



1987 STREET CLASSIFICATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
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FUTURE STREET CLASSIFICATIONS
UPTOWN Community Plan
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FIGURE
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limited to those listed below, should be reviewed by the Planning Department and Uptown planners prior to implementation.

1. WASHINGTON STREET

- a. Widen Washington Street from Fifth Avenue to Richmond Street to provide for three lanes in each direction including the State Route 163 and Sixth Street extension bridges. Prohibit parking.
- b. Improve access to the north and southbound on-ramps from Washington Street to State Route 163. Signalization or other traffic control improvements should be implemented at the intersection of Washington Street, Richmond Street and the on-ramp. Caltrans should also investigate new or improved ramps at other locations along State Route 163.
- c. Improve pedestrian access across and along Washington Street east of Highway 163.

2. ROBINSON AVENUE

- a. Widen the State Route 163 overpass to provide greater safety for auto, bicycle and pedestrian traffic.
- b. Close the northbound off-ramp from Highway 163 to Robinson Street if an alternative off-ramp can be provided.

3. UNIVERSITY AVENUE

As redevelopment occurs, increase the right-of-way to 72 feet between First Avenue and Fifth Avenue for the purpose of increasing sidewalk widths to 14 feet.

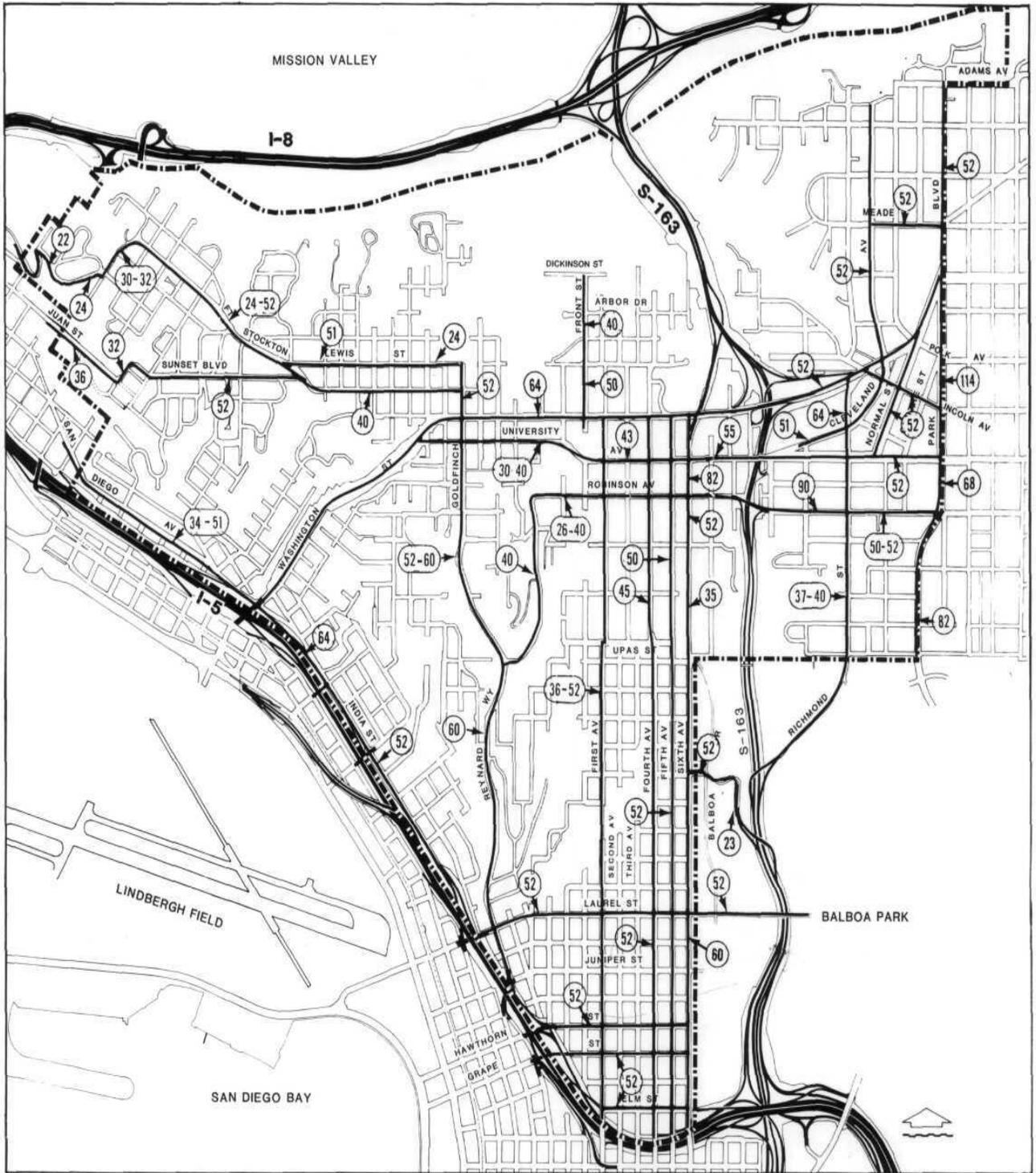
Recommended Operational Improvements

4. LINCOLN AVENUE

Lincoln Avenue between Washington Street and Park Boulevard should be restriped as a three-lane collector street with parking allowed. This will require the removal of a short raised median at Washington Street.

5. UNIVERSITY AVENUE

Parking on the block surrounding Florence Elementary School should be restricted to short-term passenger loading and bus loading only. In the event Florence Elementary School is converted to any other public use on a permanent basis, only that portion of the north side of University Avenue abutting the Florence Elementary School site shall be restricted to passenger or bus loading.



1987 STREET WIDTH (feet)
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FIGURE
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6. ROBINSON AVENUE

Between Tenth Avenue and Park Boulevard, Robinson Avenue should be restriped as a three-lane collector street with parking allowed.

7. GOLDFINCH STREET

Goldfinch Street between Sutter Street and Fort Stockton Drive should be restriped as a three-lane collector street with parking allowed. It is presently striped for three lanes from Curlew Street to Sutter Street.

8. FRONT STREET/FIRST AVENUE

First Avenue should be restriped as a three-lane collector street between Grape Street and Laurel Street with parking allowed.

9. FIFTH AVENUE

If feasible, divert through traffic from Fifth Avenue to Sixth Avenue at an appropriate location south of Pennsylvania Avenue.

10. SIXTH AVENUE

Sixth Avenue between Laurel Street and State Route 163 (currently two lanes each way) should have parking prohibited on both sides of the street during the peak hours if needed. Parking lanes should not be converted to traffic lanes at bus stop locations.

PARKING

Existing Conditions

Much of the older commercial and multifamily development in Uptown provides little or no off-street parking. As people have become more reliant upon the automobile, this lack of adequate parking causes inconveniences and may adversely affect individual businesses, especially in light of competition from shopping centers with ample parking.

Compounding the parking problem is the elimination of on street parking by driveways in new development, and by the prohibition of parking to accommodate traffic movement.

Objectives

- Screen off-street parking facilities.
- Minimize the loss of on-street parking caused by curb cuts.
- Reduce conflicts between pedestrians and auto traffic entering parking facilities.

- Concentrate parking on the periphery of commercial districts and/or above street level retail.
- Develop off-street parking facilities.

Recommendations

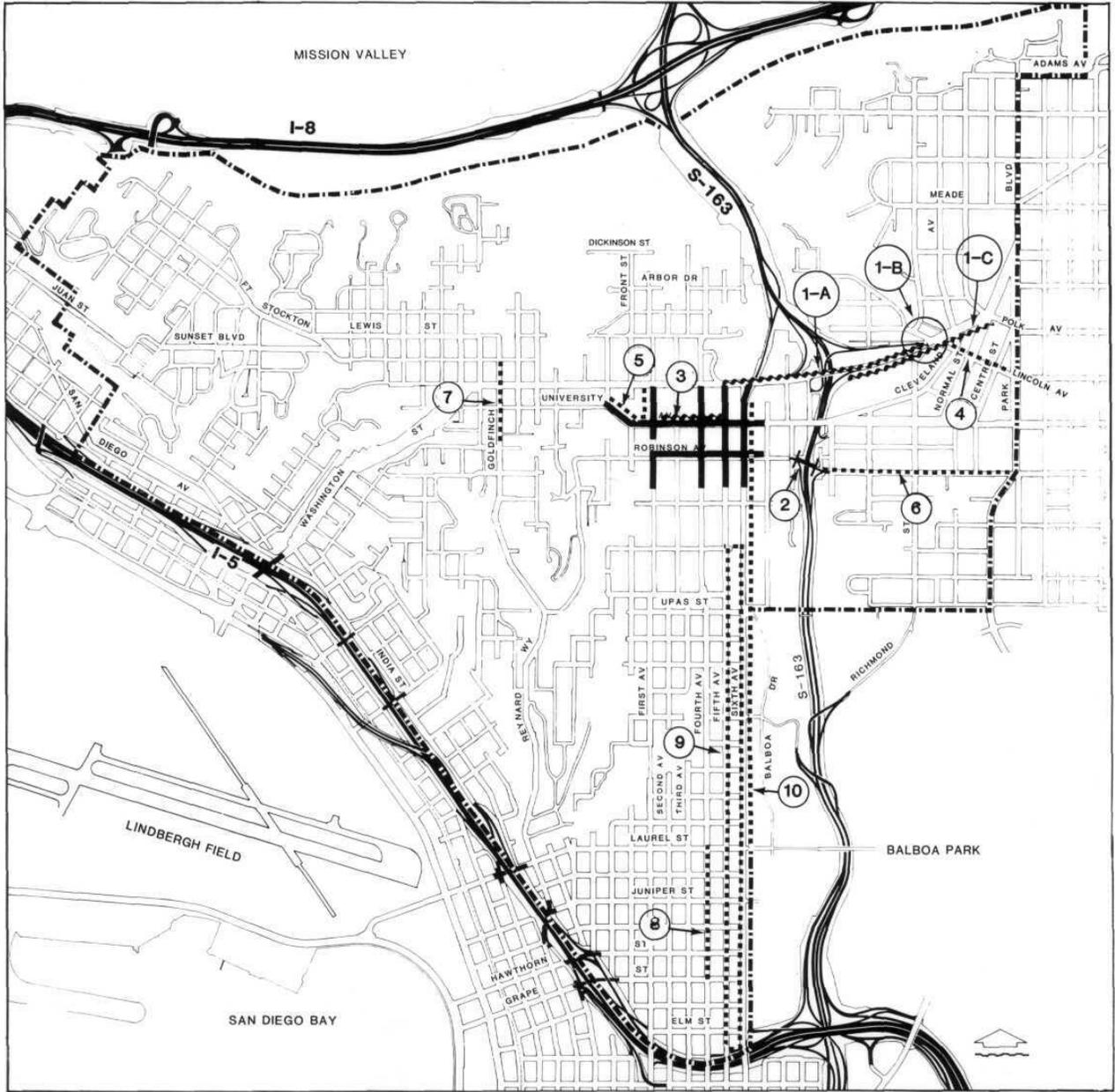
1. Off-Street Parking Requirements - Modify parking requirements using input from the citywide parking study, the Mid-City Communities Planned District, and the Sears study. Both commercial and residential parking requirements would be generally increased, and could be adjusted based upon some or all of the following:
 - a. Availability of transit
 - b. Mix of use
 - c. Proposed intensity
 - d. Quantity of adjacent on-street parking
 - e. Availability of alley access
 - f. Lot size

New curb cuts should be minimized to preserve existing on-street parking, especially where older, in-place development is dependent on such parking. Existing curb cuts should be reduced or consolidated when redevelopment occurs. Alley access to parking areas and garages is encouraged for both commercial and residential projects.

2. Parking District - Establish a parking district, in which a property owner would have the option of providing required parking on-site, or paying an "in-lieu fee" to be used for the provision of public parking facilities off-site.

Although more than one parking district may ultimately be feasible, the first district should be located in the Hillcrest area. The parking facilities should be located within a one-quarter mile radius of the intersection of Fifth Avenue and University Avenue, and should be carefully located with adequate signage to ensure their use. The Hillcrest Business Improvement District should be involved in the establishment of the parking district.

3. Assessment District - As an alternative or in combination with a parking district, consider the establishment of an assessment district whereby commercial property owners are assessed to finance the construction of parking facilities.



PHYSICAL IMPROVEMENTS - - - - -
 OPERATIONAL IMPROVEMENTS
 STREETS WITH CONGESTION EXPECTED ———



STREET RECOMMENDATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

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