 4th Avenue	4520560200	Commercial	Gay Alano Club: A support group for people who felt shunned by the church. Meeting place for the first gay pride.
3871 4th Avenue 401-415 University Ave	4520560100	Commercial	LGBTQ business
3940 4th Avenue	4446621400	Commercial	LGBTQ business
3955 4th Avenue	4446710400	Commercial	Bath house
3780 5th Avenue	4520561400	Commercial	LGBTQ Business. Location of "Radical Fairies" (Meetings hosted by Albert Bell for radical ideas, spirituality and sexuality.)
3796 5th Avenue	4520561500	Commercial	Brass Rail: Gay bar. Initiated Hillcrest as the gay section. In the original Hillcrest site of the Brass Rail also stood The Center and The Gay Archives and the first house for patients with AIDS help set up by Kate Johnson.
3845 5th Avenue	4520562300	Commercial	#1 on 5th
3968-3972 5th Avenue	4446711800	Commercial	Possibly the location of the first gay bar in Hillcrest
3909 Centre Street	4456421000	Commercial	The Center: Home to the LGBT Center since 1998
3910-3916 Normal Street	4456201600	Commercial	The Center: Home to the LGBT Center 1992-1998
3780 Park Boulevard	4522005200	Commercial	The Flame: Lesbian bar. Formerly an old supper club on Park Blvd (Named after a fire that destroyed the first restaurant, The Garden of Allah).
2513-2515 Union Street	5330721800	Residential / Commercial	Truax House: Possibly the first AIDS Hospice in San Diego.
308 University Avenue	4446621000	Commercial	Tin Pan Alley: Gay bar (now Urban Mo's)
1013-1017 University Ave	4521562000	Commercial	Flicks: (1017 University Avenue) One of San Diego's first video bars, opened around the same time as The Flame.
121-127 University Ave	4520550100	Commercial	LGBTQ business
142-242 University Ave	4446612700	Commercial	LGBTQ business
1029 University Avenue	4521561800	Commercial	Obelisk: First place you could get academic information.
1051 University Avenue	4521561500	Commercial	Dillion's and Mickey Finn's
1271 University Avenue	4521513000	Commercial	Peacock Alley: Gay bar (now Ruby Room)
1421 University Avenue	4521910200	Commercial	Show Biz Supper Club: First female impersonations, similar to "Lips." It was entertainment for everyone; it was not just for gays, although it was a huge part of the gay community. First drag place that paid people to perform and home of the first African American drag performer. Tourists from Mission Valley are bused to the club for three shows a night. The stage goes dark in 1982.
University Avenue, just west of 5th Avenue		Object	Revitalized by the LGBTQ community in 1984.

TABLE 10-8: POTENTIAL HISTORIC DISTRICTS IDENTIFIED DURING PUBLIC OUTREACH

POTENTIAL HISTORIC DISTRICT	LOCATION	SIZE	PERIOD OF SIGNIFICANCE	THEME(S)	POSSIBLE HRB CRITERIA
Allen Terrace Potential Historic District	Allen Terrace Subdivision, including the north side of Altamira Place, 4403-4499 Hermosa Way, 4404-4444 Valle Vista, and Teralta Place	35 Parcels	1915-1958	<ul style="list-style-type: none"> • The Panama-California Exposition and Streetcar Suburbs: 1909-1929 • Great Depression and World War II: 1929-1948 • Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 	C
Avalon Heights Potential Historic District	Avalon Heights Subdivision, as well as portions of Florence Heights Unit No 2 and Franklin Court, including Avalon Drive, Arcadia Drive, Summit Place, 4296-4395 Hawk Street and 921, 932 and 947 Court Way	53 Parcels	1914-1958	<ul style="list-style-type: none"> • The Panama-California Exposition and Streetcar Suburbs: 1909-1929 • Great Depression and World War II: 1929-1948 • Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 	C
Hillcrest	Washington Street to the north, 6th Avenue to the east, Pennsylvania Avenue to the south, and 1st Avenue to the west	265 Parcels	1895-2000	<ul style="list-style-type: none"> • The Railroad Boom and Early Residential Development: 1885-1909 • The Panama-California Exposition and Streetcar Suburbs: 1909-1929 • Great Depression and World War II: 1929-1948 • Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 • Neighborhood Revitalization and the LGBTQ Community: 1970-Present 	A, C
San Diego Normal School/San Diego City Schools Education Complex	Meade Avenue to the north, Park Boulevard to the east, Normal Street to the south, and Campus Avenue to the west	1 Parcel	1898/1910-1953	<ul style="list-style-type: none"> • The Railroad Boom and Early Residential Development: 1885-1909 • The Panama-California Exposition and Streetcar Suburbs: 1909-1929 • Great Depression and World War II: 1929-1948 • Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 	A, C, D

FIGURE 10-4: LOCATION OF POTENTIAL HISTORIC DISTRICTS IDENTIFIED DURING PUBLIC OUTREACH

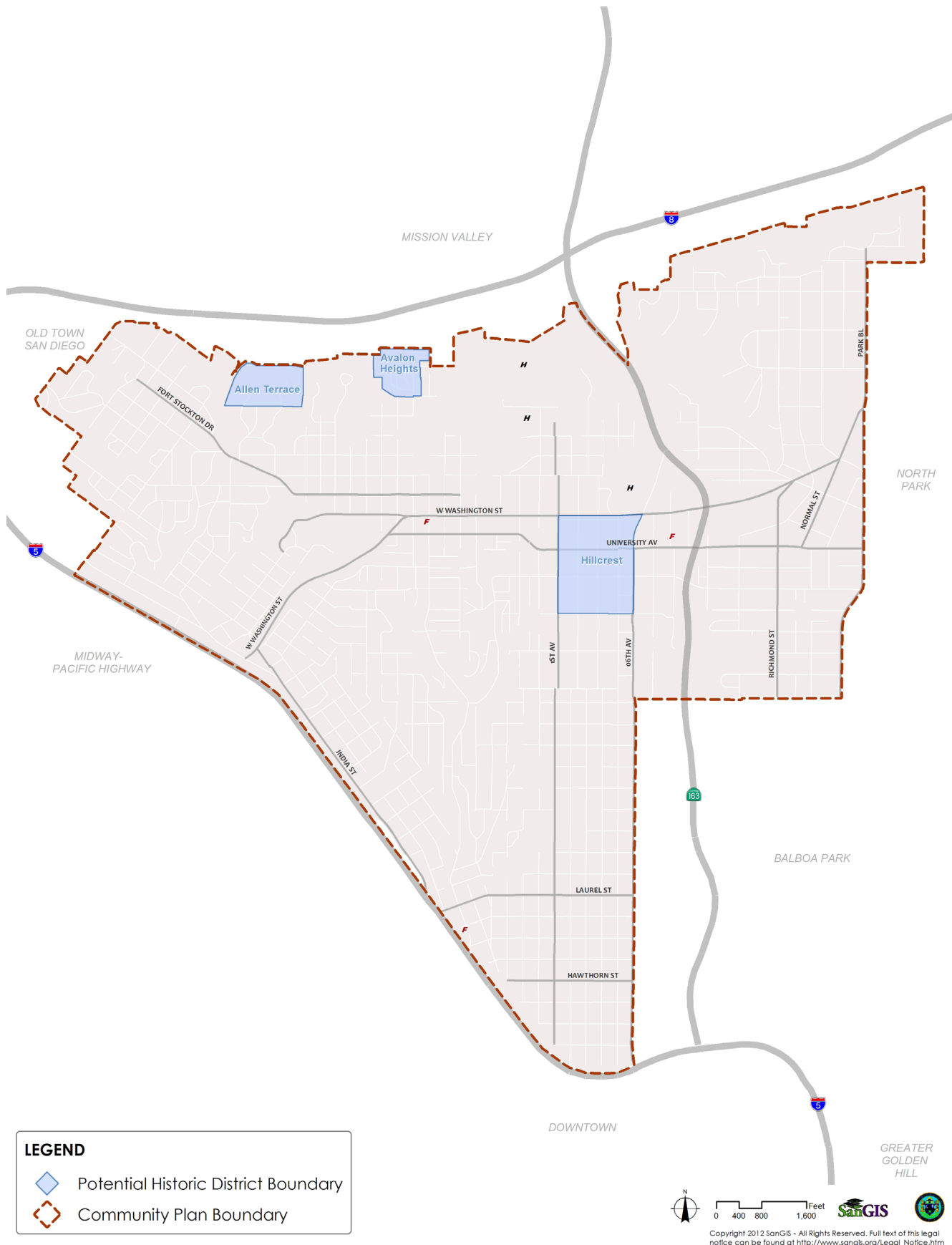
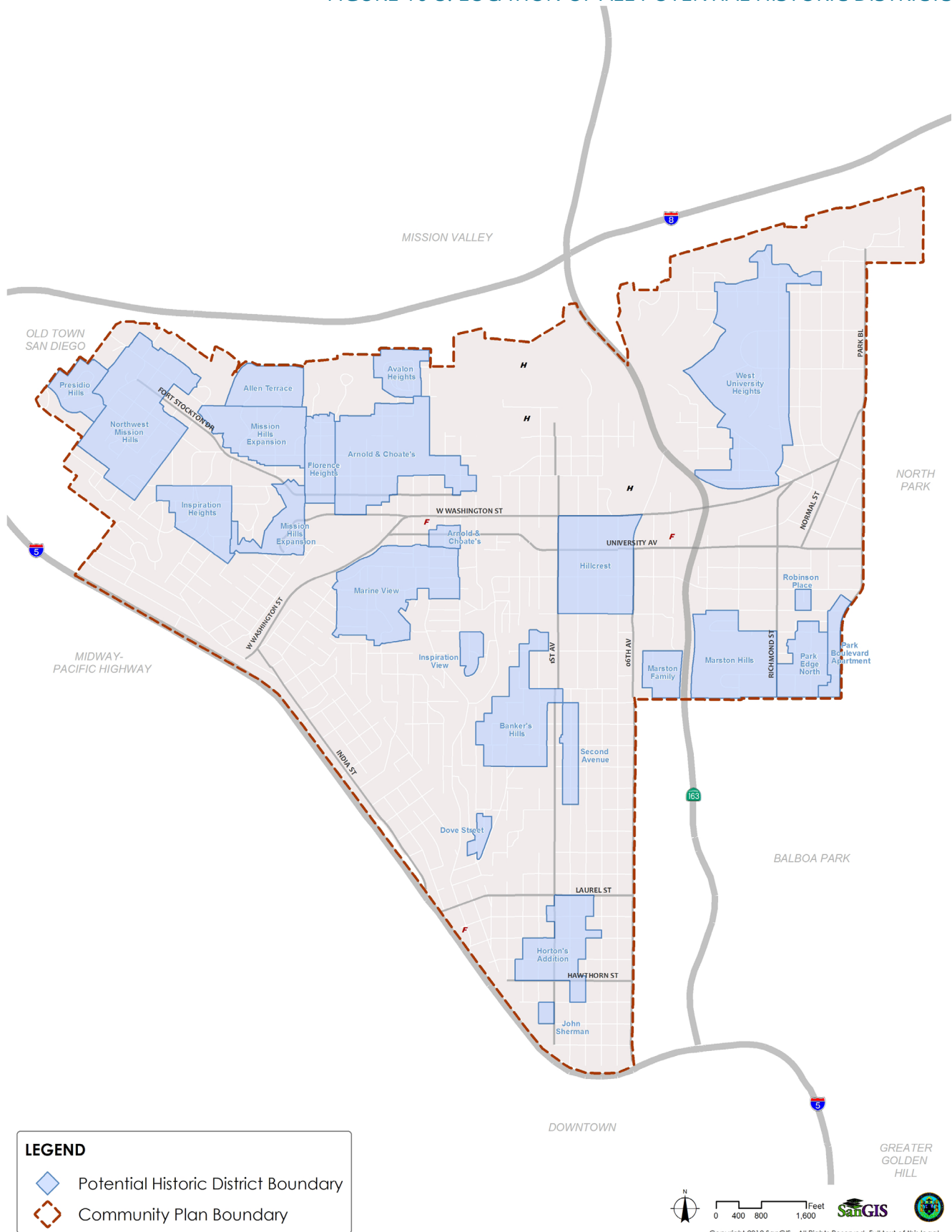


FIGURE 10-5: LOCATION OF ALL POTENTIAL HISTORIC DISTRICTS





11

IMPLEMENTATION

- 11.1 CONVERSION FROM PLANNED DISTRICT TO CITYWIDE ZONING
- 11.2 FINANCING MECHANISMS
- 11.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

INTRODUCTION

The community plan establishes policies to guide the growth of Uptown and provide for its quality of life. The adoption of a community plan is the first step in a two-step process. The second and equally important step is the implementation of the policies of the plan. The community plan will be implemented through different mechanisms which are outlined in this chapter. Implementing the public projects and improvements associated with the community plan will require the participation of City departments, regional agencies such as SANDAG and MTS, and the community.

The following key actions have been identified for the City and the community to pursue in order to implement the plan's policies and recommendations. These actions include, but are not limited to:

- Approve and regularly update an Impact Fee Study (IFS) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this plan.
- Fund and construct facilities and other public improvements in accordance with the IFS.
- Pursue additional funding sources, such as grant funding, to implement unfunded needs identified in the IFS.
- Apply and implement the community plan's urban design policies and recommendations during review of development projects including administration of the Community Plan Implementation Overlay Zone (CPIOZ).
- Seek longer-term implementation strategies that could be considered towards meeting the community plan's identified improvement projects.

11.1 TRANSITION FROM PLANNED DISTRICT TO CITYWIDE ZONING

In 2000, the City's development regulations went through a major revision and the regulations of the Planned District Ordinances (PDOs) were used to help guide the creation of the citywide development standards for residential and commercial uses contained in the Land Development Code (LDC). Part of the intent of the LDC update was to phase out the PDOs and use citywide zoning to implement community plans, which would happen as part of the community plan update process. As part of the Uptown Community Plan Update process, the Mid-City Planned District Ordinance (MCCPDO) and the West Lewis Street Planned District Ordinance (WLSPDO) regulations were rescinded with implementation of the community plan land uses carried out through by the LDC.

TABLE 11-1: RECOMMENDED ZONE DESIGNATIONS

MID-CITY COMMUNITIES PLANNED DISTRICT	CITYWIDE ZONES
MR-3000	RM-1-1
MR-1500	RM-2-5
MR-1000	RM-3-7
MR-800B	RM-3-9
MR-400	RM-4-10
CV-4, CL-5, CL-6	CN-1-3
CN-3, CN-4, CN-2A, CV-3, CL-2	CN-1-4
NP-3	CC-1-3, CC-3-4
CN-1	CC-3-5
NP-2	CC-3-6
CN-1, CN-1A, CL-2, NP-1	CC-3-8
CN-1, CN-1A, CV-1	CC-3-9
WEST LEWIS STREET PLANNED DISTRICT	CITYWIDE ZONE
WLSPD	CN-1-1
RESIDENTIAL ZONES	CITYWIDE ZONE
RS-1-1, RS-1-2, RS-1-4, RS-1-5	OR-1-1

The implementation program for the community plan replaces the MCCPDO and WLSPDO with citywide zones (see below) and development regulations. The zoning implementation program was approved concurrently with the community plan update. The transition from Planned District to citywide zoning is summarized in the Table 11-1 and demonstrates compatibility largely based on dwelling units per acre allowed and permitted uses. The implementation program for the community plan also included residential zones identified in Table 11.1 that were transitioned to an open space-residential zone to preserve privately-owned property that is designated in the community plan as open space allowing limited development. In instances where land uses were changed, appropriate zones were utilized. Certain commercial PDO zones listed in the table show multiple compatibility with Citywide zones as a result of varying densities that were allowed based on lot size.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Uptown community per Chapter 13, Article 2, Division 14 of the Municipal Code. The purpose of the overlay zone is to supplement the Municipal Code by providing development regulations that are tailored to specific locations within the Uptown community to regulate building height. These CPIOZ height limits establish the maximum structure height in areas identified within the CPIOZ. The CPIOZ applicable areas are identified on Figure 4-16 CPIOZ Type A – Building Heights and Figure 4-17 CPIOZ Type B – Building Heights in section 4.4 Development Form of the Urban Design Element.

11.2 FINANCING MECHANISMS

This section discusses various financing mechanisms that could be used to encourage public and private development and investment in the community. Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Updated impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements, etc.

Table 11-2, City of San Diego Financing Mechanisms describes the Capital Improvement Program (CIP), Deferral of Permits/Fees, and Community Development Block Grants (CDBG) as potential financing strategies that can be pursued by the City of San Diego along with their eligible uses, and parameters in which they can be applied.

Table 11-3, Local, State and Federal Financing Mechanisms describes the California Infrastructure and Economic Development Bank (I-Bank), TransNet, and Proposition 1B as potential state and federal funding program along with their eligible uses, and parameters for application.

Table 11-4 Developer/Property Owner/User Financing Mechanisms describes Landscaping & Lighting Districts/Parking Districts, Business Improvement Districts (BIDs), Development Impact Fees (DIF), and Exactions as financing programs that can be provided in partnership with the City and/or applied directly to developers, property owners, and users. Eligible uses and the parameters for the application of these

financing programs are included below.

11.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

Public improvements associated with the implementation of this plan vary widely in range and scope. Some can be implemented incrementally as scheduled facilities and infrastructure maintenance occurs, and others will require significant capital funding from the city, state, regional, and federal agencies, or sufficient collection of development impact fees. Grants and other sources of funding should be pursued wherever possible. A list of projects is included in the community's Impact Fee Study which also provides a scope, responsible city department, and funding sources. This list of projects is generated by the policies and recommendations within the plan. In undertaking these projects, the City will be making a significant and visible economic commitment to realize the plan's vision. These projects will add value

to the community and improve its quality of life.

The projects within the list are assigned a priority determined through a public process by members of the community planning group-Uptown Planners. This process will help City decision makers and staff understand the immediate and long term needs of the community. The Uptown Planners will be asked to periodically review their list of priorities. This approach is intended to provide staff a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan's vision. In conjunction with the City's annual budget process, the identified projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new funding opportunities are available over time.

TABLE 11-2: CITY OF SAN DIEGO FINANCING MECHANISMS

FUNDING MECHANISM	CAPITAL IMPROVEMENT PROGRAM (CIP)	DEFERRAL OF PERMITS/ FEES	COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG) / SECTION 108
Description	The CIP is the City's multi-year planning instrument used to facilitate the timing and financing of capital improvements. The CIP identifies the sources of funds available for capital improvement projects	Deferral of select permits and fees that results in upfront development cost reductions	<ul style="list-style-type: none"> • Annual grants for use towards economic development, public facilities, and housing rehabilitation • Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants
Eligible Uses	<ul style="list-style-type: none"> • Lease or purchase of land and rights-of-way • Construction of buildings or facilities • Public infrastructure construction • Purchase of major equipment and vehicles • Studies and plans associated with capital projects • Projects requiring debt obligation and borrowing 	Permit and fee charges payable to the City	<ul style="list-style-type: none"> • Acquisition and disposition of property • Clearance and demolition • Public facilities and site work • Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate "blight"
Funding Parameters	Additionally, the City can elect to dedicate portions of specific General Fund revenues, e.g., TOT, sales tax, etc. to targeted capital improvements if the City determines that sufficient benefit exists for the assistance	An application must request fee deferral as part of their project	• Varies, funds are provided by HUD and administered by cities

TABLE 11-3: LOCAL, STATE AND FEDERAL FINANCING MECHANISMS

FUNDING MECHANISM	CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)	TRANSNET	PROPOSITION 1B
Description	Low cost financing to public agencies for a wide variety of infrastructure projects	<ul style="list-style-type: none"> • Half-cent sales tax for local transportation projects that has been instrumental in expanding the transportation system, reducing traffic congestion, and bringing critical transit projects to life. Over the next 40 years, TransNet will generate \$14 billion for transportation improvement projects and programs. 	<ul style="list-style-type: none"> • Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 • Approved in 2006, made available \$20 billion for state and local improvement projects
Eligible Uses	<ul style="list-style-type: none"> • City streets • Educational facilities • Environmental mitigation measures • Parks and recreational facilities • Public transit 	<ul style="list-style-type: none"> • The local half-cent sales tax pays for upgrades to streets, highways, and transit systems, as well as environmental protection. • It is expected to raise \$14 billion for important upgrades – such as adding high occupancy vehicle lanes and transit facilities – to Interstates 5 and 15, and 805, as well as State Route 94. • The TransNet extension also funds local roads, bike and pedestrian paths, smart growth projects, and habitat preservation, as well as new Rapid bus lines and rail service expansion. 	<ul style="list-style-type: none"> • Congestion relief • Improve air quality • Enhance safety and security of transportation systems
Funding Parameters	The infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	<ul style="list-style-type: none"> • Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). • All projects to be funded with revenues made available under must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP. 	<ul style="list-style-type: none"> • Varies, competitive application process • The program currently contains \$1.5 million in funds available

TABLE 11-4: DEVELOPER/PROPERTY OWNER/USER FINANCING MECHANISMS

FUNDING MECHANISM	LANDSCAPING & LIGHTING DISTRICTS/ PARKING DISTRICTS	BUSINESS IMPROVEMENT DISTRICTS (BIDS)	DEVELOPER IMPACT FEES	EXACTIONS
Description	<ul style="list-style-type: none"> • Assessment on properties located within a specific district that benefit from landscaping and/or parking • Alternatively, collection of parking in-lieu fees on new development in lieu of on-site parking 	Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area	Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development	<ul style="list-style-type: none"> • Payments made by developers or property owners in addition to, or in lieu of, development impact fees • Funds contributed are used to install selected public improvements. • Alternatively, developers are required to construct and deliver specific improvements
Eligible Uses	<ul style="list-style-type: none"> • Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking • Parking districts allow for the acquisition, improvement, and operation of shared parking facilities 	<ul style="list-style-type: none"> • Marketing and promotion • Security • Streetscape improvements • Operating and maintenance of public improvements • Special events 	Capital facilities or ongoing services, such as: School impact fee, Mitigation fee (police, fire, park), Water meter installation, Sanitation capacity charge, Water system, facility/backup facility charge	<ul style="list-style-type: none"> • Dedication of right-of-way streets and utilities • Provision of open space • Parks or landscape improvements • Schools and community facilities
Funding Parameters	Funds are typically collected concurrently with property tax bill Parking in-lieu fees can be based on cost of off-site parking facilities	<ul style="list-style-type: none"> • Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary • Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills 	Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval	Typically paid or committed as part of the development approval process