4 URBAN DESIGN

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—its 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 design of many of Uptown's older neighborhoods focused around the development of the streetcar and emphasized walkability and pedestrian scale.
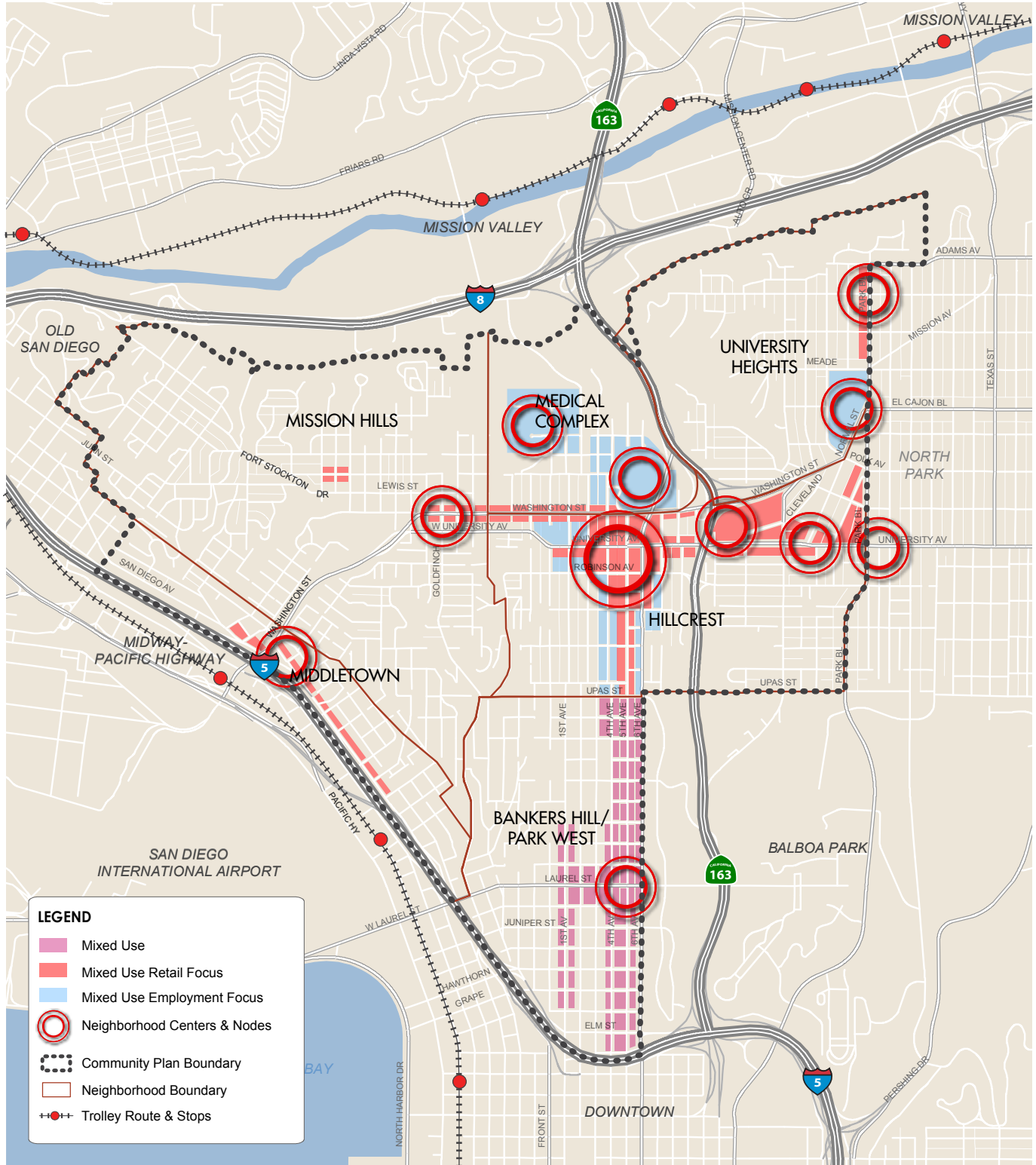
Washington Street west of the Hillcrest core functions as a center for the Mission Hills neighborhood. This center is focused at the intersection of Washington and Goldfinch, and also includes retail extending eastward to the Hillcrest Core. This center includes more recent multi-unit, mid-rise residential 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.

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

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

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.

VIEWS, CANYONS, AND NATURAL OPEN SPACE PRESERVATION

Due to its significant topography, Uptown has prominent public viewsheds and view corridors 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. Public views in the community consist of viewsheds which are generally unobstructed panoramic views from a public vantage point, and view corridors which are views along public rights-of-way framed by permitted development.

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.

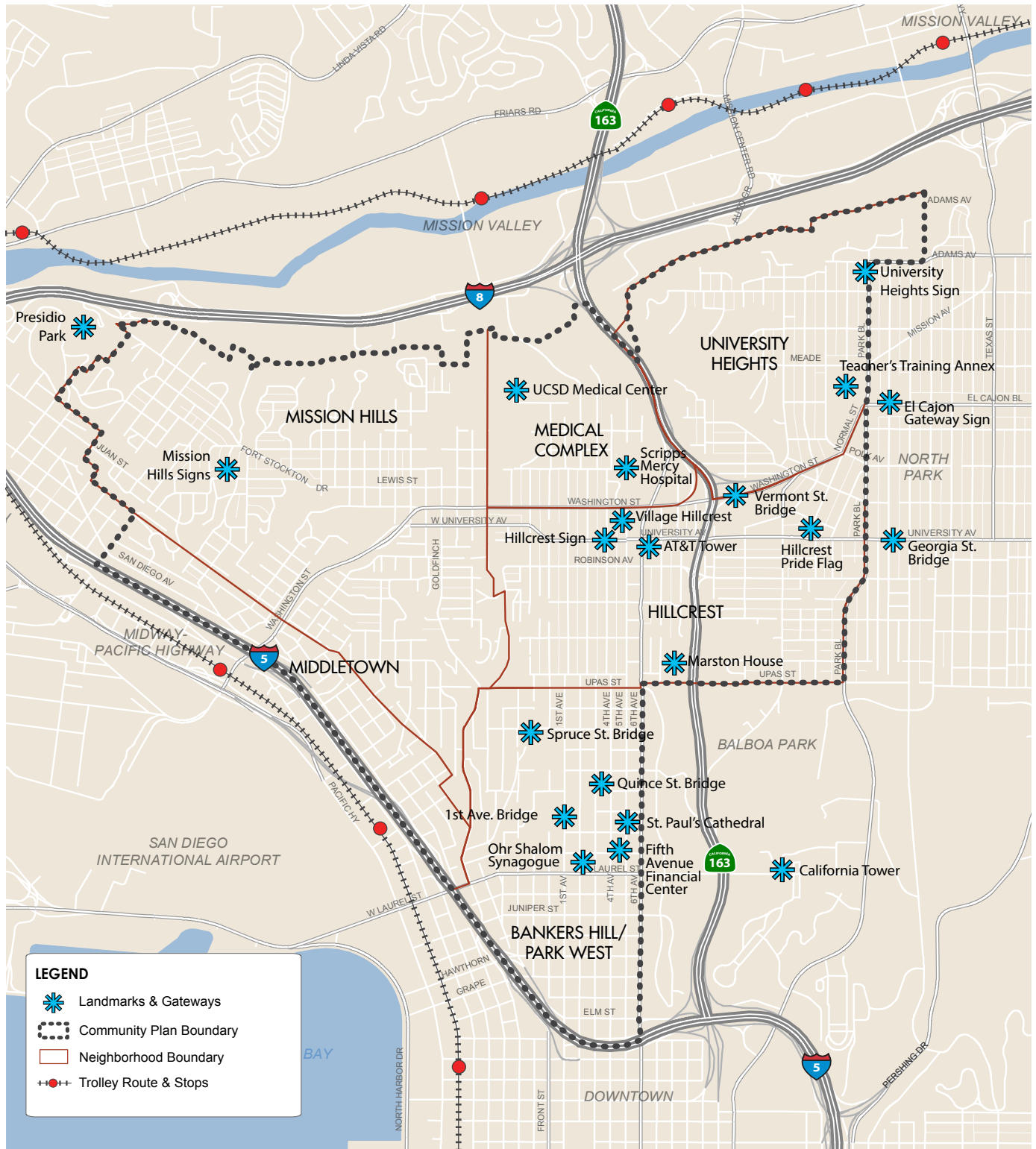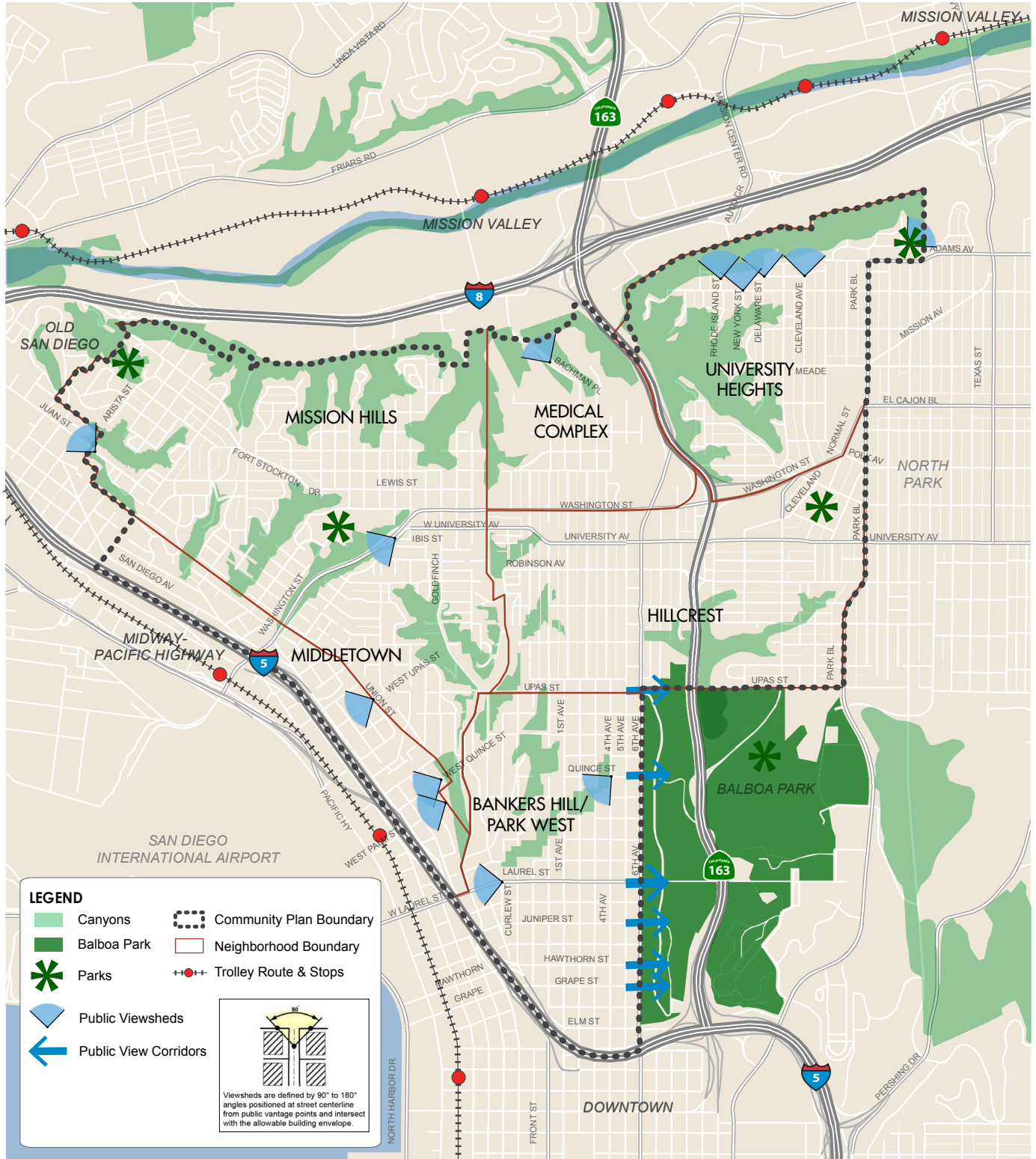## FIGURE 4-2: LANDMARKS AND GATEWAYS

LEGEND

- ✳ Landmarks & Gateways
- ▪▪▪ Community Plan Boundary
- ▢ Neighborhood Boundary
- ├●┤ Trolley Route & Stops

FIGURE 4-3: CANYONS AND VIEWS

LEGEND

- Canyons
- Balboa Park
- * Parks
- Public Viewsheds
- → Public View Corridors
- ⬤⬤⬤ Community Plan Boundary
- Neighborhood Boundary
- ⬤—⬤ Trolley Route & Stops

Viewsheds are defined by 90° to 180° angles positioned at street centerline from public vantage points and intersect with the allowable building envelope.

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 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

LEGEND

Mixed Use

Mixed Use Retail Focus

Mixed Use Employment Focus

Neighborhood Centers & Nodes

Connector Streets

Community Plan Boundary

Existing Bike Facilities

Class I (Separated)

Class II (Bike Lane)

Class III (Bike Route)

Off-Street Trails

Proposed Bike Facilities

Class II (Bike Lane)

Class III (Bike Route)

Bike Boulevard

Canyons

Balboa Park

Parks

Public View Corridors

Public Viewsheds

Neighborhood Boundary

Trolley Route & Stops

*Landmarks**

Neighborhood Gateway Signs

Bridges

Buildings

Community Gateways

*See Figure 4-2: Landmarks and Gateways for more details

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 Major Through-Corridor streets are 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 in 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.
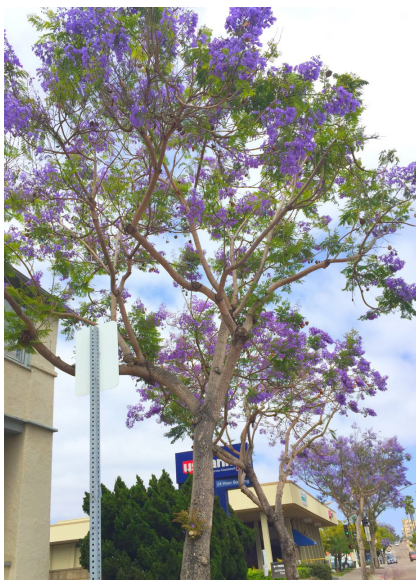
Jacaranda
(Jacaranda mimosifolia)

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	Witherby 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 4 ft-7 ft parkway width section of the Street Tree Selection Guide, instead it should have a tree selected from the 7 ft-10 ft 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.
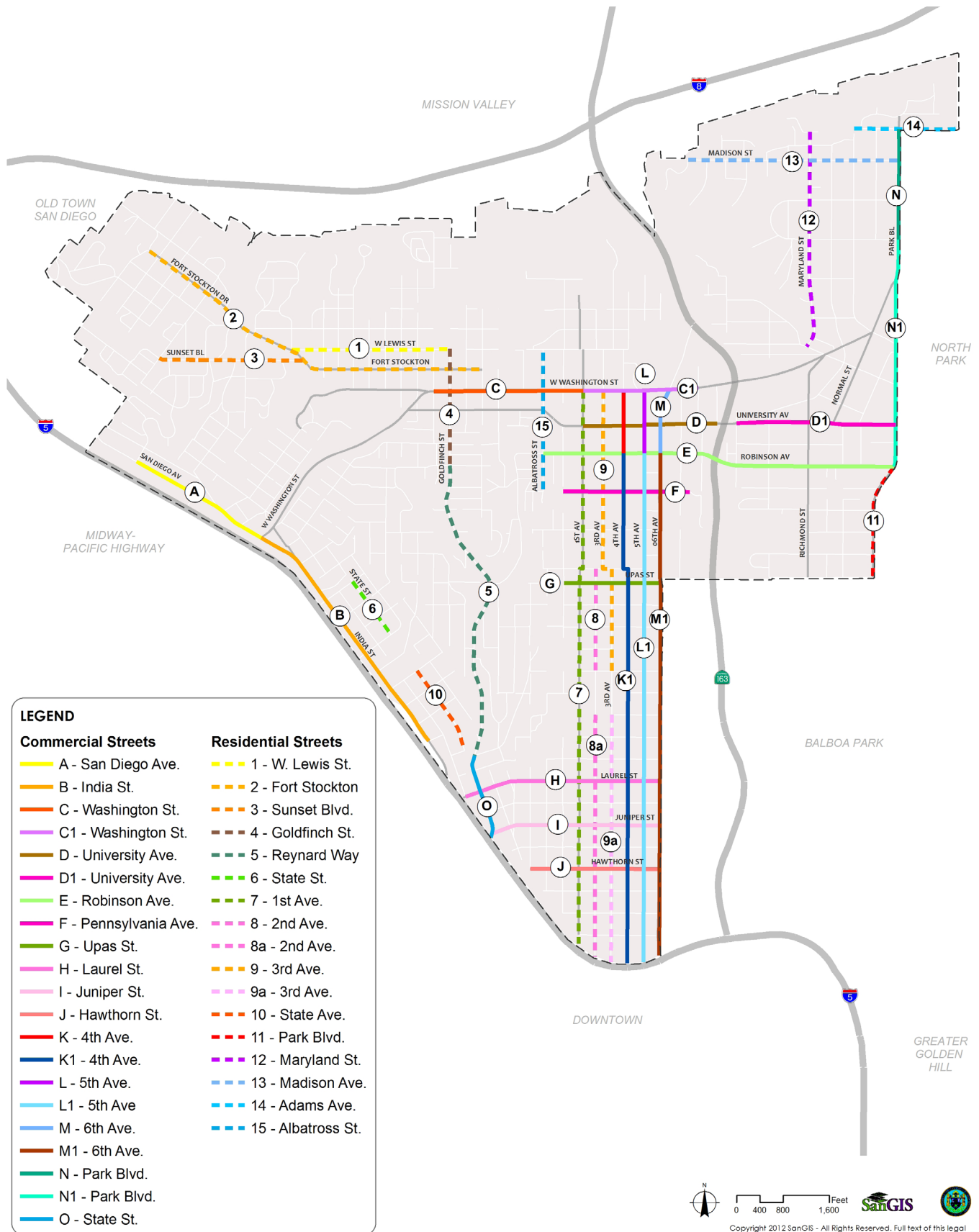
UD-3.73   Design gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features, and scale.

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

LEGEND

Commercial Streets

- A - San Diego Ave.
- B - India St.
- C - Washington St.
- C1 - Washington St.
- D - University Ave.
- D1 - University Ave.
- E - Robinson Ave.
- F - Pennsylvania Ave.
- G - Upas St.
- H - Laurel St.
- I - Juniper St.
- J - Hawthorn St.
- K - 4th Ave.
- K1 - 4th Ave.
- L - 5th Ave.
- L1 - 5th Ave
- M - 6th Ave.
- M1 - 6th Ave.
- N - Park Blvd.
- N1 - Park Blvd.
- O - State St.

Residential Streets

- 1 - W. Lewis St.
- 2 - Fort Stockton
- 3 - Sunset Blvd.
- 4 - Goldfinch St.
- 5 - Reynard Way
- 6 - State St.
- 7 - 1st Ave.
- 8 - 2nd Ave.
- 8a - 2nd Ave.
- 9 - 3rd Ave.
- 9a - 3rd Ave.
- 10 - State Ave.
- 11 - Park Blvd.
- 12 - Maryland St.
- 13 - Madison Ave.
- 14 - Adams Ave.
- 15 - Albatross St.

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. 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 homes 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.

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

3-Story Building with Stepback   3-Story Building   6-Story Building with Stepback

10' Stepback above the 2nd floor (25')

20' Stepback above the 3rd floor (35')

20' Stepback above the 3rd floor (35')

Fifth Avenue
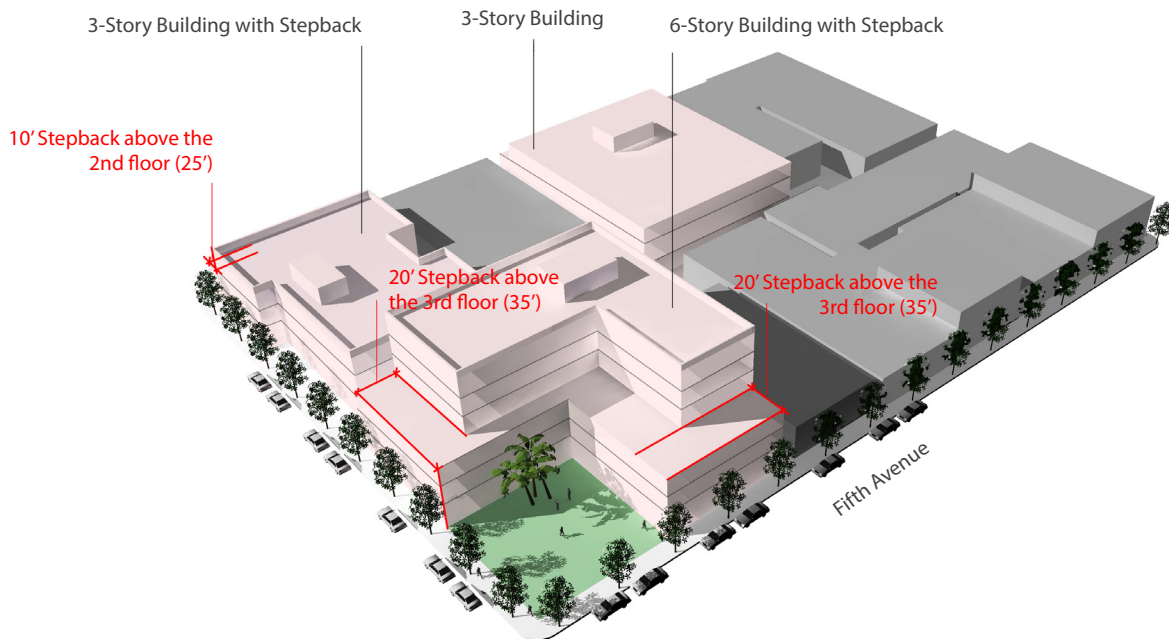
UD-4.40   Explore creative ways to create permanent and temporary public spaces from underutilized rights-of-way, vacant parcels, and alleys.

UD-4.41   Encourage the incorporation of public spaces and common areas within multifamily 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.
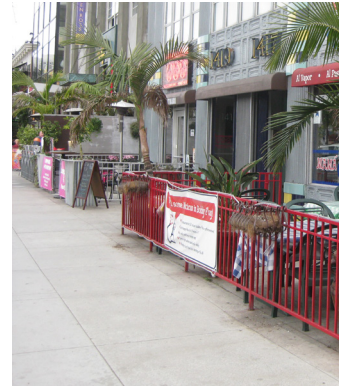
6 to 10 foot setback with outdoor seating.

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.

  a. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows.

  b. 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.

  a. Provide vents or windows with low openings on western facing façades to capture cooler breezes into a building.

  b. 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.

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 4.5).

UD-4.72   Recess 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 4-7 and 4-8 for Neighborhood Center height and massing concepts that are also applicable in the Hillcrest Core.

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.

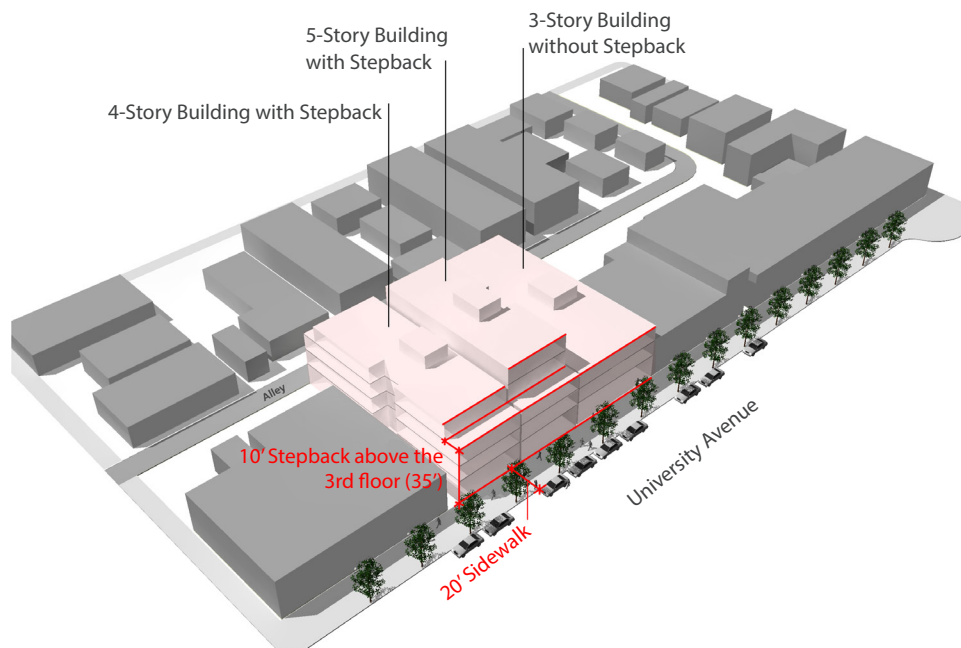### FIGURE 4-7: UPPER STORY STEPBACKS FROM STREET

5-Story Building with Stepback

3-Story Building without Stepback

4-Story Building with Stepback

Alley

10' Stepback above the 3rd floor (35')

20' Sidewalk

University Avenue

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

6-Story Building

6-Story Building

7-Story Building

Fifth Avenue

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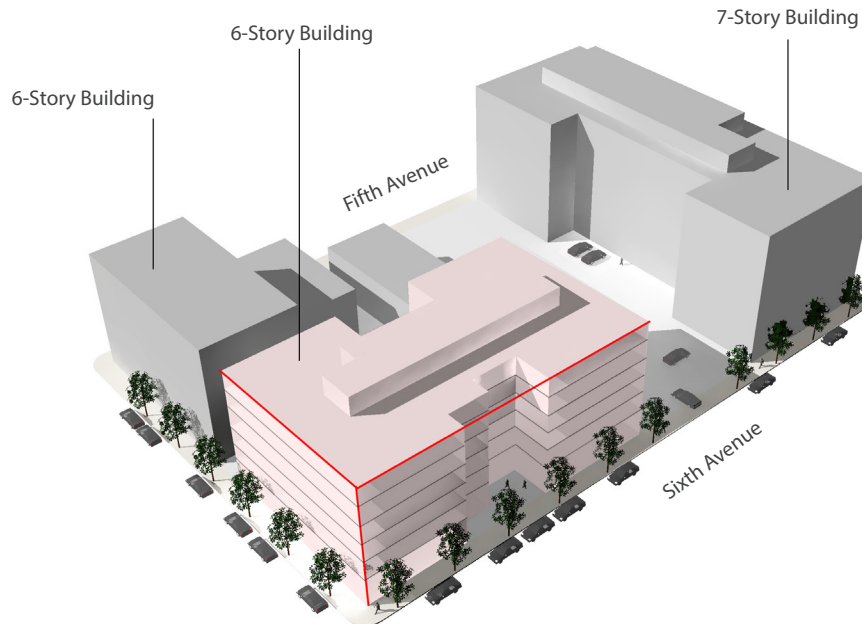
FIGURE 4-9: HEIGHT & MASSING CONCEPT 2 - NEIGHBORHOOD CENTER

6-Story Building

14-Story Building

7-Story Building

Fifth Avenue

Sixth Avenue

20' Stepback above the 3rd floor (35')
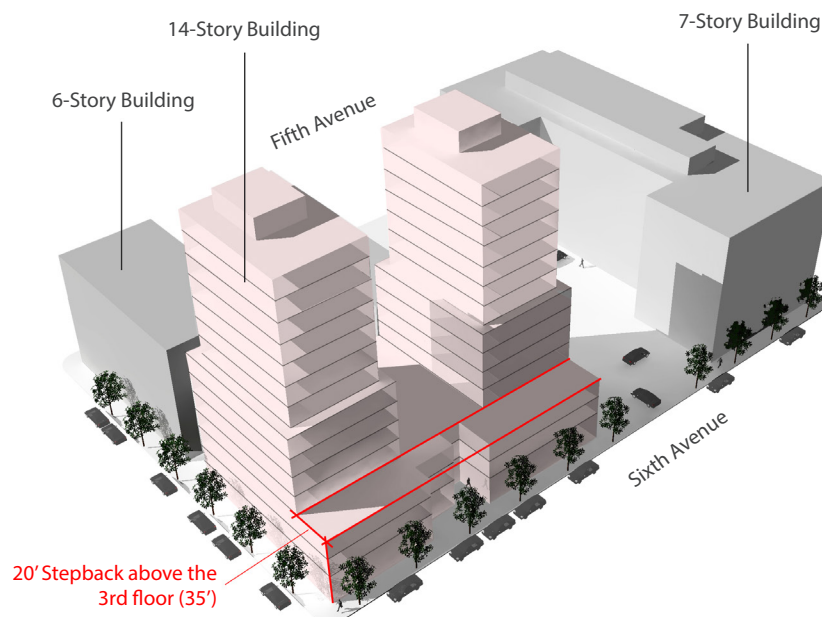
UD-4.76   Design upper-story additions/renovations that are set back from the primary façade of buildings undergoing adaptive reuse, in order to maintain the overall form of the original building at the front setback and to preserve the unique small scale, storefronts along Fifth Avenue between University Avenue and Robinson Avenue and along University Avenue between State Route 163 and Park Boulevard.

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

3-Story Townhouse   5-Story Building

3-Story Transition to existing uses

University Avenue
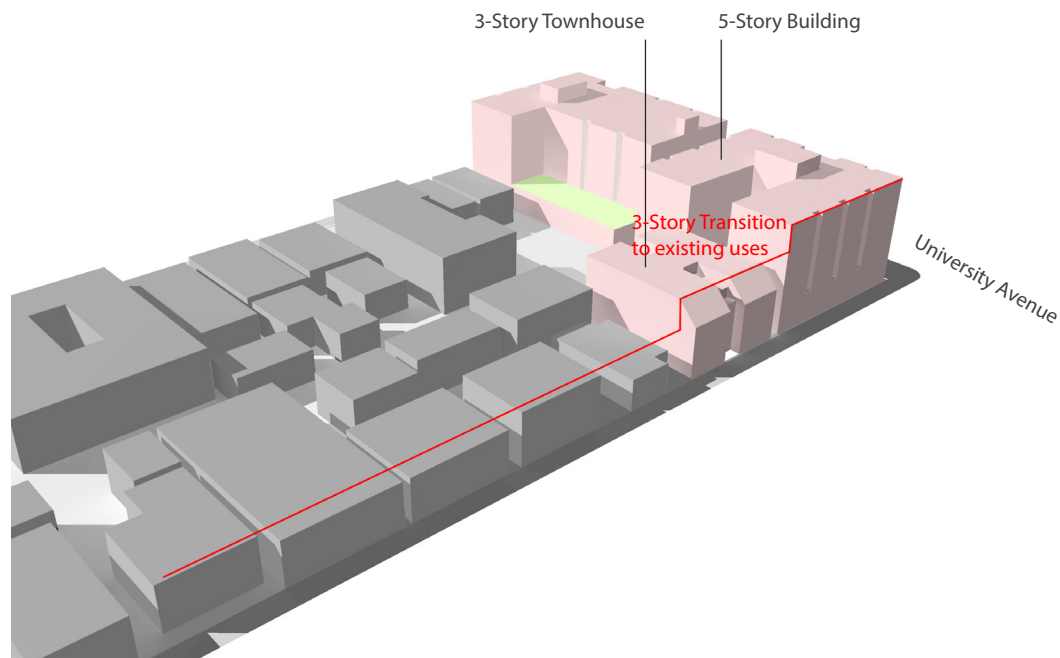
DEVELOPMENT TRANSITIONS

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 be used to guide the bulk and massing of higher scale buildings in order to minimize visual intrusiveness on neighboring lower scale buildings based on where the transition plane is drawn from: at a shared property line, farthest side of a shared alley, or the centerline of a street.

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 tow-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 as a means to minimize the visual intrusiveness of taller scale buildings on neighborhing lower scale development. See 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

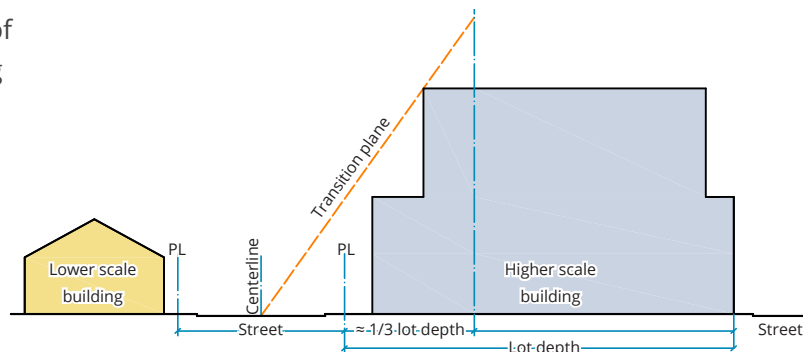*Transition between buildings sharing property lines*
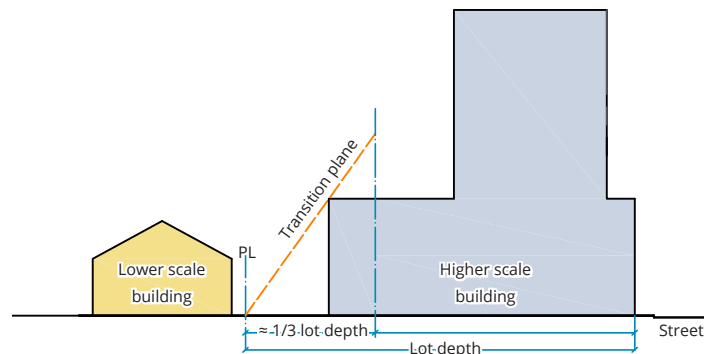
When designing higher scale buildings that share a property line with lower scale buildings a transition plane that does not exceed a 60 degree angle should be incorporated. The transition plane should start from the shared property line to guide higher bulk and scale towards major corridors and farthest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

Transition between buildings across an alley
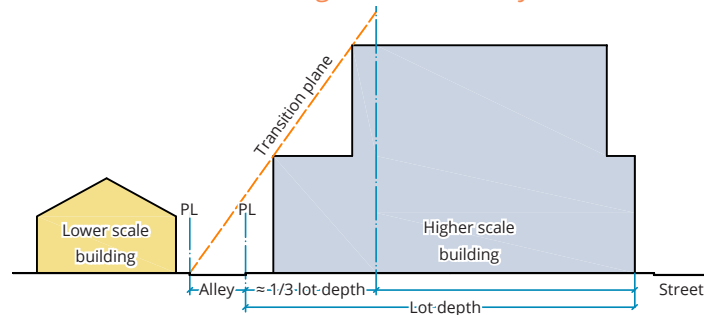
When designing higher scale buildings across an alley from lower scale buildings a transition plane that does not exceed a 60 degree angle should be incorporated. The transition plane should start from the opposite edge of the alley to guide higher bulk and scale towards major corridors and farthest 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 per Chapter 13, Article 2, Division 14 of the Municipal Code to regulate specific building heights. Figure 4-12, CPIOZ Type A - Building Heights, identifies areas within the community where ministerial approval is granted for proposed development projects with buildings or structures that do not exceed:

- 50 feet in Mission Hills, or
- 65 feet in Hillcrest and Bankers Hill/ Park West

Proposed development projects that exceed the height limitations set forth in the Type A requirements may be approved to the maximum allowed height of the applicable base zone, or the maximum allowed floor area of the base zone for zones without a maximum height limit with a Site Development Permit per Chapter 13, Article 2, Division 14 of the Municipal code if they comply with the applicable regulations of the Municipal code and are consistent with the applicable policies in the General Plan and Uptown Community Plan.

FIGURE 4-12: CPIOZ TYPE A - BUILDING HEIGHTS

LEGEND

- Maximum Building Height - 50 Feet *
- Maximum Building Height - 65 Feet *
- Community Plan Boundary

* See Section 4.5, Community Plan Implementation Overlay Zone

Copyright 2012 SanGIS - All Rights Reserved. Full text of this legal notice can be found at http://www.sangis.org/Legal_Notice.htm