















Uptown Community Plan DRAFT JUNE 2015

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INTRODUCTION

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- **1.2** COMMUNITY PLANNING FRAMEWORK
- **1.3** COMMUNITY PLAN GUIDING PRINCIPLES
- **1.4** LEGISLATIVE FRAMEWORK
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1.1 Community Profile

COMMUNITY SETTING

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

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

The community's topography generally consists of a level mesa that is broken by heavily vegetated canyons and borders two major parks, Presidio and Balboa. This gives the area a sense of seclusion from Downtown and other surrounding communities, and provides a sense of openness within the community. It also affords scenic views of downtown, the ocean, the harbor, Coronado, and Point Loma.

The boundaries of the community's six neighborhoods are based upon contributing factors such as historical documents, county assessor's parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents' perceptions about where they live within the community.

Through the years, residents within these neighborhoods have come together to focus on their local needs, improvement opportunities, and to celebrate their local identity within the greater Uptown community. More detail on Uptown's distinctive neighborhoods can also be found within the Urban Design Element.

UPTOWN NEIGHBORHOODS

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



Uptown is a community of historic neighborhoods.



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

FIGURE 1-1: SURROUNDING COMMUNITIES













Mission Hills

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

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

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

Hillcrest

The Hillcrest neighborhood is located at the center of Uptown, bounded between Washington and Upas Streets, and Dove/ Curlew Streets and Park Boulevard. Topographically, the developed portion of Hillcrest is relatively flat, except for canyons extending into the southern portion of the area, and the SR-163 canyon which bisects the neighborhood.

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

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

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











buildings from later generations. Infill development completed in the last several years has introduced new architectural forms and styles, many that try to complement the form, scale and stylistic precedents in the Hillcrest community.

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

Medical Complex

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

The Medical Complex is dominated by the presence of two medical centers: Scripps Mercy Hospital and Medical Center and the UCSD Medical Center, which occupy over 40 percent of the neighborhood. The remaining portion

of the Medical Complex area is occupied primarily by residential uses, the majority being multi-family housing to serve medical center employees. Commercial development, which is mostly auto-oriented, is located on the north side of Washington Street, and sporadically surrounding the medical centers. While Medical Complex contains the lowest proportion of singlefamily homes in Uptown, stylistically, they are similar to elsewhere in the community. Multi-family buildings are more contemporary, reflecting a combination of mid-century and late Modern and Post-Modern styles. The medical buildings have an institutional character that distinguishes them from other development in Uptown, and there is a much higher occurrence of free-standing parking garages, many of which have been sited in canyons to reduce the apparent mass. The character of the pedestrian realm varies according to the surrounding use. The more residential areas generally have pleasant streetscapes with street trees, while less attention is paid to the pedestrian environment around the hospitals, where the chief priority is vehicular access.

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

Bankers Hill/Park West

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













streets. First and Fourth Avenues cross iconic historic bridges that represent the interplay of canyons within the neighborhood. Laurel Street, which originates along the Bay, is a primary connector within Banker's Hill, connecting the Bay to Balboa Park and Uptown neighborhoods.

Bankers Hill/ Park West includes single-family neighborhoods isolated by canyons in the northwest portion of the neighborhood, older multifamily residential development in the southwest area, and a significant component of professional office uses that extend the length of the area along the avenues. Small clusters of neighborhood commercial are located on Reynard Way between Eagle Street and Falcon Street, on First Avenue between Ivy Street and Juniper Street and at the intersection of Fifth Avenue and Laurel Street. These commercial centers function as neighborhood centers and provide a variety of neighborhood services including grocery stores, dry cleaning businesses and entertainment establishments.

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

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

MIDDLETOWN

The Middletown neighborhood is located on the far west side of Uptown, bounded by Interstate 5 to the west, Horton Avenue and Titus Street to the east, Laurel Street and Reynard Way to the south, and Witherby Street to the north. Historically the area included areas to the west and south of Interstate 5, but since the construction of the freeway are now outside of the Uptown Community Plan boundary. The development of Middletown is built on a west-facing hillside facing the San Diego Bay, as buildings step up the slope creating a distinctive urban character and providing numerous scenic views. The architecture of Middletown is diverse - representing periods of San Diego's earliest growth to contemporary styles, including both single- and multifamily residences to large scale light industrial buildings, and commercial uses. Among the residential areas, Middletown has the highest concentration of Contemporary, Ranch, and Minimal Traditional buildings, as well as other vernacular styles. While most of the area does not have formal or consistent street tree planting, Middletown has a relatively lush landscape character which is due in part to the sloping topography, which tends to make landscaping on private lots more visible.

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

UNIVERSITY HEIGHTS

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





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

As one of the earliest neighborhoods in San Diego, University Heights includes several historic characterdefining elements and styles. The northerly terminus of Park Boulevard once served as the terminus of the San Diego Cable Railway (1890-1892) and later trolley. The area west of Park Boulevard includes examples of early architectural styles such as Craftsman, Arts & Crafts, Bungalow, Prairie, Mission and Spanish revival, and Monterrey, exhibited in commercial as well as residential buildings. Most buildings date from 1910-1929 and 1930-1948 with infill from later periods. Office and public institutional uses are clustered at the intersection of Park Boulevard, El Cajon Boulevard, and Normal Street, which include the San Diego City Schools Education Center and Alice Birney Elementary School. These occupy large parcels and signify an institutional presence and a gateway into the neighborhood.

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

POPULATION CHARACTERISTICS

The current population of Uptown is approximately 37, 8491. Residents represent all economic backgrounds and are diverse in their ethnic composition. The area consists of single-family and multi-family residential uses, retail, and office uses, and is also dominated by two large hospitals: University of California, San Diego (UCSD) Medical Center and Mercy Hospital. The Washington Street and Fifth Avenue corridors are significantly influenced by these two hospitals with many medicallyrelated uses. The Hillcrest business area south of the medical complex is linked to Downtown by a retail, office and residential use corridor along Fourth and Fifth Avenues.



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

1.2 Community Planning Framework

SHARED PLANNING PROCESS WITH NORTH PARK AND GOLDEN HILL

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

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

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

The three communities have also been part of one of the longest historical development periods in the region due to their central location and accommodative zoning which has left a breadth of building forms and architectural styles as well as historic resources in need of preservation. This has sometimes resulted in awkward scale transitions and juxtaposition of building styles as the rate of development has oftentimes been modest or uneven. The relatively intense concentrations of retail and employment uses nearby in Downtown and Mission Valley draw certain retail formats and employment



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



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



Significant historic structures in the community include the Britt Scripps Inn, in the Bankers Hill/Park West neighborhood



The introduction of new commercial establishments adds to the ongoing revitalization of the community's commercial districts.



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

away from these communities. As these communities developed prior to current citywide public facilities standards, locating and financing new facilities, such as parks, is difficult due to lack of available land as well as a limited rate of new development. Aging infrastructure often needs to be upgraded and/or replaced.

1.3 Community Plan Guiding Principles

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

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

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

- 1. Maintaining distinctive neighborhoods by preserving the qualities and resources that make Uptown unique.
- 2. Encouraging development diversity by maintaining the demographic, architectural,

and economic diversity that have contributed Uptown's vitality and aesthetic vibrancy.

- 3. Preserving the Uptown's historic fabric by preserving important resources, adaptively reusing older buildings, and sensitively responding to the scale and character of historic buildings.
- 4. Creating a complete, well-served community that ensures that neither diminishes existing levels of service nor exacerbates existing deficiencies.
- 5. Ensuring vibrant business and commercial districts by creating a physical environment that supports retail and entertainment activities and encourages multi-modal access.
- 6. Providing convenient parks and distinctive open space through a desire for more and better distribution of parks, including small pocket



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



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

parks and spaces for community gardens, and better trail connections to canyons and other open space.

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

1.4 Legislative Framework

THE GENERAL PLAN

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

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

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

LAND DEVELOPMENT CODE

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

AIRPORT LAND USE COMPATIBILITY PLAN

The Airport Influence Area for San Diego International Airport affects the Uptown Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the noise contours, safety zones, airspace protection

GENERAL PLAN GUIDING PRINCIPLES

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



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

surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

MULTIPLE SPECIES CONSERVATION PROGRAM

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

ENVIRONMENTAL IMPACT REPORT

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

1.5 Planning Process

COMMUNITY PLAN UPDATE

The City prepares its community plans with an expected 20-30 year period of relevance. This community plan update to was initiated in 2009 and supersedes the previous Uptown Community Plan adopted on February 2, 1988 by Resolution No. 270273. The community plan update process evaluated issues identified with the previous community plan. Although visible progress was made since the past update to address the issues identified in that plan, many of the issues were still relevant, particularly as progress was uneven throughout the community. Also, the City's General Plan places more focus on how to design infill development and reinvest in existing communities. A number of plans and studies have been prepared for Uptown since adoption of the 1988 community plan. These range from design guidelines to parking management plans and other studies. Although most of these studies are not officially-adopted City documents, they offer a breadth of analysis and public deliberation on planning issues and have been used as appropriate in the preparation of this community plan. Appendix A contains a listing of some of the previous plans and studies prepared for the Uptown community.



A guiding strategy for mobility planning in Uptown is to provide a complete streets network.

1.6 Plan Scope and Organization

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

This plan should not be considered a static document. Subsequent to plan adoption, two additional steps follow: implementation and review. Implementation is the process of putting plan policies and recommendations into effect. A zoning implementation program was adopted concurrently with the community plan update. Guidelines for implementation are also provided in the plan. Review refers to the process of monitoring the community and recommending changes to the plan as conditions in the community change. The actual work requires a sustained, cooperative effort of private citizens, City officials and other agencies. As the City's officially recognized community planning group, the Uptown Planners is tasked with providing the continuity and oversight needed for an effective and relevant implementation program.

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



Encouraging mixed use development along commerical corridors, served by transit is a major focus of the community plan.



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



General Plan policies such as those that emphasize walkability are reflected at the community plan level.

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LAND USE



- PHYSICAL ENVIRONMENT 2.1 2.2
 - LAND USE FRAMEWORK
- 2.3 VILLAGES
- 2.4 COMMUNITY PLAN IMPLEMENTATION **OVERLAY ZONE**

Introduction

The main purpose of the Land Use Element is to guide the future growth and development of the Uptown community through the appropriate distribution of land uses. As an integral part of the City's General Plan Land Use and Community Planning Element, this plan applies a range of land use designations within the context of the Uptown community. Uptown is a community with an established land use pattern that is expected to remain, and with some refinements as a result of this plan, continue to evolve incrementally. The community has a unique level of complexity due to its long-standing and diverse development history, varied geography and proximity to prominent regional draws such as Balboa Park, Downtown, Mission Valley, and San Diego Airport.

The land use framework is a function of long-standing development patterns as well as previous planning efforts to redistribute density to protect the character of certain single-family and lower density neighborhoods as well as open space canyon areas. The multiple land use and density components established by the 1988 Community Plan (often with subtle variations) reflect the community's complexity. Generally, higher intensity development is located along main transit corridors providing opportunities for mixed-use commercial and employment districts.

Lower residential densities are located within existing single-family neighborhoods near the system of canyons intended for open space preservation. This land use plan was considered innovative at the time the 1988 community plan was adopted and is still relevant today. The opportunity for the community to continue to grow within this existing planning framework is considered 'smart growth' by promoting compact development within walkable areas served by transit. The 1988 Community Plan proposed some of the highest development intensities in the city outside of downtown within commercial corridors that today still have many low-scale older buildings. However, the rate of new development since 1988 has been modest and uneven so that a grander vision of unified, prominent buildings along major corridors has oftentimes resulted in a mosaic of awkward scale transitions (a key issue of this plan).

GENERAL PLAN CROSS-REFERENCE

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

General Plan-Related Topics	Policies
Community Planning	LU-C.4
Airport Compatibility	LU-D.1 – LU-D.3, LU-D.6, LU-D.7, LU-D.8 – LU-D.11, LU-D.12 – LU-D.14
Balanced Communities	LU-6.1 – LU-6.10
Environmental Justice	LU-H.1 – LU-H.7
Mixed-Use and Commercial Areas	LU-I.1 – LU-I.16
Office and Business Park Development	UD-C.1 – UD-C.3, UD-C.5
Public Spaces and Civic Architecture	UD-C.1, UD-C.5 and UD-E.1
Non-Base Sector Employment Uses	EP-E.1
Non-Base Sector Employment Uses	EP-A.6 – EP-A.9
Commercial Land Use	EP-B.1 – EP-B.16
Business Development	EP-B.1 – EP-B.16
Visitor Industries	EP-F.1 – EP-F.4, EP-I.1 – EP-I.4
Land Use Noise Attenuation	NE-E.1-5

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

LAND USE ELEMENT GOALS

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

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



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



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



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

2.1 Physical Environment

PHYSICAL CONTEXT

Similar to other developed communities, Uptown's overall physical structure reflects its geography, historic development patterns and social evolvement. The community is located on a level mesa that is broken by heavily vegetated canyons and borders Presidio Park and Balboa Park. This gives the area a sense of separation from Downtown and other surrounding communities, and also provides a sense of openness within the community. It also affords scenic views of downtown, the harbor, Coronado, and Point Loma. Most of the street system and building lot development was well established prior to the need to consider the automobile as a part of subdivision planning and includes a grid pattern of streets at the core of each neighborhood. The community also



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



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

contains some of the oldest neighborhoods in San Diego exhibiting a variety of historic architectural styles and building types. The community is well-served by transit.

The negative effects on existing urban neighborhoods from the mid-twentieth century federal and state freeway construction era have factored into the land use and social evolvement of Uptown. Interstate-5 separates the community from Downtown as well as dividing the historic Five Points neighborhood. State Route 163 separates the core of Hillcrest from the eastern portions. While the community has evolved around these effects, the freeways will continue to function as fixed barriers with limited permeability. The freeways are also a source of air and noise pollution that are diminished with distance from the source. Portions of the community are also adversely affected by aircraft noise arriving and departing at San Diego International Airport.

EXISTING LAND USE

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

The largest retail concentration is in the Hillcrest core where several major corridors intersect. Retail also extends in a more linear orientation along Washington Street west of the core, and University Avenue east of the core. Smaller, neighborhood-scale retail nodes also exist in Uptown's residential neighborhoods, such as on Park Boulevard in University Heights and on West Lewis Street in Mission Hills. Within these mixed use areas, pedestrian-oriented streets and building frontages create a vibrant public realm. The concentration of hospitals and medical support uses in the Medical Complex neighborhood have their own distinct physical form, and the distribution of office uses along 4th and 5th avenues contributes a distinct individuality to these north-south corridors. Office uses also serve as an appropriate transition to residential uses to the west.

LAND USE DISTRIBUTION

The overall land use distribution within the community consists of Community-Commercial, Neighborhood-Commercial, and Office-Commercial with medium to high residential density located along the major community commercial corridors such as Washington Street, University Avenue, Park Boulevard, 4th Avenue, 5th Avenue, and India Street. Multi-family residential uses generally distributed throughout the community adjacent to the commercial land uses along the major corridors. Single-family land uses are focused around the central, eastern and western ends of the community and to the north where they are adjacent to open space. Institutional uses consisting of schools, hospitals and government institutions are also located in the northern end of the community.

The land uses and residential intensities in the Uptown Community Plan are summarized and illustrated on the Community Plan Land Use Map (Figure 2-1) and separated into three sectors for more detail (Figures 2-2, 2-3 and 2-4). The Community Plan Land Use Map is intended to guide development and represent a diagrammatic illustration of land use policies. The map also shows opportunity areas where density bonuses can be applied as a development incentive for the provision of public amenities (See the incentive zoning discussion in Urban Villages Section 2.3 and Implementation chapter of the community plan). Designation of a site for a certain use and intensity does not necessarily mean that the site will be built out within the horizon of this plan. These three maps together provide a general guide to land use distribution and diagrammatic illustration of land use policies, including allocation of residential density. These maps are also intended to guide development. Designation of a site for a certain use and intensity does not necessarily mean that the site will be built out within the horizon of this plan.

LAND USE INTENSITY

Land use intensity is related to the specific type of use as well as the materialization of a particular use (or multiple uses) within a developed or built form. A generalized description of land use categories is provided in Table 2-2. Each land use designation also contains quantifiable standards of building intensity.



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



The Uptown District commercial area is a model example of vertical and horizontal mixed-use development.

FIGURE 2-1: COMMUNITY PLAN LAND USE MAP



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



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





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



TABLE 2-2: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS

				Intensity	
General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Residential Density (dwelling units/acre)	Floor Area Ratio (FAR)
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	1	Limited
Pa	Population- based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A	Limited
	Residential - Low	None	Provides for single-family housing within a low residential density range and limited accessory uses.	0 - 9	0.60 FAR
	Residential - Low Medium	None	Provides for both single-family and multifamily housing within a low-medium residential density range.	10 - 15 ¹	0.75 FAR
Residential	Residential - Medium	None	Provides for both single-family and multifamily housing within a medium residential density range.	16 - 29 ¹	1.35 FAR
	Residential – Medium High	None	Provides for multifamily housing within a medium-high residential density range.	30 - 44 ¹	1.80 FAR
	Residential – High	None	Provides for multi-family housing with a high density range.	45-73	2.25 FAR
	Residential – Very High	None	Provides for multi-family housing with a very high density range.	74-109	3.60 FAR
Commercial Employment, Retail and Services	Office	Residential	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium residential density within a mixed-use setting	0-29 ¹	1.5 FAR
	Office- Permitted Commercial	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a medium-high residential density within a mixed-use setting.	0-44 ¹	1.0 FAR	
TABLE 2-2: UPTOWN COMMUNITY PLAN LAND USE DESIGNATIONS (CONTINUED)

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity	
				Residential Density (dwelling units/acre)	Floor Area Ratio (FAR)
Commercial Employment, Retail and Services	Office- Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Permits office uses. Housing may be allowed up to a high residential density within a mixed-use setting.	0-73	2.5 FAR
Commercial Employment, Retail and Services	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting.	0-29 ¹	1.0 FAR
			Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium-high residential density within a mixed-use setting	0-44 ¹	1.0 FAR
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at- large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting	0-73	2.0 FAR
			Provides for shopping areas with retail, service, civic, and office uses for the community at- large within three to six miles. Housing may be allowed up to a very high residential density within a mixed-use setting	0-109	2.0 FAR
Institutional, Public and Semi-Public Facilities	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A	To be determined based on abutting zones.

1 A density bonus to the next highest residential range is available within the same General Plan Land Use Category as an incentive for public benefits. See Section 2.3 Villages and Implementation chapter in this community plan

DEMOGRAPHICS

Future population can be estimated based upon the number of dwelling units expected to be achieved with the application of planned land uses and development intensity. As of January 2013, there were 23,146 dwelling units in the community with a total population of 36,061. Dwelling units are expected to increase to 26,483 during the horizon of this plan. The community is estimated to have a future population of 56,025.

POLICIES

- LU-1.1 Provide a variety of land use types to accommodate housing and commercial opportunities within the community.
- LU-1.2 Protect public health by evaluating the effects of noise and air pollution from airport operations and freeway traffic on community land uses and reduce, or eliminate where feasible, negative effects on sensitive land uses (including housing, schools and outdoor athletic areas) through appropriate buffers, barriers and construction measures.

2.2 Land Use Framework

1988 UPTOWN COMMUNITY PLAN

The previous community plan provided various land use recommendations that are carried forward with this plan with added refinement or emphasis. Several of these recommendations relate specifically to residential neighborhoods such as preserving and enhancing the special character of well-defined neighborhoods; providing adequate housing for a broad spectrum housing opportunities, promoting mixed use development along transit corridors as well as higher density residential development to activate commercial centers and districts; and ensuring adequate transitions and buffering between potentially incompatible uses. Recommendations for the viability of commercial center and districts included enhancing pedestrian orientation and walkability and the preserving and encouraging pedestrian-oriented businesses especially those that would general pedestrian activity after typical business hours.

The overall distribution of land uses generally follows that of the 1988 Community Plan with several revisions. These generally fall into three categories: land use refinements that reflect existing conditions, conversions to General Plan land uses, and input from the community. These also include various changes that have resulted in a reduction in residential densities to address preservation of neighborhood character within older, historic neighborhoods, a lack of public facilities, and changes in the development vision for certain neighborhoods within the community. During this process areas that could support increased residential density were also identified. These areas were primarily located adjacent to already existing very-high density, mixed-use corridors in the Bankers Hill/Park West neighborhood and along University Avenue in the Hillcrest neighborhood where high residential density could support the business core and from an urban design perspective, taller buildings in proportion to the wide nature of the street could be accepted. Areas were also identified in the community as opportunity areas to apply density bonuses in exchange for public amenities as means to allow increased housing opportunities.

RESIDENTIAL

The age, type and tenure of the community's housing stock allows for a wide range of income and lifestyle choices. There is a wide variety of housing types largely due to the relatively long pre-World War II building period as well as a sustained period of apartment construction during the latter half of the 20th century reflecting various trends in building densities, unit configurations and provision of amenities. Pre-war housing often features a higher level of craftsmanship and includes single-family homes with a broad range of sizes, and duplexes and apartments at an appropriate scale for their neighborhood or where they can feature prominently on corner lots. Post-war housing is largely multi-family and reflects modernist principles of efficient use of space, minimal ornamentation and greater accommodation of the automobile. Versions that did not involve lot assembly give an illusory sense of single-family scale although this is often overshadowed by the loss of landscaping and sidewalk comfort due to wide driveways and parking previously allowed within front yards. More recent post-modern style buildings often use ornamentation and design features to better establish neighborhood context.

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

Each of the six Uptown neighborhoods contains a variety of residential forms. These can range from low-scale single-family homes to hi-rise apartments and condominiums. The intensity and mix of uses allowed within the commercial designations along the major



Multi-family rowhome development along San Diego Avenue in the Middletown neighborhood.



Apartment lofts along Centre Street in Hillcrest.

corridors can also result in a broad range of development types and sizes. This can often contribute to awkward scale transitions and a need for buffering between residential and certain commercial uses.

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

- LU-2.1 Provide a diverse mix of housing types and forms consistent with allowable densities.
- LU-2.2 Enable rental and ownership opportunities in all types of housing including alternative housing units such as companion units, live/ work studios and shopkeeper units.
- LU-2.3 Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low income, and homeless persons.
- LU-2.4 Preserve existing single-family homes and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.
- LU-2.5 Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.
- LU-2.6 Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development.
- LU-2.7 Concentrate medium and high density housing:

- On upper floors as part of mixed use development in commercial areas;
- Adjacent to commercial areas;
- Near transit and higher volume traffic corridors.
- LU-2.8 Preserve and provide incentives for mixed residential/commercial development at appropriate locations.
- LU-2.9 Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.
- LU-2.10 Ensure adequate transition and buffering between potentially incompatible uses.
- LU-2.11 Design and enforce stricter controls and location criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures.

COMMERCIAL AND EMPLOYMENT

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

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

NEIGHBORHOOD COMMERCIAL DISTRICTS

There are four neighborhood-oriented commercial areas in Uptown:

- 1. The Mission Hills Business Area This area provides a variety of convenience goods and services to meet the daily needs of the adjacent residential neighborhood.
- 2. Reynard Way this area provides convenience goods and services that are conveniently located and easily reached by the residents along Reynard Way.
- 3. University Heights this area has a cluster of services on Park Boulevard south of Adams Avenue.
- 4. Bankers Hill/Park West consists of readily identifiable shopping areas providing goods and services to nearby residents and workers.
- 5. Five Points Area The western gateway into the Uptown community, this area also provides a mixture of goods and services primarily focusing on local restaurants and eating establishments.



Mixed-use development in Mission Hills containing for-sale dwelling units, retail space, and underground parking.

COMMUNITY COMMERCIAL DISTRICT

The Hillcrest Business District is considered the primary commercial area for Uptown and also the community's major entertainment center that attracts visitors not only community-wide, but from all over the City. The Hillcrest Business District provides shopping, dining, convenience and specialized retail goods including personal, professional, repair, business, and financial services. The Hillcrest Business District contains the Uptown District shopping center.

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

SPECIALIZED COMMERCIAL

Specialized Commercial areas in Uptown offer retail activity such as locally run and freestanding stores not typically found in shopping centers. These uses include photography studios, furniture stores, bicycle shops, automobile repair stores, secondhand merchandise stores, local food markets, boutiques, restaurants, bars, etc.

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

- University Avenue this area east of State Route 163 and west of Park Boulevard is primarily an entertainment-artisan district consisting of entertainment establishments such as restaurants and bars.
- India Street This area is primarily an automobileoriented, specialized commercial center focusing on restaurants along with rental vehicles, small scale manufactures, warehousing, and light industry-associated uses.
- 3. State Street This commercial strip south of Laurel Street includes a variety of small scale



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



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

MEDICAL FACILITIES

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

1. Scripps-Mercy Hospital – This facility is located in the southeast quadrant of the medical complex areas just north of the Washington Street and just west of 6th Avenue

- 2. UCSD Medical Center this facility is located in the northwest portion of the medical complex area at Dickinson Street and Front Street
- Sharp Rees-Stealy Medical Center This facility and associated medical offices occupies over two city blocks located at the 4th Avenue and Grape Street.

INSTITUTIONAL

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

POLICIES

- LU-2.12 Evaluate proposed institutional uses for appropriate development intensity and effects on visual quality and neighborhood character. Additional factors, such as those related to mobility, noise and parking demand should also be evaluated as needed.
- LU-2.13 Use retail and office uses as a means of creating a buffer between active evening uses such as bars, restaurants, breweries, etc. and single-family neighborhoods

PARKS

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

OPEN SPACE

Open space is to be generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources. The planned land use map identifies the open space system recommended for conservation. The description of the purpose and attributes for preservation of Parks and Open Space is shown in Table 2-2.

Protection of resources within lands designated as Open Space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands Regulations. The City also pursues acquisition of private parcels or acquisition of easements as a means of conserving open space resources and protecting property from development.

Policies for the protection and conservation of environmentally sensitive resources within open space lands are also contained within the Conservation Element; policies related to views and hillside development are contained in the Urban Design Element.



The Hillcrest neighborhood hosts Uptown's premiere, walkable community village.

2.3 Villages

VILLAGE/NEIGHBORHOOD CENTERS

The General Plan City of Villages strategy calls for focusing growth into mixed-use activity centers that are pedestrian-friendly, centers of community life and linked to the regional transit system. Uptown since the previous 1988 community plan, has been in a position to promote "village-like" development. It's neighborhoods are urban, dynamic, and attractive areas full of unique character and village characteristics. The Uptown Community represents the City of Villages Strategy by focusing growth into mixed-use activity areas that are pedestrian friendly, centers of the community, and linked to the regional transit system along the main corridors. Growth and development in the Uptown community has taken place within these areas - primarily in the Hillcrest and Bankers Hill/Park West neighborhoods, and along the commercial corridors of the University Heights and Mission Hills neighborhoods. The mixed-use areas have been the focus of new growth, development, and revitalization as a result of the growing concentration of goods, services, and entertainment uses plus the access offered by the corridors and their surrounding grid network of streets.

The community plan advocates medium-high to very high residential densities that are focused along major commercial corridors, multi-modal connectivity within the community and region, and policies for improving the pedestrian environment by enhancing pedestrian activity in business districts and neighborhoods. Community and neighborhood village locations are shown on Figure 2-4.

Typical of commercial development of previous eras, these community and neighborhood centers lack true public space components in the size and configurations recommended by the General Plan. Ensuring viable public space is also a particular challenge in a developed community.

The commercial corridors between the neighborhood commercial nodes also tend to be in areas identified by the General Plan as having a relatively high village propensity particularly due to their location along major transit lines.



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

While not physically commercial nodes or neighborhood centers, these linear corridors provide similar commercial activity and transit access to their adjacent residential neighborhoods. Improving walkability and providing public space within these areas would strengthen their village characteristics. Further discussion can be found in Sections C and E of the Urban Design Element of the General Plan.

Villages within Uptown have established themselves as neighborhood-oriented areas with local commercial, office, and multi-family residential uses, including some structures with office or residential space above commercial space. Within these neighborhood and community village areas, horizontal mixed-use developments along with stand-alone office and village supportive commercial uses contribute to the overall "village characteristics" already exemplified in the Uptown community.

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

FIGURE 2-5: VILLAGE AREAS AND COMMERCIAL NODES





MISSION HILLS

improve the appearance of existing commercial structures throughout Mission Hills and addressing visual conflicts found within the commercial areas.

POLICIES

- LU-3.1 Expand mixed-use and commercial development at the Neighborhood Center/ Node at Washington and Goldfinch Streets.
- LU-3.2 Implement streetscape improvements along Washington Street to improve the visual quality and pedestrian realm.
- LU-3.3 Increase the landscaping in the public right-of-way along Reynard Way and Curlew Street.
- LU-3.4 Establish pocket parks on available public land along canyons and public rights-of-way to expand and connect the current open space system, especially along Reynard Way and Curlew Street.
- LU-3.5 Explore the feasibility of a pedestrian bridge over Washington Street west of Goldfinch Street.
- LU-3.6 Explore methods to eliminate billboards, such as to require the removal of existing billboards in conjunction with any permit.
- LU-3.7 Consider potential enhancements to Juan Street to signify it as a community gateway from Old Town into Mission Hills such as neighborhood identity signs and public right-of-way improvements.

HILLCREST

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

- LU-3.8 Permit high intensity pedestrian-oriented commercial and mixed-use development in the Hillcrest Neighborhood Center/Node surrounding University and Fifth Avenues.
- LU-3.9 Projects over three stories should include a stepback of the streetwall to reflect the historical scale of development. (See Development Form).
- LU-3.10 To encourage the rehabilitation, expansion and redevelopment of existing commercial structures, additional off-street parking should only be required for additional floor area.
- LU-3.11 Enhance pedestrian access between the Hillcrest Core and the medical complex area to the north.



Mission Hills is known for dramatic public views.



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

- LU-3.12 Encourage "active" commercial business on the ground floor level in the Hillcrest Core, especially those that generate pedestrianoriented activity into the evening.
- LU-3.13 Reduce curb cuts by prohibiting the development of "drive-through" commercial facilities in the Hillcrest Core.
- LU-3.14 Encourage the convertion of portions of Normal Street to a linear mini-park.
- LU-3.15 Consider mixed-use options for the redevelopment of the Department of Motor Vehicles (DMV) site.
- LU-3.16 Encourage new development in the vicinity of the North Park/Hillcrest gateway on University Avenue and Park Boulevard to incorporate neighborhood identity signs, distinctive architecture, public art, right-ofway improvements that signify entry into the neighborhood.
- LU-3.17 Maintain and enhance the "Egyptian Thematic District" along the commercial areas along Park Boulevard between Robinson Avenue and University Avenue which features a number of Egyptian Revival and Art Deco themed buildings and serves as a joint gateway corridor into the Uptown and North Park communities from Balboa Park.



The Egyptian Thematic District is a walkable commercial district between the Uptown and North Park communities.

MEDICAL COMPLEX

Provide a balance between expansion of the medical services and the surrounding neighborhood, including preservation of residential character and on street parking supply. Improving the appearance and pedestrian access of Washington Street in Medical Complex, including the development of a coordinated signage system. Pedestrian-oriented development, the maintenance of contiguous open space development and pedestrian and bicycle access to Mission Valley.

- LU-3.18 Support the intensification on existing hospital designated areas rather than expanding into residential or commercial areas. Expansion should not occur beyond institutional and office designations of the land use map.
- LU-3.19 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 Sommerset Hillcrest adjacent to Mercy Hospital.



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

- LU-3.20 Identify area between Medical Complex and Hillcrest neighborhoods as priorities for improved pedestrian crossings through the use of crosswalks, signalization and pavement variations.
- LU-3.21 Encourage a Parking Management Plan should be initiated jointly by the Medical Centers which may include measures for parking reduction such as:
 - Encouraging employees to use car pools by providing reduced parking rates for those who car pool
 - Increase employee use of transit by providing reduced-cost transit passes.
 - Expand the on-street permit parking area if the parking impact spreads beyond its existing boundaries.



Commercial uses along India Street emphasize walkability and pedestrian orientation.



5th Avenue Financial Center - Bankers Hill

MIDDLETOWN

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

POLICIES

- LU-3.22 Streetscape plan for India Street and San Diego Avenue in the MIddletown Neighborhood Center/ Node to improve appearance and pedestrian amenities.
- LU-3.23 Consider development that provide additional off-street parking in the area around the Washington Street and India Street intersection.
- LU-3.24 Identify the community gateway at Washington Street into Middletown from Midway. New development in the vicinity of this gateway should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

BANKERS HILL/ PARK WEST

Balancing traffic flow and pedestrian safety along Fourth and Fifth Avenues and Park Boulevard and identifying areas for increased height and density in the neighborhood while maintaining views to Balboa Park.

- LU-3.25 Encourage development in designated areas on the Avenues to link Uptown and Downtown along enhanced activity corridors, especially south of Fir Street.
- LU-3.26 Enhance the pedestrian orientation of the Neighborhood Center/ Node surrounding Fifth Avenue and Laurel Street. Upgrade commercial development on First Avenue south of Juniper St.

- LU-3.27 Require facade articulation through the use of balconies, terraces and/or upper-story setbacks on high-rise buildings west side of Sixth Avenue to minimize view obstructions to Balboa Park. Establish a 10-foot setback from lot line for landscaping along the west side of Sixth Avenue with Palm trees planted adjacent to the sidewalks, resulting in a 30foot setback from the curb.
- LU-3.28 Maintain and enhance views of Balboa Park from Fifth Avenue through the articulation of building facades, variations in setbacks and utilization of varied roof forms.
- LU-3.29 Maintain the historic scale and character on First Avenue south of Maple Canyon.
- LU-3.30 Concentrate office uses on Fourth Avenue north of Maple Street, Third Avenue south of Laurel Street, and First Avenue in the vicinity of Laurel Street. Encourage re-use of historically-oriented residential structures for office use.
- LU-3.31 Identify the community gateways in Bankers Hill/ Park West that include Laurel Street from Midway, Laurel Street from Balboa Park, and 1st and 5th Avenues from Downtown. New development in the vicinity of these gateways should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

UNIVERSITY HEIGHTS

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

POLICIES

LU-3.30 To conform to the historic development pattern, a lower scale of multi-family residential development should be maintained for parcels at the end of blocks, facing the east west oriented streets.

- LU-3.32 Consider the reuse of the San Diego Unified School District Education Center at Park Boulevard and Normal Street. That includes a mixed-use development with medium-high density and public and private space.
- LU-3.33 Identify El Cajon Boulevard and Park Boulevard intersection as priority for improved pedestrian crossings through the use of crosswalks, signalization and pavement variations.



The Vermont Street Bridge provides direct pedestrian and bicycle access to the University Heights Neighborhood.



The neighborhood commercial district along Park Boulevard in University Heights, encourages walkability and provides dining, shopping and employment opportunities in proximity to residential areas.

2.4 Community Plan Implementation Overlay Zone

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the community and neighborhood villages (see also Section 11, Implementation section). The purpose of the overlay zone is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community and have been adopted as part of this community plan. The CPIOZ also provides for a discretionary review process where needed to more effectively implement community plan recommendations, particularly those of the Urban Design Element.

Particularly in the Uptown community, CPIOZ is utilized to establish maximum building heights in specific areas of the community and to identify areas where incentive zoning opportunities could be applied. Additional details regarding the CPIOZ as it pertains to maximum building heights and other development regulations tailored for particular areas within the community can be found in the Urban Design Element and in the Implementation section of this community plan.

INCENTIVE ZONING PROGRAM

Policy LU-F.3 of the General Plan encourages the creation and application of incentive zoning measures to achieve the desired mix of land use and public benefits. An incentive zoning program is being implemented through the CPIOZ as a voluntary program for private development to provide public infrastructure and amenities such as parks, plazas, additional public parking within business districts for increased residential density or additional building height. These community benefits would exceed any related requirements for new development. Within an urban community, opportunities for creating public amenities are been limited. Implementation of an incentive zoning program can provide public amenities with new infill development and further the General Plan's City of Villages Strategy which calls for the inclusion of public space within mixed-use village areas.

- LU-4.1 Grant flexibility within the aspects of required parking, building height limits, and maximum density in order to facilitate the provision of appropriate community benefits with new development.
- LU-4.2 Consider application of incentive zoning where increased building heights in community identified opportunity areas, would allow a portion of the project site at the ground level area to be available for public benefits such parks, plazas, public parking, community space, etc.
- LU-4.3 Allow public parking in the form of parking structures, additional spaces with parking garages within private developments, joint parking opportunities, etc. as a potential public benefit especially within areas such as business and entertainment districts.
- LU-4.4 Provide public spaces within each Community and Neighborhood Center (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).



Public amenities provided by private development can assist in addressing the need for more public space in community and neighborhood villages.

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MOBILITY



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

Introduction

Urban form and transportation are interdependent and the mix of land uses and intensity associated with urban development affects travel. A balanced multimodal transportation network increases quality of life by ensuring all people regardless of ability or choice can access destinations within the community. A multi-modal network recognizes that not all people use an automobile as their primary mode of travel. Legitimate travel choices need to be broadened so that a good portion of trips can be made without a car. Walking, cycling, and transit should not be modes of last resort; rather they should be convenient, pleasant, safe and desirable modes of travel. To this end, the Mobility Element includes goals, policies, and recommendations that will lead to a robust multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

Key to achieving a multi-modal balance is creating and maintaining a comprehensive integrated transportation network that serves all categories of users and makes more efficient use of roadway space. A guiding strategy for mobility planning in Uptown is to provide a complete streets network (accommodating all modes and users) while largely limiting recommendations to modifications within the existing rights-of-way, and to avoid extensive road widening in a large, built out community that envisions an emphasis on more walking, bicycling, and use of public transit. Street improvements will use



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

complete streets concepts to enable safe, comfortable, and attractive access to all users of the roadway including pedestrians, bicyclists, persons with disabilities, and users and operators of public transportation. Creating an environment with multiple transportation choices will strengthen Uptown's land use vision.

MOBILITY ELEMENT GOALS

- A complete network of pedestrian-friendly, multimodal facilities throughout the community to meet current and future needs
- Safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks that create comfortable pedestrian experience
- A transportation system that enhances neighborhood livability
- A complete streets network connecting Uptown to Downtown and North Park.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network
- High-quality public transit service as the preferred transportation mode for employees and residents centered around transit-oriented development.
- Adequate capacity and improved regional access for vehicular traffic
- Interagency coordination to provide additional comprehensive mobility strategies and



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

opportunities, funding resources, and inter jurisdictional cooperation

• Efficient use of parking resources through parking management strategies in the commercial areas and high frequency transit corridors to reduce the costs associated with providing parking and reduce parking impacts while supporting local businesses

3.1 Active Transportation

Active transporation refers to modes of travel that are human-powered, such as walking and bicycling. There are many benefits to having active transportation in a community, including a reduction in green house gas emissions and public health benefits related to increased physical activity. Communities endorse active transportation by providing facilities that encourage an active lifestyle, such as visually inviting streetscapes, greenspaces, and wayfinding signage. Integrated networks of pedestrian and bicycling paths further boost use of active transportation modes of travel within a community.

Uptown has many characteristics that contribute to it being an inviting community for pedestrians. A majority of the retail use is oriented on the street front, which increases pedestrian activity. Parking in commercial districts and corridors is often limited or requires a fee, encouraging more walking trips, or more trips where customers park once and walk between several destinations. A healthy mix of uses near retail corridors and the short walking distance to Balboa Park and natural canyons also results in more walking activity.

WALKABILITY

Uptown provides opportunities for people to walk along its grid pattern streets, through Balboa Park and open space canyons, and across its pedestrian bridges. Deficiencies in the pedestrian environment make mobility more challenging including: freeway and ramp intersections, high vehicular travel speeds, wide intersection crossings, and lack of pedestrian amenities and physical and landscape pedestrian buffers from vehicles. Figure 3-1 identifies locations for potential pedestrian improvements. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox should be considered for guidance.

- MO-1.1 Enhance existing pedestrian travel routes along commercial corridors and streets leading directly to community destinations such as Balboa Park, schools, and neighborhood parks with street trees, pedestrian streetlights, street furniture, and wayfinding signage.
- MO-1.2 Provide marked crosswalks and pedestrian countdown signals and/or pedestrian phasing at signalized intersections within the focus areas identified in the City's pedestrian planning effort.



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



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

- MO-1.3 Consider the use of corner bulbouts along the following pedestrian corridors:
 - University Avenue at the intersections with First Avenue, Third Avenue, Tenth Avenue, Richmond Street, and Normal Street.
 - Normal Street at Campus Avenue/Polk
 Avenue
 - Polk Avenue at Park Boulevard
 - Robinson Avenue at the intersections with Fourth Avenue and Fifth Avenue
 - Fourth Avenue between Interstate 5 and Robinson Avenue
 - Fifth Avenue between Interstate 5 and Robinson Avenue
 - Park Boulevard at the intersections with Upas Street and Myrtle Avenue
- MO-1.4 Support and promote pedestrian improvements that promote a safe, separated pathway connection along Washington Street between Hawk Street and India Street.
- MO-1.5 Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the hospital complex
- MO-1.6 Consider mid-block crossings, where appropriate, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.
- MO-1.7 Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include but not limited to bulb-outs curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, pedestrian scramble phases and pedestrian recall phases to provide safety and operational improvements for all transportation modes.

BICYCLING

The creation of a well connected and integrated bicycle network, including high quality, protected facilities where feasible, will facilitate bicycling and help meet travel needs in the Uptown community. Uptown provides opportunities for bicycling due to its proximity to major employment centers and recreation areas and has the potential for establishing an enhanced bicycle network including bicycle boulevards which are identified bicycling streets optimized for free-flowing bicycle traffic and safety as well as other measures that promote increased cycling rates among the general public. The community is easily accessible to Downtown, Balboa Park, Old Town, and San Diego Bay. An integrated bicycle network within the community that also connects to surrounding communities and destinations within the community such as parks, schools, shopping, libraries, hospitals, etc. would encourage more bicycle activity in the community. The planned bicycle facilities for the community are shown in Figure 3-2. Bicycle facilities that are protected or offer physical barriers from vehicle travel are preferred and encourage more people to travel by bicycle.

General Plan policies ME-F.1 through ME-F.6 as well as the following community-based policies should be considered for guidance.



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



FIGURE 3-1: PEDESTRIAN ROUTES



- MO-1.8 Install bicycle parking facilities consistent with the citywide bikeway network.
- MO-1.9 Utilize Uptown's street grid to identify bicycle priority streets connecting areas within Uptown and to Greater Golden Hill and Greater North Park.
- MO-1.10 Increase the level of comfort and safety for bicycling as well as accessibility for all levels of bicycle riders with improvements design specifically for accommodating bicycles such as wayfinding and markings, actuated signal timing, priority parking, wider bike lanes and, where feasible, protected bicycle.
- MO-1.11 Support bicycle facilities on Washington Street, Laurel Street, Juniper Street, San Diego Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, and Bachman Place.
- MO-1.12 Support bicycle facilities on roadways that that would connect Uptown to Greater North such as: Washington Street, Lincoln Avenue, University Avenue, Robinson Avenue, and Park Boulevard.
- MO-1.13 Increase the level of bicycle comfort and safety for bicycling as well as accessibility for all levels of bicycle riders with improvements designed specifically for accommodating bicycles such as signs and markings, actuated signal timing, priority parking, wider bike lanes and, where feasible, protected bicycle facilities.



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



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





3.2 Transit

Transit improves community livability by increasing access to civic, commercial and employment destinations. Transit in Uptown should be attractive, convenient and act as a viable choice of travel, reducing dependence on the automobile. Expanding transit services is an essential component to the Uptown mobility element. Transit and land use will be tightly linked, and transit stations should be integrated into walkable, transit oriented neighborhoods and centers.

Future transit service is identified in the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP). The 2050 RTP identifies Rapid Transit, Light Rail Transit, and Streetcar service within Uptown. The new improvements will improve the type



Uptown is linked to the regional transit system via Mid-City Rapid Bus.



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

of service, frequency of service and areas patrons can access. Figure 3-3 illustrates the transit network with the buildout of the 2050 RTP.

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

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



FIGURE 3-3: PLANNED TRANSIT SERVICE



General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.

POLICIES

- MO-2.1 Coordinate with SANDAG to provide convenient public transit connections to Downtown and the San Diego International Airport.
- MO-2.2 Coordinate with Metropolitan Transit System (MTS) to improve public transit amenities such as benches, shade structures, lighting, secure bicycle parking facilities and timetables where appropriate.
- MO-2.3 Encourage the installation of electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- MO-2.4 Include public art, shade trees, and landscaping surrounding bus stops, where appropriate, to improve the environment and encourage the use of public transportation.
- MO-2.5 Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- MO-2.6 Coordinate with SANDAG to pursue efforts to implement a streetcar line connecting Downtown and Hillcrest.
- MO-2.7 Coordinate with SANDAG and MTS to install, where feasible, a minimum of 8 foot wide sidewalks at bus stop stations.
- MO-2.8 Design bicycle and pedestrian infrastructure improvements, such as bulb-outs, should be planned in consideration of bus stops and bus turning movements to avoid adverse impacts to existing and planned bus services to the area.

3.3 Street and Freeway System

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

With most public right-of-way fully constructed with streets and sidewalks and adjacent developments built out, the strategy for street system planning with this community plan is to avoid widening roadways and adopt a Complete Streets approach (accommodating all modes



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



Public art can promote transit use in addition to community pride.



FIGURE 3-4: EXISTING ROADWAY CLASSIFICATIONS



and users) that focuses on repurposing existing roadways to incorporate other modes of travel. By creating an efficient and attractive multimodal network, trips will begin to be transferred to bicycling, walking, transit, and public transit.

General Plan Policies ME-C.1 through MC-C.7 and Table ME-2 (Traffic Calming Toolbox), as well as the following community-based policies provide guidance for street, freeway, and intersection improvements.

POLICIES

- MO-3.1 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.
- MO-3.2 Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facililities while maintaining vehicular access
- MO-3.3 Implement focused intersection improvements to improve safety and operations for all modes.
- MO-3.4 Provide street trees, street lighting, and implement a wayfinding program.
- MO-3.5 Incorporate balanced multi-modal concepts into planning, design, retrofit and maintenance of streets.
- MO-3.6 Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed use neighborhoods.
- MO-3.7 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along SR-163 and I-5 to improve community's accessibility to regional facilities and enhance active transportation modes along freeway interchanges.
- MO-3.8 Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the Medical Complex neighborhood.

MO-3.9 Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

3.4 Intelligent Transporation Systems

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems with the goal to maximize efficiency of services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public. The application of ITS technologies can influence choices across all modes of travel by providing real-time and reliable information regarding transit arrivals and departures, parking structure space availability, electric and alternative fuel vehicle charging and fueling locations, etc. Such applications would be beneficial to the Hillcrest Business District and other neighborhood commercial areas where the location and availability of on-street and off-street parking would make shopping, dining, and conducting businesses more convenient for patrons.

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

- MO-4.1 Utilize Intelligent Transportation System (ITS) improvements to improve safety, efficiency and service and congestion, including but not limited to traffic signal coordination, traffic and transit information, and transit priority measures.
- MO-4.2 Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.
- MO-4.3 Encourage accommodation of emerging technologies such as car charging stations into future infrastructure and development projects especially in new office and multifamily structures.

FIGURE 3-5: FUTURE ROADWAYS CLASSIFICATIONS





Large employers within the community can also contribute to a more multi-modal community transportation network.

3.5 Transportation Demand Management

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

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

POLICIES

- MO-5.1 Encourage new residential, office, and commercial developments and any new parking garages to provide spaces for carsharing.
- MO-5.2 Encourage large employers such as hospitals and the San Diego School District to provide transit passes at reduced rates to employees.
- MO-5.3 Support bikesharing and carsharing programs in the community to reduce the need for auto ownership.

3.6 Parking Management

Parking has the ability to protect pedestrians, calm traffic, and reveal public transit to be a more attractive option. On-street parking should be preserved in commercial areas to serve short term shoppers and for loading. In the residential areas, the on street parking should be managed to serve residents. New development should implement creative parking programs such as in-lieu programs managed by the parking district and construct new parking structures that are designed sensitively and sited appropriately adjacent to existing uses.

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

- MO-6.1 Consider public parking structures with shared parking arrangements to supplement the parking needs and serve Uptown businesses.
- MO-6.2 Consider stategies such as permit parking or limited-time parking in the residential areas.
- MO-6.3 Utilize diagonal parking on side-streets adjacent to commercial districts and within multi-family neighborhoods to increase parking supply where feasible.
- MO-6.4 Encourage screening on-site parking by locating it in areas not highly visible from the street corridor or by using landscaped islands and border landscaping.



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



- MO-6.5 Implement below ground parking and parking structures for new development as alternatives when surface parking is inadequate or would result in large paved areas without adequate space for landscaping amenities.
- MO-6.6 Implement a parking in-lieu fee for new development that would contribute to implementing parking demand reduction strategies or fund parking structures within the community.
- MO-6.7 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity.
- MO-6.8 Include primarily parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.
- MO-6.9 Limit driveway curb cuts to the extent possible to maximize the curb length available for on-street parking. Driveway access should be provided through alleys or shared driveways.
- MO-6.10 Explore opportunities to incorporate reverse angle (i.e., back in) diagonal parking to improve safety for bicyclists, calm traffic and reduce conflicts with on-coming traffic. This is particularly appropriate in locations with street widths (50 feet or greater), where a narrower travel lane can accompany this configuration.
- MO-6.11 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer must be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.
- MO-6.12 Use metered parking in commercial areas to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking. Restrict time limits of 30

minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.



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



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



Reversed angled parking could provide opportunities for more parking in the community and safer streets.

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URBAN DESIGN

- **4.1** EXISTING CONTEXT AND URBAN FORM
- **4.2** URBAN DESIGN FRAMEWORK
- **4.3** STREETS AND THE PUBLIC REALM
- **4.4** DEVELOPMENT FORM

INTRODUCTION

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

The intent of the Urban Design Element is to guide urban design for the six neighborhoods that comprise the 2,700-acre Uptown Community Plan Area. These include the neighborhoods of Mission Hills, Hillcrest, Middletown, Medical Complex, Bankers Hill/ Park West, and University Heights. (See Figure 4-1) The guidelines set forth broad urban design concepts to guide future planning and development throughout the community plan area, as well as more specific principles and related design guidelines to inform the planning and design in the individual neighborhoods.



FIGURE 4-1: UPTOWN NEIGHBORHOODS



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



Uptown's commercial districts and corridors is where most infill development will occur and where an emphasis on compatibility and graceful transitions between old and new development will occur.



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

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 several nodes of retail, employment, and mixed-use, creating centers within each of Uptown's neighborhoods. These centers are generally located along the major transportation corridors, where convenient accessibility better supports commercial uses. These neighborhood centers form a basis for locating village place types identified by the General Plan (reference Land Use Element Section 2.3).

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

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

Smaller neighborhood-scale community centers also exist in Uptown's residential neighborhoods, such as on Park Boulevard and Adams Avenue in University Heights, 5th Avenue and Laurel in Bankers Hill, and along India Street in Middletown. Within these mixed use areas, pedestrian-

UPTOWN COMMUNITY URBAN DESIGN GOALS

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

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 4-2.

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

Landmarks characterize distinct areas in Uptown and enhance the area's identity. Buildings such as St. Paul's Cathedral, Mr. A's, Village Hillcrest, and the Teachers Training annex are among those that serve as identifiable landmarks. The community's gateways and bridges are also landmarks. These include Uptown's unique pedestrian bridges (Quince, Spruce, and Vermont Street bridges), the historic gateway signs (Hillcrest, Mission Hills, and University Heights), and the monument signs indicating entrance into University Heights. Landmarks and gateways are important components of urban design because they create discernible markers of neighborhood distinction and can echo details of community identity. Landmarks and Gateways in Uptown are illustrated in Figure 4-3.



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TABLE 4-1: COMMUNITY PLAN POLICY TOPICS

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

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 valued for its proximity to Downtown and its unobstructed views of the harbor, and includes a variety of architectural styles and mature landscapes dating to the City's early history and wealth. It also includes some of the city's most popular neighborhoods exhibiting recent trends towards more compact development and urban lifestyles, as well as infill, replacement and modification of buildings during past decades.

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

CANYONS AND VIEWS

Due to its significant topography, Uptown has prominent view corridors, offering views to Downtown, Balboa Park, Mission Valley, and the San Diego Bay and Harbor. While views are common from vantage points under private ownership, such as single-family neighborhoods, view corridors refer to those areas that are accessible to the public, and therefore include mostly corridors and open spaces. See Figure 4-4 Canyons and Views.



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



FIGURE 4-3: LANDMARKS AND GATEWAYS
FIGURE 4-4: CANYONS AND VIEWS



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 the Uptown Community. The Urban Design Framework (Figure 4-5) 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 street rightsof-way provide for circulation within and through the community—accommodating pedestrians, bicycles, and buses, in addition to automobiles and trucks.
- Development Framework. The public street rightsof-way provide the fundamental structure that contains and organizes individual developments into a cohesive whole.
- Public Open Space. In addition to the community's parks and plazas, public street rights-of-way play an important role as public open space—allowing for light, air, landscaping within developed areas, and serving as the "living room" for community life—places where people meet, interact, and linger.
- Visual Character. While buildings are important visual elements, the physical design of the public realm is critical in establishing the community's identity and overall character.

The community's original street system was laid out in the early 20th century as a grid pattern with primary and secondary streets. In addition to serving as transportation corridors, these primary streets contain much of the commercial land use for these communities.



The public realm serves a critical role in a neighborhood or commercial area's character and function.



DIAGRAM OF PUBLIC VS. PRIVATE REALM



FIGURE 4-5: URBAN DESIGN FRAMEWORK



4.3 STREETSCAPE AND PUBLIC REALM

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

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

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 street trees and other vegetation as a means of adding color and visual interest, softening the urban edges, providing shade, and



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.

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, wide steps) throughout the community, particularly in pedestrianoriented 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 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.

Street Lighting:

- UD-3.8 Use a consistent style and size of pole and fixture within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity.
- UD-3.9 Coordinate the pole and fixture design with other street furniture and amenities to establish an attractive and unified design character.
- UD-3.10 Maintain a low height of light fixtures to establish a pedestrian-scaled environment and to minimize light spill into adjoining properties.
- UD-3.11 Encourage the placement of lights in close proximity so that the illumination standard may be reduced and provide appropriate levels of illumination.
- UD-3.12 Select light poles with armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).
- UD-3.13 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-3.14 Select color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.

Newspaper Racks:

- UD-3.15 Consolidate newspaper racks into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.
- UD-3.16 Locate newspaper racks generally near intersections and co-located with transit stops, to provide an amenity to transit riders.



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

Refuse Containers:

- UD-3.17 Locate refuse containers regularly at intersections, near major building entrances, near bus stops, and adjacent to outdoor seating areas.
- UD-3.18 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-3.19 Coordinate refuse containers with the overall style and aesthetic of other street furnishings.

Tree Grates, Guards, and Planting Strips:

- UD-3.20 Included tree grates or other porus 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-3.21 Coordinate tree grate design and materials with overall character of the street and neighborhood and other street furnishings.

- UD-3.22 Consider grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance).
- UD 3.23 To maintain long-term health, locate street trees in tree grates and/or within paved areas planted in a structural soil medium that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy. This larger growing area improves a tree's stability and lifespan by ensuring that its roots are properly aerated and have room to grow.
 - Planting strips are encouraged rather than tree grates in primarily residential areas and areas with lighter pedestrian traffic.

Signage and Wayfinding Systems:

- UD-3.24 As a significant destination for visitors, consider should be developing a wayfinding system that can assist both San Diego residents and visitors in navigating the community.
 - 1. 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.
 - 3. Be co-located with other streetscape elements (e.g. lighting) where possible to reduce visual clutter.
 - 4. Have a distinctive design that contributes to the community's identity and unique sense of place.

Public Utilities:

UD-3.25 Undergrounded utilities particularly on commercial streets, in order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm. Undergrounding projects should maximize space available for street trees.



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

UD-3.26 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 streetscape furnishings as streets in commercial and mixed-use areas. The primary intent is creating a safe, comfortable, and attractive pedestrian environment that accommodates the needs of local residents. The following guidelines apply to streetscape improvements in primarily residential areas:

- UD-3.27 Include a planting strip between the curb and sidewalk to provide a buffer between pedestrians and the street edge.
- UD-3.28 Include unique neighborhood identity monuments or other features that contribute to neighborhood character in the planting strip or median, if present.

URBAN FORESTRY

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. Refer to Tables 4-2 and 4-3 and Figure 4-6 for street tree recommendations.

POLICIES

- UD-3.29 Utilize the following street trees to reinforce neighborhood character and provide ecological benefits:
 - Jacaranda (Jacaranda mimosifolia)
 - Southern Magnolia (Magnolia grandiflora)
 - Fern Pine (Podocarpus gracilior)
 - Silver Dollar Gum (Eucalyptus polyanthemos).
- UD-3.30 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.
 - Tree species should be structurally sound, and not have weak branching habits that result in broken and falling branches.
 - Native or naturalized tree species provide more suitable habitat and nesting for local birds and wildlife.
 - Trees that are overly messy (e.g., heavy shedding of bark, leaves or seed pods) or have invasive root systems that can heave sidewalks or break pipes should be avoided.
 - Tree species need to be chosen to avoid potential conflicts with overhead or underground utilities, or with adjacent





Jacaranda (Jacaranda mimosifolia) structures.

Silver Dollar Gum (Eucalyptus polyanthemos)

- 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 pedestrianoriented streets.
- Palm trees should only be used as design or character defining elements and should be restricted to the corners of intersections and major entry ways where their other limitations are less apparent.

COMMUNITY AND NEIGHBORHOOD GATEWAYS

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

|--|

Key	Road Name	Primary Tree	Secondary Tree	Segment
А	San Diego Ave.	Bradford Pear	Fern Pine	Bandini St. to Washington Street
В	India St.	Jacaranda	Mix	W. Washington St. to W. Olive St.
С	Washington St.	Jacaranda	Bradford Pear	Hawk St. to 1 st Ave.
C-1	Washington St.	Hong Kong Orchid	Gold Medallion Tree	1st Ave. to 8 th Ave.
D	University Ave.	Bradford Pear	Jacaranda	1 st Ave to 9 th Ave
D-1	University Ave.	Gold Medallion Tree	Hong Kong Orchid, Jacaranda	10 th Ave to Park Blvd.
E	Robinson Ave.	Willow Peppermint	Mix	Albatross St. to Park Blvd.
F	Pennsylvania Ave.	Jacaranda	African Sumac	Front St. to 7 th Ave.
G	Upas St.	Fern Pine	Jacaranda	Front St. to Park Blvd.
Н	Laurel St.	Jacaranda	Brisbane Box	Columbia St. to 6 th Ave.
1	Juniper St.	Chinese Flame	Fern Pine	Columbia St. to 6 th Ave.
J	Hawthorn St.	California Sycamore/London Plane	Australian Willow	Brant St. to 6 th Ave.
K	4 th Ave.	Gold Medallion	California Sycamore/London Plane	Washington St. to Robinson Ave.
K-1	4 th Ave.	Jacaranda	Chinese Flame	Robinson Ave. to Elm St.
L	5 th Ave.	Indian Laurel Fig	Jacaranda	Washington St. to Robinson Ave.
L-1	5 th Ave.	Jacaranda	Gold Medallion	Robinson Ave. to Elm St.
М	6 th Ave.	Jacaranda	African Sumac	University Ave. to Washington St.
M-1	6 th Ave.	Jacaranda	Tipu	Robinson Ave. to Elm St.
Ν	Park Blvd.	California Sycamore/London Plane	Brisbane Box	Adams Ave. to Meade Ave.
N-1	Park Blvd.	Fern Pine	Brisbane Box	Meade Ave. to Robinson Ave.
0	State St.	Sycamore/London Plane	California Bay Laurel	Arroyo Dr. to Ivy St.

TABLE 4-3: STREET TREE PLAN - RESIDENTIAL STREETS

Key	Road Name	Primary Tree	Secondary Tree	Segment
1	W. Lewis St.	Jacaranda		Hermosa Way to Goldfinch St.
2	Fort Stockton Dr.	Pink Trumpet	Jacaranda/Fern Pine	Hermosa Way to Eagle St.
2a	Fort Stockton Dr.	Jacaranda		Ampudia St. to Hermosa Way
3	Sunset Blvd	Mix		Witherby St. to Fort Stockton Dr.
4	Goldfinch St.	Jacaranda	Chinese Flame	Sutter St. to W. Lewis St.
5	Reynard Way	African Sumac	Mountain Ironwood	Sutter St to Arroyo Dr.
6	State St.	Sycamore/London Plane	California Bay Laurel	Vine St. to Sasafrass St.
7	1 st Ave.	Jacaranda	Sycamore/London Plane	Washington to Elm St.
8	2 nd Ave.	Jacaranda	Sycamore/London Plane	Walnut St. to Quince St.
8a		Jacaranda	Bradford Pear	Olive St. to Elm St.
9	3 rd Ave.	Coastal Live Oak/Fern Pine	Jacaranda	Washington St. to Quince St.
9a	3 rd Ave.	Jacaranda	Chinese Flame	Olive St. to Elm St.
10	State St.	Sycamore/London Plane	California Bay Laurel	Redwood St. to Nutmeg St.
11	Park Blvd.	Sycamore/London Plane	California Bay Laurel	Robinson to Upas
12	Maryland St.	Jacaranda		Francisco Way to Lincoln Ave.
13	Madison Ave.	Jacaranda		Caminito Fuente to Park Blvd.
14	Adams Ave.	California Sycamore/London Plane	Coral Gum	Campus Ave. to Alabama St.
15	Albatross St.	Hong Kong Orchid	Fern Pine	Pennsylvania Ave. to W. Lewis St.

URBAN DESIGN

FIGURE 4-6: STREET TREE PLAN



- UD-3.31 Provide gateways markers within the public realm to announce entry into distinct neighborhoods.
- UD-3.32 Use gateway elements (e.g., markers, signs, etc.) to indicate at key neighborhood or commercial district entries to reinforce neighborhood or district identities.
- UD-3.33 Design gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features, and scale.
- UD-3.34 Appoint gateways with street furnishings that may encourage their development as a public gathering space.
- UD-3.35 Design gateways so that they may be experienced and viewed from multiple modes of transportation (i.e. pedestrian, bicyclists, vehicles)

SUSTAINABLE DESIGN



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

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

4.4 DEVELOPMENT FORM

Development form refers to buildings and improvements associated with the 'private realm' to the 'public realm'. Development Form are 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 & landscaping.
- Integrated Services: Promote functional & aesthetic integration of building services, vehicular access and parking facilities.
- **Sustainable Design**: Promote sustainability in building design, construction and operation.

The policies apply to the Uptown community. However, much of the community is not anticipated to experience significant change. The focus of the following policies is on commercial and mixed-use development, and residential infill.

STREET WALL ARTICULATION

The blocks in the community's commercial and mixed use areas orginally had platted with 50 foot wide lot increments. This orginial 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 facades can help to create visual interest and maintain the pedestrian scale.

POLICIES

- UD-4.1 Articulate building facade to add scale and visual interest to street walls and the public realm
- UD-4.2 Vary and articulate building massing and façades to contribute to a fine-grained, pedestrian scale environment at the street level.
- UD-4.3 Avoid uninterrupted blank walls along all building facades.
- UD-4.4 Reinforce the fine-grained pattern by articulating building facade. Façade articulation may include notched setbacks, projecting bays, balconies, etc.
- UD-4.4. Articulate the ground level façade to read as substantial change in the façade. Use street wall variation elements such as recessed storefront entrances, sidewalk cafes, and pedestrian passages to create visual interest. Articulation elements at the second or third floor include notched setbacks, projecting bays, balconies, etc.
- UD-4.5 Employ the use of vertical volumes and changes in height to break up long facades, provide focal features, and identify key locations such as, building entrances, entry to a paseo, and street corners.
- UD-4.6 Avoid repeating the same wall surface design horizontally.
- UD-4.7 Combine changes in depth or horizontal plane with a change in material and character. Changes in façade material or color should be associated with a change in plane.



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

The ground level design of buildings plays a significant role in the vitality of the public realm because of its 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-4.8 Require floor-to-floor heights of between 16' and 18' as an optimal height for commercial ground floors in mixed-use buildings.
- UD-4.9 Design ground-floor elevations for commercial uses to be level with the elevation of the adjacent public sidewalk.
- UD-4.10 Avoid blank walls. If unavoidable, they should be landscaped or decorated in a manner that makes them visually interesting.
- UD-4.11 Where ground floor residential uses are permitted or desired, promote active residential street frontages by designing ground-floor units to provide living space that fronts the street and/ortakes direct access from the street Landscaped setbacks, planters, front porches, stoops and forecourts are encouraged to buffer residential uses as well as provide pedestrian interest. Fences, walls and landscaping shall be designed and maintained to provide 'eyes on the street' rather than as a visual obstruction.

GROUND LEVEL USES

UD-4.12 Design ground-floor residential uses within residential and mixed-use developments to provide a grade change from the public sidewalk to the first floor residence to protect the privacy of residential units.

WINDOWS

Windows are important in creating active building facades that are visually engaging and in connecting a building's interior activities with the public realm. From the outside, windows give human scale to buildings, and animate facades with their varying sizes, patterns and treatments. From the inside, they provide for natural light and views, and operable windows provide for natural ventilation.

POLICIES

- UD-4.13 Design buildings with window patterns that contribute to superior architectural design and complement neighborhood character
- UD-4.14 Design and placement of windows should have character, style, and scale appropriate to the overall building design.
- UD-4.15 Group windows to establish rhythms across the façade and hierarchies at important places on the façade.
- UD-4.16 Include windows along all walls visible from the public realm. Avoid blank walls.

BUILDING MATERIALS

The craftsmanship and design detail that is embodied in the the community's historic and traditional buildings is highly valued. While newer construction techniques and design processes do not strive to replicate the hand-crafted quality of the past, the use of high quality materials is a design decision that is possible for new construction. The use of high quality materials is essential for creating buildings that convey the sense of quality and permanence desired for the community. 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-4.17 Encourage the use of quality building materials and finishes.
- UD-4.18 Use high-quality, durable materials in all projects. In taller buildings, use high quality materials at the street level where they are more visible to the public.
- UD-4.19 Design new developments to respond in a compatible manner to the existing color, texture and materials used on surrounding notable buildings.
- UD-4.20 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. Compatible materials should be used on all four sides of the structure.

LIGHTING

The primary purpose of illuminating buildings is to provide for security and pedestrian safety. Lighting is also used to enhance details of the front facade, and to illuminate plant materials and pathways in the landscaping. Known for their distinctive commercial areas and nightlife, various parts of Uptown employ lighting to promote commercial and entertainment activity. The manner in which it is illuminated is critical



Windows should be grouped to establish rhythms across the façade.

to maintaining community character, user comfort, and successful businesses.

POLICIES

- UD-4.21 Incorporate lighting that complements and enhances building design and reinforces neighborhood character Employ lighting to add drama and character to buildings and landscape, ensure public safety, and enhance nighttime activities.
- UD-4.22 In pedestrian-oriented areas, energy efficient lighting sources with warm white color and good color rendition are recommended.
- UD-4.23 Ensure that electric sources are concealed and not in conflict with architectural detailing.

SIGNS

Signs play a fundamental role in the community, especially in commercial areas. They facilitate local commerce by identifying where goods, services, and entertainment can be found. They also play a significant role in community character—contributing to either a more attractive and legible urban environment or one that is confusing, visually cluttered and unattractive.



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

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-4.24 Incorporate signage that complements building design and contributes to neighborhood character
- UD-4.25 Design signs at a scale for pedestrian, rather than vehicular traffic.
- UD-4.26 Construct signs of high-quality materials such as wood, metal, or stone.
- UD 4.27 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 ornament, as well as design treatments for upper story volumes, such as variations in material and color, and lighting treatments, as well as distinctive canopies.

- UD-4.28 Design corner buildings to engage and add interest to the public realm
- UD-4.29 For buildings on corner lots, locate entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages.
- UD 4.30 Accentuate the corner's unique location with architectural features that actively engage

the public realm and create a visual presence at the corner, such as:

- Chamfered or rounded corners
- Projecting and recessed balconies and entrances
- Accentuating features such as embellished doorways and volumetric manipulations (e.g., corner tower)
- Enhanced window designs that may include floor-to-ceiling windows, display windows, clerestory windows, or distinctive glass design or colors.
- UD-4.31 At gateway locations, incorporate architectural design features that highlight the gateway and create a sense of entry.

BUILDING TRANSPARENCY

Transparency refers to the amount of on a building façade. Transparency at the street level plays a significant role in supporting an active pedestrian environment by creating a direct connection between public and private realms. Storefront windows activate and add visual interest to the pedestrian environment by displaying products and revealing activity within shops and restaurants. They also contribute to public safety by placing "eyes on the street."

POLICIES

- UD-4-32 Encourage use of windows to activate building facades
- UD-4.33 Incorporate street-oriented glazing that provide a high degree of transparency on street-level facades in commercial and mixed use areas.
- UD-4.34 Ensure that the street level façade is 60-75% transparent where retail or other community or active uses occur.
- UD-4.35 Use non-reflective glass rather than opaque, translucent or reflective glass.

ARCHITECTURAL PROJECTIONS



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

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 must be designed carefully to ensure that their scale and location is appropriate.

- UD 4.36 Encourage architectural projection that add visual interest and enhance the user experience.
- UD 4.37 Consider using canopies and awnings in buildings to protect pedestrians from summer heat and winter rain, and to contribute variety to storefronts and building entries.
 - Should be consistent with the building's architectural style and avoid obscuring distinctive architectural features
 - Can be either permanent architectural features that incorporate materials consistent with the building's architecture, or colored fabric mounted over a metal structural frame
 - Avoid using shiny, flimsy or internally illuminated fabric.
- UD-4.38 Considering using window bays to add visual variety and interest to building facades and enhance the connection between public and private realms.

- UD-4.39 Considering using balconies to add visual variety and interest to building facades and create an active connection between public and private realms.
- UD-4.40 Consider using cornices, which are continuous horizontal courses or mouldings along the top of building facades, to define and add character to buildings.
- UD-4.41 Consider using sunshades as 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.

ROOFTOPS AND MECHANICAL SCREENING

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



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

POLICIES

- UD-4.42 Require that rooftops are designed in an expressive and contextual manner, with mechanical areas appropriately screened
- UD-4.43 Design rooflines to be sculpted and expressive in a manner that complements the composition of the building.
- UD-4.44 Screen and architecturally integrate all mechanical penthouses and stair towers into the form of the building. Use materials to clad mechanical equipment and penthouses that complement the rest of the building.
- UD-4.45 Locate rooftop equipment so that it is not visible from streets or other public spaces. Mechanical penthouses or screens should be setback from the building façade.
- UD 4.46 Consider using green roofs and roof gardens or patios can be used to enhance rooftop appearance from surrounding buildings.

PUBLIC SPACE

Public Space and landscaping plays a significant role in how people experience the urban environment, providing an interface between the public and private realms that unites them into a seamless whole.

- UD-4.47 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.
- UD-4.48 Delineate plazas and courtyards through building and landscape design. Ensure that plazas and courtyards are comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use. Courtyards should be surrounded by active facades or landscape treatments.
- UD-4.49 Provide a variety of seating options, such as benches, seat walls, and broad steps. Private



FIGURE 4-7: HEIGHT & MASSING CONCEPT - PUBLIC OPEN SPACE

patios may be located in courtyards if they are defined by a low wall or hedge.

As commercial corridors continue to redevelop and add residential density, the provision of public (and private) open space becomes more important. These spaces can provide needed open space for nearby residents, office workers, shoppers and visitors, especially when larger parks are not proximate, as is the case for most of the community's commercial and mixed-use areas. Refer to Figure 4-7 for an example of public open space within private development.

POLICIES

- UD-4.50 Provide opportunities for Public Open Spaces in Neighborhood Centers and Nodes.
- UD-4.51 Orient public spaces towards the public right-of-way and frame with active building facades (e.g., entrances, windows, balconies, etc.) that help activate the space and provide "eyes on the street" for security.
- UD-4.52 Explore creative ways to create small public 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.



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

- UD-4.53 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-4.54 Use public art to enhance community understanding of the community's history and culture.
- UD-4.55 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-4.56 Consider public art to mark key gateways and intersections.
- UD-4.57 Include interactive art that will encourage community participation or provides sensory stimulation through touch, movement, or sound. Locate such installations so as not to obstruct pedestrian movement or create a nuisance.
- UD-4.58 Engage local San Diego artists in the creation of public art installations.

STREET ORIENTATION

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

POLICIES

- UD-4.59 Ensure that buildings are designed with a strong orientation to the primary street frontage
- UD-4.60 Orient buildings towards public (and private) streets to positively define street edges. Align with primary street frontages and public spaces to frame the pedestrian environment.

- UD-4.61 Place the main building entrance on the primary street frontage.
- UD-4.62 Orient primary building entrances onto street frontages rather than parking lots.
- UD-4.63 For building facades that face streets or are adjacent to sidewalks or pedestrian pathways (e.g., paseos), incorporate features such as windows, doors and other architectural elements that activate the facades and provide visual interest.
- UD-4.64 Maintain quality architectural articulation and finishes around all visible sides of the buildings, not just the building fronts.

SETBACKS

The distance buildings are setback from the street helps to define the character of the public realm. In order to create a coherent character, it is important to establish a consistent alignment of building frontages without significant gaps within each block or series of blocks.





Zero-foot setback.

6-10 foot setback with outdoor seating.



10-15 foot setback with seating within setback zone.



Forecourt within zero-foot setback zone.

- UD-4.65 Design buildings in commercial and mixed use areas to create a consistent and welldefined street frontage.
- UD-4.66 Restrict placing surface parking between the building frontage and the public street right-of-way in all circumstances.

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 4-8 through 4-11 for height and massing concepts.

POLICIES

- UD-4.67 Employ a combination of building setbacks, upper-story stepbacks, and articulated subvolumes to sensitively transition to adjacent lower height.
- UD-4.68 Step back upper floors of buildings above the third story in order to maintain a pedestrian scale on community streets.
- UD 4.69 Design buildings with simple, yet varied,

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

UD-4.70 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 RESIDENTIAL NEIGHBORHOODS

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



FIGURE 4-8: UPPER STORY STEPBACKS FROM STREET

- UD-4.71 Design with massing and façade articulation that contributes to a fine-grained, pedestrian scale environment at the street level.
- UD-4.72 Design to conform to the predominant scale of the neighborhood and/or particular block and be sensitive to the scale of adjacent uses.
- UD-4.73 Employ a combination of setbacks, upperstory stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings.
- UD-4.74 Setback upper-story additions from the primary façade to preserve the original scale and form of the building at the front setback.
- UD-4.75 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-4.76 Design buildings with simple, harmonious proportions that reflect the neighborhoods historic buildings.
- UD-4.77 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-4.78 Avoid excessive roof breaks and overly complicated roof forms.

TRANSITIONS

In order to accommodate the heights and development intensity it is essential that building heights are sensitively designed so they transition from lower density areas to higher density areas. This is done most successfully through design that address setbacks and upper-story stepbacks for the portion of a building over a certain threshold. Refer to Figure 4-12 for buildings as transition areas.

POLICIES

UD-4.79 Building Types: Low-Rise (Up to 35') -Mixed-Use Buildings

> In Uptown, low-rise mixed-use buildings are defined as buildings that are 3 stories (35') or less in height. This building type includes single-use commercial and mixeduse commercial/residential buildings, and is common along commercial corridors



FIGURE 4-9: HEIGHT & MASSING CONCEPT 1 - NEIGHBORHOOD CENTER

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.

UD-4.80 Building Types: Low-Rise: Up to 35' -Residential Only

Low-rise residential buildings include buildings ranging from 1 to 3 stories. This type includes detached units (singlefamily 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 multi-family 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 multi-family projects.

UD-4.81 Building Types: Mid-Rise: 35' to 75' -

Mixed-Use Buildings

In Uptown, mid-rise commercial and mixeduse buildings typically are between 4 and 7 stories in height (45' - 75') with ground-floor commercial and upper story residential, although there are also examples of midrise 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.



FIGURE 4-10: HEIGHT & MASSING CONCEPT 2 - NEIGHBORHOOD CENTER

FIGURE 4-11: HEIGHT CONTEXTUAL TO ADJACENT PARCELS





CANYONS AND NATURAL OPEN SPACE PRESERVATION

Canyons are among the community's most treasured elements, providing natural open space features that shape the community's identity and built form. Each of Uptown's neighborhoods abut at least one of these important open space resources and is influenced by the views, the natural environment, and the open space they provide. 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-4.82 Promote buildings design that is responsive to the community's unique canyon environment and steep slopes.
- UD-4.83 Ensure that canyon rim and hillside development is unobtrusive and maintains the scale and character of the adjacent buildings.
- UD-4.84 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-4.85 Design drives and parking access to conform, as closely as possible, to existing grades and minimize the need for the grading of slopes.
- UD-4.86 The permitted floor area for lots located partially within open space areas should be based only upon that portion of the lot not within the open space designation. As a minimum, the permitted floor area should assume a lot depth of 100 feet rather than the true lot depth. Garages should not be eliminated in an effort to reduce the floor area.
- UD-4.87 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-4.88 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-4.89 Avoid exposed under-floor areas, large downhill cantilevers, and/or tall support columns for overhanging areas for both aesthetic and fire safety reasons.
- UD-4.90 Use neutral, earthtone, muted colors that complement the natural landscape, for building adjacent to designated open space.



5



ECONOMIC PROSPERITY

- 5.1 COMMERCIAL DISTRICTS AND CORRIDORS
- 5.2 COMMUNITY REVITALIZATION

Introduction

Uptown is a lively and vital community, which encourages its residents to explore on foot and interact with street activities. Uptown contains a sizable amount of the City's employment and is an ideal location for village centers that encourage transit options, provide jobs near transit, and mixed use housing opportunities for a variety of income levels.

Uptown's estimated workforce includes approximately 32,000 jobs in 2012. At this time, private sector businesses employed nearly 20,000 people, local governments employed nearly 7,500 people and approximately 2,700 were self-employed and working in Uptown. The University of California San Diego Medical Center-Hillcrest and the San Diego Unified School District are the largest government employers in Uptown.

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

ECONOMIC PROSPERITY ELEMENT GOALS

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

Uptown 2008 - 2030

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

Source: SANDAG – Series 12 Forecast

5.1 Commercial Districts and Corridors

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

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

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



From 1990 to 2012, Uptown's retail sales increased for restaurants and bars, drug stores and food stores. Uptown's 2012 restaurants and bar sales accounted for over 37 percent of this area's total taxable sales. Citywide restaurants and bars' sales tax accounted for 17 percent of the City's total taxable sales during this same period. When taxable sales are adjusted to estimate total sales, Food Stores accounts for 40 percent- and bars and restaurants account for 26 percent- of Uptown's total estimated 2012 sales. Uptown's traditional retail sales account for nearly 22 percent of sales.

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

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

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

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

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

POLICIES

- EP-1.1 Improve the pedestrian, bicycle and transit infrastructure in Uptown's commercial districts.
- EP-1.2 Revitalize alleys in commercial mixed use Village areas to improve aesthetics and safety and allowing commercial shops and service activities.
- EP-1.3 Explore opportunities for boutique hotels in Hillcrest as the area is close to the freeway and Mission Valley.
- EP-1.4 Continue to work with the Uptown Parking District to consider locations for a parking garage near central Hillcrest and other multimodal transportation options for this area.
- EP-1.5 Promote growth of Uptown's health sector enhancing the areas reputation for quality care and to support the expected employment growth in this sector.
 - Nearly 3.6 million square feet of existing office space.
 - 40 percent of office space is medical office space.
 - Most office space in Uptown is older Class B and Class C office space; as such, rents are lower than newly developed Class A office space.
 - Slightly over 2 million square feet of retail space.
 - Nearly 132,000 square feet of industrial/flex space.
 - Lease rates for its older industrial/flex properties are nearly 25 percent lower than the City's average lease rates in the San Diego market.

Source: The CoStar Group, 2012

- EP-1.6 Create incentives for new development of office in the east end of Hillcrest.
- EP-1.7 Continue to promote Hillcrest's nightlife and entertainment industry as an intrinsic part of Hillcrest's history, economy, and LGBT community.
- EP-1.8 Promote mix use infill development along commercial corridors in the core village centers.
- EP-1.9 Explore incentives to promote infill residential development along commercial corridors.

5.2 Community Revitalization

Uptown is not identified as a Sub Regional Employment Center; however, it is adjacent to Downtown, the City's only Regional Employment Center. With improved transit options and additional parking, Uptown could expand its business and employment opportunities by capitalizing on the existing Downtown residential density and employment intensities.

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

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

Maintaining the efforts and existing revitalization tools listed below, in addition to seeking additional economic development tools, within the pedestrian-oriented commercial and mixed use nodes, will enhance and create competitive commercial destinations.

Small Business Assistance

Public/Private partnerships to facilitate access to small business financial assistance programs and other support resources. The City's Office of Small Business (OSB) manages several programs for small business financial assistance, small business contracting, and a grant leverage program for business based non-profit



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



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



organizations. Other public\private partnerships focused on assisting small businesses include, the Small Business Development Centers, Regional Employment Centers, SCORE and Small Business Administration.

Storefront Improvement Program (SIP)

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

Maintenance Assessment Districts (MAD)

MADs are established by the City as property based special assessment districts. Adoption of a MAD provides property owners with the opportunity to self assess to pay for improvements, maintenance, services and activities beyond those general benefits provided by the City. Uptown has two active MADs, the Hillcrest/University MAD and Washington Street MAD.

Clean & Safe Program

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

Business Improvement District (BID) Associations

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

National Main Street Organizations

Organizations may be designated as Main Street organizations and they use the preservation-based Main Street Four-Point Approach which supports small independent business owners through revitalization efforts by leveraging local assets - historic, cultural, architectural and community pride.



The hospitals of the medical complex neighborhood are major employers within the community.



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



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

Micro Assessment Districts

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

Urban Forestry

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

Uptown Community Plan Update **PUBLIC REVIEW DRAFT** June 2015

Uptown Community Parking District

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

Historic Districts

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

Public Art

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

Event Programs

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

Capital Improvements

Support capital improvements to Uptown's infrastructure and public facilities.

- EP-2.1 Position and expand University and 5th Avenue's entertainment districts to attract more regional patrons and tourist.
- EP-2.2 Market the Downtown and Balboa Park visitor trade and improve convenient transportation linkages from those destinations to Uptown, including a potential street car linkage.
- EP-2.3 Utilize economic development tools and programs to attract and retain small businesses, through the maintenance and enhancement of commercial areas.



Street trees and landscaping can be a major economic generator for commercial districts by attracting pedestrians.





FIGURE 5-1: ECONOMIC REVITALIZATION AREAS



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6



PUBLIC FACILITIES, SERVICES & SAFETY

6.1 PUBLIC FACILITIES AND SERVICES6.2 HEALTH AND SAFETY

Introduction

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

PUBLIC FACILITIES, SERVICES & SAFETY ELEMENT GOALS:

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

KEY GENERAL PLAN POLICIES

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

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

General Plan-Related Topics	Policies
Public Facilities Financing	PF-A.2
Public Facilities and Services Prioritization	PF-B.3
Evaluation of Growth, Facilities, and Services	PF-C.1 & PF-C.3
Water Infrastructure	PF-H.3.c
Libraries	PF-J.3 & PF-J.5
Schools	PF-K.6 & PF-K.9

6.1 Public Facilities & Services

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







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

POLICE AND FIRE

Facilities for police and fire emergency services affect planning goals for livability and safety. The City provides these services through geographic service areas that take into account community plan boundaries but may also cover more than one community. The Police Department groups neighborhoods within the city into nine divisions. The Uptown community is served by the Central and Western Neighborhood Divisions of the Police Department. The Central area station is at 2501 Imperial



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

Avenue in Centre City and the Western area station is at 1222 Gaines within the Mission Valley community planning area.

The Fire Department provides emergency/rescue services, hazard prevention and safety education to ensure the protection of life, property and the environment, including education about vegetation management to protect properties from wildfires in canyon areas. There are presently three fire stations serving Uptown. Station 8 located at Goldfinch and Washington Street, Station 5 located at Ninth and University Avenue, and Station 3 located at State and Kalmia Street. Maintaining a successful fire service system is a challenge due the City's topography, fiscal constraints, and an ever growing population. A particular fire threat in Uptown is the open space canyons, from which damaging fires have occurred in the past. The Fire-Rescue Department has an active program which promotes the clearing of canyon vegetation away from structures. The City has recognized the value of fire prevention measures to reduce pressure on the overall response system in the long term; such measures include adopting strenuous safety codes and an aggressive brush management program. City wide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study (aka Citygate 2011).

The expected population growth within the Uptown community will likely result in increased need for fire, medical, security, and emergency services. Over time, the



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

City Police and Fire departments may need to increase staff levels, equipment, and facilities to meet these greater needs. As growth and development occur, police and fire capacity will be evaluated to ensure that station locations and staffing levels are adequate to maintain acceptable levels of service. Although no additional police or fire stations are planned within the community, a new replacement facility at the Fire Station 5 location will be undertaken to meet the needs of the local neighborhood and the station's personnel.

LIBRARY

There are presently two libraries in the Uptown community: the Mission Hills and University Heights libraries. A new 25,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library located at 925 West Washington Street and built in 1961. The new library facility site, which the City has acquired, will be located at the southwest corner of Washington and Front streets. See General Plan policies PF-J.3 and PF-J.5 which support libraries which serve larger areas to maximize capital efficiencies.

SCHOOLS

One of the most important public services is the provision of schools and the offering of quality education to the residents of the community. The Uptown community is served by three public elementary schools: Florence, Alice Birney and Grant Elementary Schools; one Junior High: Roosevelt Middle School; one High School: San Diego High School. In addition, there are a number of Charter schools, private schools, and neighboring community schools which help to serve the community.

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



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



The new Mission Hills-Hillcrest Library will occupy a site on Front Street and Washington Street. A new 15,000-square-foot facility will replace the current 3,850-square-foot Mission Hills Branch Library located at 925 W. Washington St. and built in 1961.



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

PUBLIC UTILITIES AND UNDERGROUNDING OF UTILITIES

Gas and electricity are provided by the San Diego Gas & Electric Company and several gas and electric lines traverse the area. San Diego Gas and Electric Company has a number of programs related to conservation, including commercial and residential energy audits, low interest loan programs for energy conservation, retrofit installations and rebates for solar water heaters. The City is actively involved in undergrounding of existing overhead power lines and communication lines.

MAINTENANCE ASSESSMENT DISTRICT AND PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

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

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

WATER, SEWER AND STORMWATER INFRASTRUCTURE

Beginning in 2007, the City increased water and sewer rates to replace and improve both the water and sewer systems infrastructure. Some pipelines have been in operation for a hundred years and need to be replaced. The City of San Diego Water Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and address water efficiency, conservation, recycled and reclaimed water, cost effectiveness and timely construction.

In a continuing main replacement program, concrete sewer mains and cast iron water mains are being replaced. Replacement is currently scheduled based on breaks or blockages in the mains. As incidents mount, main replacement is scheduled for accomplishment through the annual Capital Improvements Program.

The community's water, sewer and stormwater infrastructure has issues with aging, insufficient capacity and outmoded design. The City is addressing these issues for the water and sewer systems through rate increases beginning in 2007 to replace and improve infrastructure. In the older portions of the city, such as Golden Hill, some pipelines have been in operation for a hundred years and are in more urgent need of replacement. The City of San Diego Water Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and address water efficiency, conservation, recycled and reclaimed water, cost effectiveness and timely construction.

The City also monitors and maintains the water and sewer system on an ongoing basis because of the age of the water and sewer infrastructure in the older communities. In a continuing replacement program, outmoded concrete sewer mains and cast iron water mains are being replaced on a citywide basis. Replacement is currently scheduled based on breaks or blockages in the mains. The community would like water infrastructure to be maintained and upgraded to present level of services.

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



Sewer and water main replacement is scheduled for completion through the City's annual Capital Improvement Program or CIP.


The Mission Hills Business Improvement District was established in 2004 and consists of over 500 business license holders located along West Lewis Street, Fort Stockton Drive, and Goldfinch Street; the West Washington Street and University Avenue corridors, and Reynard Way and India Street's International Restaurant Row.

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

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



Landscaping, lighting, streetscape improvements as well as maintenance, security, signage/banners and street furniture are enhancements that can be provided through Maintenance Assessment District and Business Improvement District-related programs.

OVERHEAD UTILITIES AND STREETLIGHTS

Although community undergrounding projects are underway, electricity is largely carried in overhead wires along many streets in the community resulting in negative visual conditions. The City has formally adopted a policy for the undergrounding of overhead utility lines to protect public health, safety, and general welfare. This community plan reinforces citywide efforts to place utility lines underground.

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

Portions of the community lack adequate street lighting. Street lighting is important to improve safety for pedestrians, vehicles, and property at night. Street lighting is to be strategically added in the community during the planning period. The community has expressed a strong desire that the installation of new streetlights utilize the historic design already used within portions of the community. The City typically requires non-standard designs to ensure long-term operation and maintenance through a special lighting or maintenance district.

POLICIES

Police

PF-1.1 Reduce incidence of criminal activity within the Uptown neighborhoods. Also see General Plan section PF-E related to policy service and Urban Design section UD-A for crime prevention through design.

a. Continue Neighborhood Watch Programs.

b. Neighborhood organizations should maintain a close relationship and have a continuing exchange of information with patrol officers.

c. Promote the development of Community Alert Programs where they do not presently exist.

d. Maintain a community relations program between police and residents.

e. When feasible, introduce foot patrols to districts of high crime.

f. Development projects should provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.

Fire

PF-1.2 Maintain the high level of fire protection throughout the Uptown community.

a. Support efforts by the City to educate and inform the community regarding fire prevention techniques.

b. Support regular upgrading of Uptown fire stations as necessary to adequately respond to fires and emergencies.

Libraries

- PF-1.3 Support the funding and creation of a new Mission Hills library build to the library standard and extending existing resources.
- PF-1.4 Support the extension of hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of materials.



Historic "acorn" style street lighting not only improves safety for pedestrians, vehicles, and properties at night but is also an integral component of Uptown's historic neighborhood character.

Schools

PF-1.5 Transform school facilities in Uptown into neighborhood focal points with a strong image and identity.

a. Encourage full community use of school facilities during non-school hours for educational, recreational and cultural purposes.

b. Pursue joint use agreements whereby school facilities are made available for community use.

c. Acquire excess school district property within the Uptown community to reserve the property for public use.

Public Utilities and Undergrounding of Utilities

- PF-1.6 Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening, as well as, maintain access to energy facilities for repair and maintenance.
- PF-1.7 Enhance the streetscape and encourage building façade improvements to utility facilities with prominent street frontage, such as the telecommunications building along University Avenue between 6th Avenue and 7th Avenue.

Maintenance Assessment District and Property and Business Improvement District

PF-1.8 Support programs in Uptown where property owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limed to: landscape, lighting, streetscape improvements and maintenance, security, signage and banners, street furniture.

Water, Sewer and Stormwater Infrastructure

PF-1.9 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.

> a. Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines.

> b. Provide routine maintenance of the water and sewer facilities within the community.

c. Collaborate with the Uptown community members and other entities and stakeholders when funding and siting improvements to coordinate timing and replacement of infrastructure.

6.2 Health & Safety

Geological and Seismic Hazards

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

The lateral canyons off Mission Valley and State Route 163 contain the soil type of terrace escarpment (TEF). It is four inches to ten inches of loamy or gravelly soil over soft marine sandstone, shale or gravelly sediments typical of a watershed. There are severe problems with erodibility and drainage in this type of soil. All other canyon systems in the Uptown community contain gaviota fine sandy loam (GAF) and (GAE) soil. This soil type is chiefly clay. It has a very slow infiltration rate when thoroughly wet. There are severe problems with drainage because the runoff on these soils is quite rapid, resulting in high erosion and ground collapse.

The two major fault lines are the Old Town Fault and the Mission Bay Fault (See Figure 6-2). The Old Town Fault runs south of Presidio Park through the Mission Hills Canyon System and the Washington Street Canyon System. The Mission Bay Fault runs to the south of the Old Town Fault, and does not cross any canyon systems. There are three other minor faults which run through the Mission Hills Canyon System. The General Plan provides policy support for disaster preparedness and Seismic Safety in the Public Facilities, Services & Safety Element sections PF-P and PF-Q. Design considerations with regards to safety are located in the Urban Design Element.

FIRE HAZARDS

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

POLICIES

PF-2.1 Maintain a high level of fire protection throughout the community, particularly in the neighborhoods adjacent to natural open space.

a. Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.

b. Support efforts by the City to educate and inform the community regarding fire prevention techniques, particularly those related to brush management and wildland fires.

FIGURE 6-2: GEOTECHNICAL AND RELATIVE RISK AREAS







RECREATION

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

Introduction

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

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



Old Trolley Barn Park is a neighborhood park that provides passive recreation and plays host to community concerts ad festivals.

RECREATION ELEMENT GOALS

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

Categories of Population-Based Parks

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

7.1 Parks and Recreation Facilities

PARKS AND RECREATION FACILITY STANDARDS

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

EXISTING AND FUTURE POPULATION – BASED PARKS AND RECREATION FACILITIES

At full community development, the projected population for the Uptown Community is 56,025. Therefore, according to General Plan standards for population-based parks and recreation facilities, the community should be served by a minimum of 156.87 useable acres of park land at full community development. Additionally, at full community development, the projected population warrants approximately two and one-quarter recreation centers equivalent to 38,097 total square feet, and approximately one aquatic complex.

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

General Plan Guideline Calculations for Park and Recreation Facilities

Parks: 56,025 people divided by $1,000 = 56.03 \times 2.8$ = 156.87 acres of population-based parks

Recreation Center: (17,000 square feet) serves population of 25,000: 56,025 people divided by 25,000 people = 2.24 Recreation Centers = 38,097 square feet total

Aquatic Complex: serves population of 50,000: 56,025 people divided by 50,000 people = 1.12 Aquatic Complexes



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



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

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

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

The Uptown Community is an urbanized community where park equivalencies are appropriate for satisfying some of the community's population-based park needs. The community and City staff identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents (e.g., Balboa Park Master Plan). It was determined that a variety of sites and facilities within and adjacent to the Uptown Community do, or could, serve as population-based parks or park equivalencies.

Tables 7-1 and 7-2 summarize the existing and proposed parks and equivalencies that have been selected by the Uptown Community to supplement their existing population-based park inventory. The table also includes recommendations contained in the Balboa Park Master Plan, including the Sixth Avenue Area, where appropriate, as well as recommendations generated by the community and City staff for facilities outside of Balboa Park.

A total of 156.87 acres of population-based parks will be needed to serve Uptown at full community development, of which 18.21 acres currently exist. Through this community plan update, City staff and community members have identified 80.93 acres, or over four times as much new population-based park land and park equivalency sites within and adjacent to the Uptown community than currently exists, resulting in a 57.73 acre deficit.

The plan identifies projects that will provide all of the recreation center space required to serve the community at full projected development, and identifies the need for an aquatic complex, at a future site to be determined. These proposals represent significant achievements towards implementing the community's goals. Staff will continue to work with community members to seek future opportunities for provision of parks and recreation facilities.

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



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



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

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



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

Major Parks None Community Parks None Mission Hills Park (includes 8.3 Mystic Park Nystic Park Old Trolley Barn Park	34	Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated as a California Historic Parkway	Prepare a park feasibility study; The study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with Caltraps may be required. Based on
Community Parks None Neighborhood Parks Mission Hills Park (includes Pioneer Memorial Park) Mystic Park Old Trolley Barn		recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
None Neighborhood Parks Mission Hills Park (includes Pioneer Memorial Park) Mystic Park Old Trolley Barn		recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
Neighborhood Parks Mission Hills Park (includes Pioneer Memorial Park) Mystic Park Old Trolley Barn 2 0		recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
Mission Hills Park (includes Pioneer Memorial Park) Mystic Park Old Trolley Barn		recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
Park (includes Pioneer Memorial Park) Mystic Park Old Trolley Barn		recreation amenities, such as multi-purpose turf areas, parking lot, a children's play area, seating, picnicking, walkways, and landscaping. Proposed park site located east of SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
Old Trolley Barn	7.58	SR-163, north or Washington Street and south of Pascoe Street on City and Caltrans right-of-way. Portions of the site are designated	study may address historic resource issues, vehicular, pedestrian and traffic circulation, reconfiguration of freeway on-ramps, new traffic signalization, community recreation needs, other issues to be determined, and a preliminary cost analysis. An agreement with
, , , , , , , , , , , , , , , , , , , ,		and Scenic Highway, and are a State Historic Resource and City Historic Landmark.	Caltrans may be required. Based on results of the study, acquire, design and construct park amenities for active and passive uses which could include multi-purpose turf areas, children's play areas, an amphitheater and performance opportunities, picnicking, seating, exercise areas, and an off-leash dog area.
	92	Existing park consisting of passive recreation amenities, such as multi-purpose turf areas, a children's play area, seating, picnicking, walkways, and landscaping.	
Reynard Way Neighborhood Park	4.72	Proposed park site on undeveloped property, consisting of multiple, privately-owned parcels, located at 3532 Reynard Way. The site consists of varied topography and a potentially historically significant building which would present some developmental challenges, but would yield many recreational opportunities. Adaptive reuse of the building for recreational purposes is a possibility.	Acquire, design and construct park amenities for active and passive recreation, such as informal multi- purpose sports field, children's play areas, seating, picnicking, walkways, and landscaping.
Mini Parks			

				RECREATION
TABLE 7-1: POPU Parks/ Recreation Facilities <i>Pocket Parks/Plaz</i>	Existing Useable Acreage	ASED PARA Future Useable Acreage	S AND RECREATION FACILITIES (Parks and Recreation Facilities Locations and Descriptions	CONTINUED) Parks and Recreation Facilities Recommendations
Bandini Street Pocket Park		0.18	Proposed pocket park on vacant, privately-owned property located on the east side of Bandini Street at Mergho Impasse.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
Fir Street Pocket Park		0.23	Proposed pocket park on 2 privately-owned parcels, located on the southwest corner of Fir Street and Sixth Avenue. The site is currently developed with a small structure and associated parking area.	Acquire, demolish existing improvements, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
First & Robinson Pocket Park		0.28	Proposed pocket park on vacant, privately-owned property located on the northwest corner of First and Robinson Avenues.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
Golden Gate Drive Pocket Park		0.33	Proposed pocket park on city- owned open space land within the University Heights Open Space area directly adjacent to Golden Gate Drive.	Design and construct park amenities to include passive recreation, such as a trailhead and interpretive signage, improved trails, overlook/seating, landscaping, etc.
Laurel Street Pocket Park		0.11	Proposed pocket park on undeveloped City-owned park land.	Design and construct park amenities to support passive recreation, such as children's play area, seating, picnicking, walkways, and landscaping.
Olive Street Park		0.60	Proposed pocket park on undeveloped city-owned park property located on Olive Street.	Design and construct park amenities to include passive recreation, such as a children's play area, walkways, seating, picnicking, and landscaping.
Sixth Avenue Pocket Park		0.45	Proposed pocket park located on privately-owned property on the west side of Sixth Avenue between University and Robinson Avenues. The site is currently developed with the "Pernicano's" restaurant and associated parking lot.	Acquire, demolish existing improvements, and design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
West Lewis Street Pocket Park	0.35	0.03	Existing park, located between Falcon and Goldfinch Streets, comprised of passive recreational amenities, a trail, public art, interpretive signage, and seating.	Construct Phase II improvements, including the trail connection with the existing Phase I, in accordance with the approved General Development Plan.
West Maple Canyon Pocket Park		0.25	Proposed pocket park on undeveloped City owned land adjacent to the Maple Canyon Open Space area.	Construct passive park amenities including seating, interpretive signage, landscaping, and a trailhead, in accordance with the approved General Development Plan.

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TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES (CONTINUED)				
Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Locations and Descriptions	Parks and Recreation Facilities Recommendations
Recreation Cente	ers			
Grant K-8 School Gymnasium	N/A	N/A	Proposed gymnasium located within the Grant K-8 School site on San Diego Unified School District (SDUSD) land.	Pursue an agreement with SDUSD for joint use of the proposed 10,454 sq. ft. gymnasium. The facility would be designed and constructed by SDUSD.
Redwood Recreation Center (within Balboa Park)	N/A	N/A	Proposed recreation facility located in the vicinity of the existing Redwood Bridge Club, between Sixth Ave., Balboa Dr., Quince and Spruce Streets.	Design and construct an approximately 10,643 sq. ft. recreation center including community meeting and multi- purpose rooms, arts & crafts, and fitness rooms.
Uptown Recreation Center (within Balboa Park)	NA	NA	Proposed recreation facility would expand or replace the existing underutilized Balboa Club building located on Sixth Ave. between Juniper and Ivy Sts. Existing uses, such as Chess Club and Horseshoe Club, could be incorporated into the new facilities.	Expand/replace the existing building with a 17,000 sq. ft. recreation center including a gymnasium, community meeting and multi-purpose rooms, arts & crafts, and fitness rooms. Incorporate the existing Chess Club and Horseshoe Club uses into the new uses, as appropriate
Aquatics Comple	exes	1	1	
Uptown Aquatics Complex	N/A	N/A	Proposed aquatics complex to be located at a site to be determined within the Uptown community.	Acquire land if the location is not within an existing park site. Design and construct an aquatics complex, sized to meet community needs, including a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff offices and equipment storage facilities.
Joint Use Facilitie	25	1		1
Birney Elementary School	0.86		Existing joint use facilities consisting of turf multi-purpose playfield, multi-purpose courts, and hardscape for court games pursuant to long-term lease agreement. (Facility is total of 1.82 acres and is shared with North Park (0.96 acres) and Uptown (0.86 acres)	
Florence Elementary School		1.2	Proposed joint use facility at the school site.	Design and construct joint use facilities, including multi-purpose courts. Pursue a pedestrian connection between the joint use area and the future Mission Hills Library site. Enter into a Joint Use Agreement with the San Diego Unified School District.
Grant K-8 School		1.00	Proposed joint use facility at school site.	Design and construct joint use facilities, including multipurpose playfield, hard courts and gymnasium. Enter into a Joint Use Agreement with the School District.

			S AND RECREATION FACILITIES (
Parks/ Recreation Facilities	Existing Useable Acreage	Future Future Useable Acreage	Parks and Recreation Facilities Locations and Descriptions	Parks and Recreation Facilities Recommendations
Roosevelt Middle School	2.19		Existing joint use facilities consisting of turf multi-purpose playfields and perimeter running track pursuant to long-term agreement.	
Trails: Useable ac divided by one a			determined by multiplying the linear fo 0)	ootage of trail by 24'-0" width and
Bankers Hill Open Space Trail		0.77	Proposed trail amenities for the existing trails, 1,400 lineal feet, in the Bankers Hill Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.
Buchannan Canyon Open Space Trail		0.82	Proposed trail amenities for the existing trails, 1,500 lineal feet, in the Buchannan Canyon Open Space. A portion of the proposed trail is located on undeveloped public right-of-way.	Design and construct trail amenities, such as such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Curlew Canyon Open Space Trail		0.27	Proposed trail amenities for the existing trails, 500 lineal feet, in the Curlew Canyon Open Space.	Design and construct trail amenities, such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.
Cypress Canyon / Marston Open Space		2.31	Proposed trail amenities for the existing trails, 4,200 lineal feet, in the Cypress Canyon/Marston Open Space.	Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Hospice Point Open Space Trail		0.60	Proposed trail amenities for the existing trails, 1,100 lineal feet, in the Hospice Point Open Space.	Design and construct trail amenities, such as such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Maple Canyon Open Space Trail		1.54	Proposed trail amenities for the existing trails, 2,800 lineal feet, in the Maple Canyon Open Space.	Design and construct trail amenities , such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, where needed and appropriate for the trail type, as determined and approved by City.

TABLE 7-1: POPULATION-BASED PARKS AND RECREATION FACILITIES (CONTINUED)				
Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Locations and Descriptions	Parks and Recreation Facilities Recommendations
Mission Hills Open Space Trail		0.81	Proposed trail amenities for the existing trails, 1,480 lineal feet, in the Mission Hills Open Space. A small portion of the proposed trail is located on privately-owned property.	Design and construct trail amenities, such as protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City. Acquire a recreation easement for public use of the privately-owned portion of the trail.
University Heights Open Space Trail		0.16	Proposed trail amenities for the existing trails, 300 lineal feet, in the Buchannan Canyon Open Space.	Design and construct trail amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Portion of Resour	ce-Based Pa	rks		Design and construct active and
Freedom Park (within Balboa Park)		2.29	Proposed park located on the north side of the War Memorial Building on Park Boulevard.	passive recreation amenities and support facilities, such as seating/picnicking, security lighting, walkways, and landscaping.
Nate's Point Dog Off-leash Area (within Balboa Park)		2.75	Dog off-leash area at Laurel Street and Balboa Drive.	Design and construct dog off-leash area upgrades, such as drinking fountains, site furniture, security lighting, walkways, and landscaping.
Pershing Recreation Complex (within Balboa Park)		5.00	Proposed community park/sports complex located at the corner of Pershing Drive and 26 th Street. This site is currently used by City Central Operations Station facilities. This 15 acre facility will be shared with; North Park; Golden Hill; and Uptown.	Design and construct a community park/ sports complex with active recreation facilities consistent with the recommendations in the BPEMPP, subsequent to relocation of non-park, City facilities.
Presidio Neighborhood Park (within Presidio Park)		3.84	Neighborhood park located on Cosoy Way and Presidio Drive within Presidio Park. Existing uses include a children's play area, picnic areas and a comfort station.	Design and construct additional recreation amenities such as a picnic shelter, accessible walkways, interpretive signs, etc.
Quince Street Mini-Park (within Balboa Park)		2.30	Proposed mini park located at the southeast corner of the intersection of Balboa Drive and the Quince Street / SR-163 northbound exit ramp.	Design and construct passive recreation amenities, such as seating/picnicking, security lighting, walkways, and landscaping.
Sixth Avenue Linear Park – North (within Balboa Park)	3.55	4.45	Proposed linear park located between Sixth Avenue and Balboa Drive, from Upas Street to Quince Street.	Design and construct amenities consistent with the approved General Development Plan for the Sixth Avenue Playground located between Thorn and Spruce Streets, as well as additional passive recreational amenities in the adjacent areas such as seating, picnicking, drinking fountains, security lighting, walkways and landscaping.

Existing Parks/ Future Parks and Recreation Facilities Parks and Recreation Facilities Useable Useable Recreation Locations and Descriptions **Recommendations** <u>Acreage</u> Facilities Acreade Sixth Avenue Design and construct passive Proposed linear park located Linear Park – recreational amenities such as between Sixth Avenue and Balboa Central 21.69 seating, picnicking, drinking Drive, from Quince Street to (within Balboa fountains, security lighting, walkways Juniper Street. Park) and landscaping. Design and construct amenities in coordination with the proposed Uptown Recreation Center, including Proposed linear park located Sixth Avenue between Sixth Avenue and Balboa incorporation of the horseshoe Linear Park – Drive, from Juniper Street to Elm courts, as well as additional passive South 12.77 Street. Existing uses include the recreational amenities in the (within Balboa Balboa Club building and adjacent areas such as seating, Park) horseshoe courts. picnicking, drinking fountains, security lighting, walkways and landscaping. Privately-Owned Park Sites None Non-Traditional Park Sites Design and construct a variety of passive recreational and community uses, including a children's play area Normal Street 1.60 Proposed linear park located and flexible opportunities for the Linear Park within the Normal Street right-ofweekly farmer's market and other way, including the medians. community events. Coordinate with the State's redevelopment efforts of the DMV office site, where appropriate. Facility or Building Expansion or Upgrade None

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

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

Population-Based Parks	Useable Acres
Existing Population-based Parks and Park Equivalencies	18.21 acres
Proposed Population-based Parks and Park Equivalencies	80.93 acres
Total Existing and Proposed Population-based Parks and Equivalencies	99.14 acres
Population-based Park Requirements at full community development	156.87 acres
Population-based park deficit at full community development	57.73 acres
Recreation Centers	Square Feet
Existing Recreation Centers:	0
Proposed Recreation Center: Grant K-8 School Gymnasium	10,454 SF
Proposed Recreation Center: Redwood Recreation Center	10,643 SF
Proposed Recreation Center: Uptown Recreation Center	17,000 SF
Total Existing and Proposed Recreation Centers	38,097 SF
Recreation Center Requirement at full community development	38,097 SF
Recreation Center deficit at full community development	No Deficit
Aquatic Complex	Percentage
Existing Aquatic Complexes	0
Proposed Aquatic Complexes: Uptown Aquatic Complex	1.12
Total Existing and Proposed Aquatic Complexes	1.12
Aquatic Complexes Requirement at full community development	1.12
Aquatic Complexes deficit at full community development	No Deficit

POLICIES

- RE-1.1 Preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs in the Uptown Community.
- RE-1.2 Pursue land acquisition for the creation of new public parks and recreation facilities as opportunities arise, with a special effort to locate new park land and facilities in the central and northwestern areas of the community, especially through urban infill and redevelopment proposals.
- RE-1.3 Pursue park equivalencies identified in Table RE-1, Population-based Parks and Recreation Facilities Inventory and Recommendations, and as opportunities arise.
- RE-1.4 Encourage new private development proposals to include recreational facilities within their land holdings to serve existing, as well as new residents in areas of the

community where there are land constraints. Provision of non-traditional park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings.

- RE-1.5 As public agency land or buildings are redeveloped, active or passive recreation should be incorporated into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands, where space allows.
- RE-1.6 Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate and legally defensible, to provide for park and recreation uses.
- RE-1.7 Promote safety of Uptown parks by providing park designs that incorporate

the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17).

- RE-1.8 Construct the proposed Pershing Recreation Complex as recommended by the Balboa Park East Mesa Precise Plan to serve the North Park, Golden Hill and Uptown Communities.
- RE-1.9 Create a 17,000 square foot Uptown Recreation Center to accommodate community recreational needs by expanding or replacing the existing Balboa Club building. Incorporate existing uses such as the Chess Club into the new Recreation Center. Reconfigure the site to accommodate relocated horseshoe courts and other active recreation uses such as a children's play area.
- RE-1.10 Explore the possibility of renovating and expanding the existing Mission Hills-Hillcrest Library located at West Washington and Hawk Streets to accommodate community recreational needs, after the library is relocated to a new site at Washington and Front Streets adjacent to Florence Elementary School. Coordinate with the adjacent Fire Station #8 to incorporate activity space which could be jointly used, such as community meeting rooms and multi-purpose rooms, fitness center, parking lot, etc. Determine short term and long term uses appropriate for the site.
- RE-1.11 Implement the Sixth Avenue Children's Park approved General Development Plan, located along Sixth Avenue in the Marston Point Area.
- RE-1.12 Encourage development of parks within residential mixed-use developments, and clustered with other public facilities.
- RE-1.13 Pursue lease agreements with public agencies (e.g., San Diego Unified School District, Caltrans, etc.) to incorporate active or passive recreation into existing

buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.

- RE-1.14 Coordinate with the State Department of General Services to explore the possibility of providing a public park within the redevelopment of the Department of Motor Vehicles site on Normal Street.
- RE-1.15 Acquire land, design and construct an Aquatic Complex for the Uptown community.
- RE-1.16 Explore the possibility of providing a public park within the redevelopment of the San Diego Unified School District's Education Center on Normal Street.



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



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

7.2 Preservation

The demand for park and recreation opportunities will continue to grow as the population of the Uptown Community continues to grow. Undeveloped land for parks has already become difficult to find in the Uptown Community making preservation of the existing open space and resource-based parks essential to providing recreation opportunities in this community. Preservation can include improvements to existing facilities to increase their life span, or expand their uses and sustainability. The western mesa of Balboa Park will continue to serve as the main recreation venue for the community, but with increased demand and usage, the facilities will need to be reconstructed, upgraded and expanded with sustainable and green technology features, to optimize the space to be fully utilized and to provide new recreation amenities that are needed by the existing and future community residents.

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



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

- RE-2.1 Preserve, protect and manage the natural, cultural, and historic resources that serve as recreation facilities in the Uptown Community.
- RE-2.2 Expand/Upgrade the recreation facilities on the western mesa of Balboa Park consistent with the Balboa Park Master Plan to meet existing and future demand. Use sustainable methods and materials (such as native and low-water using plants), and "green" technology that also respects any historical significance of the area.
- RE-2.3 Preserve, expand and enhance existing park and recreation facilities to increase their life span, or expand their uses and sustainability.
- RE-2.4 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving the Uptown Community.
- RE-2.5 Preserve and protect City-owned open space canyons within the community by limiting public use to designated trails and providing interpretive signs to explain the biologic and scenic value of the open space systems.
- RE-2.6 Preserve, protect and restore canyons and hillsides as important visual features of community definition.



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

- RE-2.7 Provide pocket parks with ecologicallysensitive recreational uses as enhanced gateways to open space lands.
- RE-2.8 Protect and preserve native species and the unique habitats they depend upon within the open space systems consistent with the MSCP guidelines. (See Conservation Element.)

7.3 Accessibility

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

All parks and recreation facilities within the Uptown Community are planned to be linked by a network of existing and proposed transit routes, bikeways, and/or pedestrian paths.

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

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



Access to park and recreation facilities should provide accessible pathways from the public sidewalk or from parking areas.

- RE-3.1 Enhance recreation facilities in the Uptown Community by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.
- RE-3.2 Design all new recreation facilities for an inter-connected park and open space system that is integrated into and accessible to Uptown Community residents.
- RE-3.3 Retrofit all existing park and recreational facilities to meet the 1990 Americans with Disabilities Act (ADA) to accommodate persons with all disabilities.
- RE-3.4 Ensure all existing and future parks and recreation facilities meet local, state and federal accessibility guidelines.
- RE-3.5 Retain and enhance pedestrian and bicycle paths within Balboa Park, especially within the West Mesa, to connect with the surrounding community.
- RE-3.6 Provide an information kiosk and map at the gateways to the community that identifies all parks that serve the Uptown Community and how to get to each by walking, biking or public transit.
- RE-3.7 Develop and increase access to senior and youth services, activities and facilities wherever possible within the community's public park and recreation system, such as for the Chess Club, Horseshoe Club, and Bridge Club within the West Mesa of Balboa Park.

7.4 Open Space and Resource-Based Parks

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

In the Uptown Community, there are several open space canyons that provide opportunities for experiencing the natural environment through low intensity recreational uses, such as hiking (approximately 13,280 lineal feet) and bird watching. Any proposed improvements to existing trail systems shall be in compliance with Natural Resource Management Plans, if any, or other governing documents.

Resource-based parks are located at sites of distinctive natural or man-made features and serve the citywide population and visitors alike. Balboa Park is an approximately 1,200-acre regional facility contiguous to the southeastern edge of the Uptown Community, as well as to the North Park and Golden Hill Communities, which contains specialty gardens and horticultural interests, and houses numerous arts, educational, recreational, social and sports organizations, primarily on the Central Mesa. The adopted Balboa Park Master Plan governs the future development and enhancements within the western area of the park, located between Sixth Avenue and SR-163, and Upas Street and I-5, which is intended to remain primarily as free and open parkland. Any expansions or enhancements of recreation facilities should not encroach on open parkland, landscaped areas or plazas. Recommended improvements within Balboa Park to serve the Uptown Community are included in Table 7-1, Population-based Parks and Recreation Facilities Inventory and Recommendations.

- RE-4.1 Protect the natural terrain and drainage systems of Uptown's open space lands and resource-based parks to preserve the natural habitat and cultural resources.
- RE-4.2 Protect and enhance the natural resources of open space lands by re-vegetating with native drought tolerant plants and utilizing open wood fences, where needed, adjacent to very sensitive areas to provide additional protection while still allowing views into the area.
- RE-4.3 Require all storm water and urban run-off drainage into resource-based parks or open space lands to be filtered or treated before entering the area.
- RE-4.4 Provide recognizable entrances (trailheads) to the Mission Hills Open Space and Maple Canyon Open Space systems. The trailheads should include a kiosk that includes a way finding map that shows how the canyon interfaces with the Uptown Community, as well as interpretive signage to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.
- RE-4.5 Pursue public access easements for approximately 2,300 linear feet of existing trails located on privately-owned open space within the Buchannan Canyon (2,000 LF) and Mission Hills (300 LF) Open Space Lands where appropriate to maintain connectivity between trail segments.





CONSERVATION

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

Introduction

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

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

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

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

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

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

CONSERVATION ELEMENT GOALS

- Sustainable development and 'green' building practices implemented to reduce dependence on non-renewable energy sources, lower energy costs, reduce emissions and water consumption.
- The natural character of Uptown's open space preserved for its biological diversity as well as important relief from urban development.
- Natural canyon landforms and habitat protected from building encroachment and incompatible uses.
- Scenic resources and public access to open space maintained and enhanced where needed.
- Sustainable storm water management techniques applied to support the surrounding landscape and reduce impacts on the surrounding canyons.
- A community that is supportive of regional and local initiatives to improve air quality.



View towards San Diego Bay from Quince Street.

GENERAL PLAN CROSS-REFERENCE TABLE

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

TABLE 8-1: GENERAL PLAN-RELATEDCONSERVATION TOPICS AND POLICIES

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

8.1 Sustainable Development

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

The City's main responsibility when implementing State climate change laws and guidelines center around its authority to regulate land use. Through sensible land use regulation that reduces the number of vehicle miles travelled and promotes sustainable building and development practices, the City can achieve a meaningful reduction in carbon emissions. Actions that reduce dependence on the automobile by promoting walking, bicycling and transit use are key aspects of any strategy to reduce carbon emissions.



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

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

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



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

- CE-1.1 Build-upon the existing community's street grid network to create a more functional environment for pedestrians and bicyclists in order to reduce local dependence on the automobile as a mode of transportation (also reference the Active Transportation transportation policies within the Mobility Element).
- CE-1.2 Implement the Sustainable Design recommendations of the Urban Design Element.
- CE-1.3 Existing buildings with important architectural or historic character are valued within the community. The most comprehensive energy reduction strategy is to promote the continued use or adaptive reuse of these buildings as well as any needed upgrades to their energy use efficiency. Structures that meet the Historical Resources criteria for designation shall be preserved and repositioned if necessary to maintain their economic viability.
- CE-1.4 Each multi-family development should create a meaningful visually and functionally cohesive outdoor gathering space that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences.
- CE-1.5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.
- CE-1.6 Provide and/or retrofit lighting within the public-right-of-way that is energy efficient. Use solar powered lights where practical.
- CE-1.7 Seek small City-owned sites not suitable for recreation use as opportunities for community gardens.



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



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



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

- CE-1.8 Encourage underdeveloped commercial/ industrial lots and buildings for use as small farms with associated sale of agricultural products.
- CE-1.9 Promote community initiatives for locallysourced and more environmentally sustainable goods and services.
- CE-1.10 Implement the Urban Forestry recommendations of the Urban Design Element, including the development of a street tree master plan that can be applied to private development, community planting projects and the pursuit of grant funding.
- CE-1.11 New development should be designed and constructed to retain significant, mature and healthy trees located within required landscape setbacks, and within other portions of the site as feasible.
- CE-1.12 Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.

8.2 Natural Resource Conservation

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

NATURAL RESOURCE MAPPING

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

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

As a result, many areas designated Open Space in the previous community plan were found to contain a significant amount of existing development (e.g. houses, streets). The MHPA boundary was particularly affected and did not correlate well to either the community plan Open Space boundary nor to the actual location of sensitive biological resources intended for conservation While the framework for open space conservation in the 1988 community plan allowed some development



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

within open space, especially along canyon edges, the current framework established by the General Plan and MSCP intend mapped open space distinctly for conservation of sensitive natural resources and limits any type of development that impacts resources. Therefore, a comprehensive, systemic approach was developed in order to evaluate boundaries of community plan open space and the MHPA with respect to their protection of natural resources. This evaluation resulted in reconfiguring the Open Space boundary in the 1988 community plan to exclude most developed areas from Open Space due to their lack of natural resources as well as the long-established land use pattern in the community. Areas that contained sensitive biology that were previously excluded from the MHPA were also added as part of a MHPA boundary line correction. The correction for the three communities resulted in the addition of 89.2 acres of land containing sensitive biological resources and steep slopes and the deletion of 65.5 acres of developed/urban lands for a net gain of 23.7 acres to the MHPA (Refer to Appendix C).

OPEN SPACE, LANDFORMS, AND NATURAL HABITATS

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

Canyon landforms are a major defining characteristic of the community and its neighborhoods. Steep hillsides



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

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

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

MULTIPLE SPECIES CONSERVATION PROGRAM AND BIOLOGICAL DIVERSITY

The Multiple Species Conservation Program (MSCP) is a long-term habitat conservation planning program for southwestern San Diego County. The City's MSCP Subarea Plan was adopted in 1997 and the MHPA is the plan's habitat preserve area. The MHPA was designed to be a managed, connected network of habitat and open space to ensure long-term biological diversity. The Subarea Plan provides policies, management directives and acquisition requirements for the preserve as well as Land Use Adjacency Guidelines for development within or adjacent to the MHPA. The MHPA, as shown in Appendix C, covers several of the canyon systems within the Community Plan area.

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

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

ENVIRONMENTALLY SENSITIVE LANDS

The Environmentally Sensitive Lands regulations "ESL" are intended to protect, preserve, and, where damaged, restore the environmentally sensitive lands of San Diego. These lands include the steep hillsides, sensitive biological

resources, lands within the MHPA, and flood hazard areas found in the community and coastal resources found elsewhere. ESL prohibits disturbance of natural resources wherever they are located within private as well as public property, and contains development regulations that allow development within sites containing environmentally sensitive lands subject to certain restrictions. Development in the community planning area is expected to comply with ESL and any impacts to habitats as the result of development would be mitigated in accordance with the provisions of ESL and the City of San Diego's Biology Guidelines.

- CE-2.1 Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.
- CE-2.2 Minimize grading of steep hillsides and other significant natural features within the community.
- CE-2.3 Graded areas and areas of invasive vegetation should be re-vegetated with native vegetation to restore biological diversity and minimize erosion and soil instability.
- CE-2.4 Areas mapped as designated open space should be preserved through easements, open space dedication and/or fee title ownership by the City of San Diego (reference Land Use Element, Figure 2-1).
- CE-2.5 Support canyon habitat restoration efforts and invasive species removal by seeking grant funding and working with neighborhood and community groups involved in these efforts.
- CE-2.6 Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyons landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover

and controlling and directing access to designated trails.

- CE-2.7 Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.
- CE-2.8 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, community groups, neighborhood and homeowner's associations, and non-profit groups that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.
- CE-2.9 Preserve undeveloped canyons and hillsides as important features of visual open space, community definition and environmental quality.
- CE-2.10 Protect designated open space from development by securing public ownership where desirable. Obtain necessary property rights through public acquisition of parcels or easements for the protection of environmentally sensitive lands.
- CE-2.11 Where development in open space is permitted, restrict development to allow only limited, low intensity uses located and designed in a manner that respects the natural environment and conserves environmentally sensitive lands and resources.
- CE-2.12 Utilize publicly-controlled open space for passive recreation where desirable and where feasible.



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

CANYON SEWER PROGRAM

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

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures. Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas and into streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe, long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

POLICIES

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

SCENIC RESOURCES & PUBLIC VIEWS

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

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

Due to the community's sloping topography, public views (both near and far) are common. Views are particularly associated with the community's natural, scenic amenities of San Diego Bay, Balboa Park, Mission Valley as well as the community's many canyons. Un-improved rights-of-way, or 'paper streets', are common in the community and provide opportunities for public views when they intersect or abut canyons or steep hillsides. Views from public vantage points (e.g. public streets, trails, parks) are intended to be protected.

- CE-2.15 Public views from identified vantage points, to and from community landmarks and scenic vistas shall be retained and enhanced as a public resource.
- CE-2.16 Select street trees for their ability to provide canopy and frame public views (refer to the Urban Design Element's Urban Forestry section).
- CE-2.17 Where streets and public right-of-way easements intersect or abut canyon landforms or designed open space, ensure unobstructed visual access that provides or preserves public views. Landscaping may be provided at these locations but should be designed to frame, not screen or obstruct public views.
- CE-2.18 Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Reject or object to reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.



Scenic view from the western slopes of the Middletown neighborhood.

WATER RESOURCE MANAGEMENT

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

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

POLICY

CE-2.19 Encourage new development and building retrofits to incorporate as many water-wise practices as possible in their design and construction. Specifically encourage:

a) Use of recycled and/or gray water landscape irrigation systems;

b) Retrofit public spaces and public rightsof-way with low-water use vegetation and/ or alternative permeable surface materials that meet adopted landscape regulations; and

c) Ensure that any 'community greening' projects utilize water-efficient landscape design.

URBAN RUNOFF MANAGEMENT

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

- CE-2.20 Incorporate sustainable site planning practices (Low Impact Development) that work with the natural hydrology of a site, including the design or retrofit of landscaped or impervious areas to better capture and use storm water runoff onsite.
- CE-2.21 Identify opportunities for additional hydromodification management measures to protect natural drainages from erosion and other problems. Give particular attention to the steeper canyon drainages receiving runoff directly from developed areas through storm drains or other conveyance systems.
- CE-2.22 Maintain best management practices in all development to limit erosion and sedimentation.



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



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

8.3 Air Quality and Public Health

Air is shared by all members of a community and suitable air quality is important in fostering healthy living and working environments. Maintaining suitable air quality requires continual attentiveness to mitigate or eliminate unfavorable conditions. Poor air quality due to pollution causes harm to humans, animals, plant life, water quality and aesthetics (e.g. visibility). Poor air quality creates health problems particularly for groups with sensitivities such as children, the elderly, and persons with respiratory problems. Local air quality is affected most significantly by motor vehicles and other fossil-fuel burning vehicles, accounting for approximately 80 percent of air pollution emissions in the San Diego region. Freeways are a primary source of concentrated adverse health effects resulting from air pollution. These associations are diminished with distance from the pollution source. The City of San Diego 2008 General Plan Conservation Element addresses air quality in the San Diego Air Basin and includes policies designed to improve air quality on a citywide level. Location-specific conditions can lead to ongoing community-based recommendations for improvement.

- CE-3.1 Implement a pattern of land uses and street designs that foster walking and biking as modes of travel.
- CE-3.2 Consider a buffer between freeways and sensitive receptor land uses such as housing, schools and active use parks. Design of the buffer should take into consideration the ambient type and concentration of air pollutants from vehicle emissions on a particular roadway, prevailing wind patterns and topography; established neighborhood land use patterns and character.
- CE-3.3 Encourage street tree and private tree planting programs as well as the retention of mature landscaping throughout the community to increase adsorption of carbon dioxide and pollutants.

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NOISE

9.1 NOISE COMPATIBILITY

Introduction

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

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

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The General Plan specifies that noise levels at or below 70 dBA are conditionally compatible for multi-family residential uses and mixed-use commercial-residential development if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan.

GOAL

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

9.1 Noise Compatibility

COMMERCIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E-1 through NE-E6.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Major roadways that include State Route 163 and Interstate 5, are the primary sources of motor vehicle noise within the community. Noise from trucks driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Uptown is affected by truck traffic associated with commercial land uses. Trucks in general generate more noise than cars and light trucks. Refer to General Plan policies NE.B.1 through NE. B.8.



Vehicle traffic along major roadways are the primary sources of noise within the community.

RAIL NOISE

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

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

AIRCRAFT NOISE

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

The General Plan conditionally allows future multiple unit and mixed-use residential uses in the areas above the 65 dBA airport noise contour within the Airport Influence Area for SDIA to maintain and enhance the character and urban form. Refer to General Plan policies NE.D.1 through NE-D.6.

- NE-1.1 Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.
- NE-1.2 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.
- NE-1.3 Ensure that future residential use above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.
- NE-1.4 Coordinate with members of the Midway/ Pacific Highway community to establish a train horn "quiet zone" at the Old Town, Washington Street, Noell Street, Vine Street, and Sassafras Street at-grade rail crossings.






HISTORIC PRESERVATION

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

Introduction

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

The Uptown Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Uptown in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Uptown. The Uptown Historic Preservation Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

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



Uptown contains some of the City's historic neighborhoods.

HISTORIC PRESERVATION ELEMENT GOALS

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

10.1 Prehistoric and Historic Context

The community of Uptown is located on a mesa top above the San Diego River. Steep canyons lined with chamise chapparal that lead to Mission Valley to the north and San Diego bay to the west serve as wildlife corridors and, prehistorically, were probably used by Kumeyaay inhabitants and their ancestors as travel routes in to the valley areas, much as they are today. The completion of a transcontinental rail line in 1885 was a catalyst for the first notable wave of development in Uptown. At the time, speculation still abounded, but a substantial number of homes were constructed near the southern border of Uptown, in present-day Park West. Over the next two decades, new development shifted north towards present-day Hillcrest and University Heights, due in large part to the construction of several public transit lines. Development activity accelerated once more in anticipation of the much awaited 1915 Panama-California Exposition. By the 1920s, both Park West and Hillcrest were almost entirely developed, and the more distant communities of University Heights and Mission Hills were nearly built out by the 1930s. Following the Great Depression and World War II, Uptown was the target of several redevelopment efforts and witnessed a considerable amount of physical change. Despite being bisected by Interstate 5 and State Route 163, Uptown still contains cohesive blocks of historic structures, especially in Park West, Hillcrest, and University Heights. In addition, Mission Hills has retained its historic fabric and contains a sizable concentration of single family homes dating from the 1910s, 1920s and 1930s.

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

PREHISTORY

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

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego.

By the time Spanish colonists began to settle in Alta California in 1769, the Uptown area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For people in the Uptown area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located approximately 1/4 mile from the northern end of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

HISTORY

The rich history of Uptown reveals broad patterns of the community's historical development that are represented by the physical development and character of the built environment. These broad patterns can be generally characterized into five themes significant to the development of the community: The Railroad Boom and Early Residential Development: 1885-1909; The Panama-California Exposition and Streetcar Suburbs: 1909-1929; Great Depression and World War II: 1929-1948; Postwar Development, Suburbanization, the Automobile & Modernism: 1948-1970; and Neighborhood Revitalization and the LGBTQ Community: 1970-Present.

Early History: 1769-1885

Among the most significant events in the early history of Uptown occurred in 1867, when real estate magnate Alonzo Horton purchased 960 acres and established Horton's Addition, establishing a new city center. The success of Horton's venture encouraged other eager speculators to follow suit. Land speculation in Uptown accelerated during the early 1870s, when the Texas and Pacific Railway Company announced its intent to construct a transcontinental rail line to San Diego. Demand for real estate abruptly decreased, however, when the Financial Panic of 1873 left the Texas and Pacific Railway unable to fund the construction of a transcontinental rail line. While numerous parcels in Uptown had been sold prior to the bust, very little construction had taken place. In its early years, therefore, Uptown failed to evolve into the neighborhood envisioned by such investors as Horton, Johnston, Hite and Arnold and Choate. Rather, the area remained undeveloped and sparsely populated, as development activity at this time consisted primarily of speculation and subdivision. Very few built resources from this period remain extant in Uptown.

The Railroad Boom and Early Residential Development: 1885-1909

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

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



The Britt/Scripps House, built between 1887-1888, is a model example of adaptive reuse.



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



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

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

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

Prior to the Exposition, development had been largely confined to the southernmost section of the Planning Area, but by 1921, the density of residential development in Hillcrest, Mission Hills and University Heights increased. Architecturally, the Churrigueresque motifs of the Exposition grounds sparked a widespread interest in Spanish architecture. Accordingly, many homes erected in the 1910s and 1920s were designed in the Spanish Eclectic and Mission Revival styles, though others continued to assume Craftsman-style characteristics. In addition to individual homes, a substantial number of residential flats, rooming houses, residential hotels and apartment buildings were built. These were interspersed among several Uptown neighborhoods, particularly those neighborhoods bordering Balboa Park. Throughout Uptown, the rapid rate of residential development gave rise to the construction of small commercial nodes along the Fifth Avenue, University Avenue, Washington Street and Park Boulevard streetcar lines. Patterns of development in Uptown, both during and after the Exposition, underscore the relationship between mass transit and city-building, with the majority of new construction occurring near the streetcar routes. Development in Uptown remained remarkably steady in the years following the close of the Exposition, as the city's population nearly doubled in size between the years 1920 and 1930. The influx of newcomers facilitated a wave of continuous development in the Planning Area, and by 1921 the number of developed parcels far exceeded the number of unimproved properties. The continuous growth of Uptown's population sparked the construction of a number of commercial districts by the early 1920s - some along the streetcar routes, and others in more outlying areas, reflecting the proliferation of the automobile after World War I. Among the most common businesses constructed in the early 1920's were automobile garages which provided residents with facilities to service their personal vehicles. Several gasoline and service stations were also constructed on prominent and accessible corners in the aforementioned business districts.

Great Depression and World War II: 1929-1948

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

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



Le Moderne Apartments, built in 1930, is an early and excellent example of the Art Deco Style.

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

After World War II, Uptown experienced a number of marked physical changes, due in large part to postwar suburbanization and the preeminence of the automobile. In the late 1940s, San Diego became the first major city in the southwestern United States to decommission its entire network of electric streetcars in exchange for buses. In the postwar era, new commercial development was no longer patterned along streetcar routes, but instead reflected the freedom of movement offered by the automobile. During the 1950s, a variety of carrelated businesses and facilities - including gasoline and service stations, repair garages, body shops, motels and car washes - were constructed in Uptown. Uptown had been largely built out by the 1930s, but construction continued after the Second World War primarily in the form of infill and redevelopment as undeveloped land was in short supply. In the 1950s, many older buildings in the Planning Area were razed and replaced with more contemporary structures. To some degree, Park West, Hillcrest and University Heights were all affected by redevelopment in the postwar years, but Mission Hills experienced comparatively little physical change during this time.



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



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

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

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

Neighborhood Revitalization and the LGBTQ Community: 1970-Present

The elderly nature of Hillcrest's population the 1960s made it a neighborhood ripe for change. In the late 1960s and 1970s, prior to the establishment of support and advocacy groups, members of the Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) community were isolated and marginalized. Areas of Downtown were increasingly seen as unsafe by the gay and lesbian community. In contrast, the elderly nature of Hillcrest's population meant that there was less pedestrian activity;, and therefore, less chance of anti-gay confrontations. This, in addition to the affordability of the aging building stock and the area's proximity to Balboa Park – a popular meeting area for gay men in the 1960s and 1970s - made the Hillcrest area an ideal location for gay bars and night clubs, such as the Brass Rail and The Club. Such establishments were critical to the gay community, providing opportunities for socialization and exchange of information.

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



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

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

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

10.2 Identification and Preservation of Historical Resources

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

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

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

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

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

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

Great Depression and World War II (1929-1948)

A property may be significant under this theme for its association or representation of the limited development in Uptown during the economic Depression of the 1930's and the limited resources of the World War II era, or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Spanish Eclectic, Monterey Revival, Minimal Traditional, Streamline Moderne, or Mid-Century Modern. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer. Extant property types are likely limited to residential buildings. During the Depression and World War II era, commercial development was highly limited. Extant examples may embody a variety of architectural styles, but are ornamentally restrained.

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

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



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



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

Neighborhood Revitalization and the LGBTQ Community (1970-Present)

A property may be significant under this theme for its association or representation of events significant to LGBTQ history and the post-1970 era redevelopment of Uptown; or as the home of an important person in local history. A property may also be significant as a good or rare example of a popular architectural style from the period, including New Formalism, Post-Modern and Deconstructivism. Lastly, a property may be significant if it reflects the notable work of a master builder, architect, or designer. Residential development during the post-1970 period occurred primarily on undeveloped lots along canyon rims and on lots containing older, smaller homes in communities such as Hillcrest and University Heights, which were demolished to make way for larger homes and apartment buildings. Commercial construction occurred throughout the Planning Area, but was concentrated primarily on redeveloped lots along Washington Street in Mission Hills, Park Boulevard in Hillcrest, and throughout the Park West area along Fourth, Fifth and Sixth avenues.

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

DESIGNATED HISTORICAL RESOURCES

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

As of April 2015, the Uptown community is home to 329 individually designated historic resources (Table 10-2 and



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



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

Figure 10-1) and 2 designated historic districts (Figure 10-2) – Mission Hills and Fort Stockton Line - containing 209 contributing resources that have been listed on the City's register by the Historical Resources Board. These resources reflect a range of property types, from single and multi-family to commercial, hotel, and institutional. Also included are the Quince Street Footbridge, the Spruce Street Suspension Bridge, the First Avenue Bridge, and the Jimmy Wong's Golden Dragon Neon Sign. Seventy-two (72) designated properties reflect the Early Settlement of Uptown, and consist almost entirely of single-family homes, with the exception of the Calvary Cemetery, the Florence Hotel Tree, the Hawthorne Inn, the Quince Street Footbridge, and the First Church of Christ Scientist.

The vast majority of the designated resources (218 of 329) reflect the second period of development, when the expansion of the streetcar made development of the community feasible. Most of these resources are single-

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family homes, but also include Park Place Methodist Episcopal Church, Park Manor, Mercy Hospital Historic Complex, the Francis Parker School, the Dr. Chester Tanner Office Bungalow Court, and the PD Griswold Pharmacy/ Commercial Building.

Thirty-two (32) Depression and World War II era resources are also designated, and consist primarily of single-family homes constructed in the styles of the period. Lastly, eight (8) Post-War resources are listed, including The Lloyd Ruocco Design Center, Jimmy Wong's Golden Dragon Neon Sign, The Colonel Irving Salomon/Henry Hester Apartments, and the Delawie Residence II. No resources reflecting the fifth and final theme of development (1970-present) are currently listed on the City's Register.

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

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

A Historical Resource Reconnaissance Survey was undertaken within the Community Planning area. The purpose of this survey was to identify potentially historic properties within the community plan area for consideration in the community plan update process and for possible future designation.

INDIVIDUAL PROPERTIES

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

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

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



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



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

DISTRICTS

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

MULTIPLE PROPERTY LISTINGS

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

The Residential Court Multiple Property Listing is a discontiguous grouping of approximately 147 residential courts located throughout the Uptown survey area. Eligible under San Diego Criteria A and C, this potential multiple property listing (MPL) reflects the distinctive characteristics of courtyard design, as well as special elements of the Uptown Community's social history related to multi-family housing, and its architectural development associated with local transportation patterns. The MPL has a period of significance of 1900-1960 and is significant under the themes of "The Railroad Boom and Early Residential Development: 1885-1909;" "The Panama-California Exposition and Streetcar Suburbs: 1909-1929;" "Great Depression and World War II: 1929-1948;"and "Postwar Development, Suburbanization, the Automobile and Modernism: 1948-1970."

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

The Victorian Era Multiple Property Listing is a discontiguous grouping of approximately 458 Victorian Era buildings located throughout the Uptown survey area. Eligible under San Diego Criteria A, C and D, this potential multiple property listing (MPL) reflects the distinctive characteristics of residential, commercial and institutional Victorian era architecture; the work of Master Architects and Builders; as well as special elements of the Uptown Community's early development history. The MPL has a period of significance of 1871-1918 and is significant under the themes of "The Railroad Boom and Early Residential Development: 1885-1909;" and "The Panama-California Exposition and Streetcar Suburbs: 1909-1929."



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

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RESOURCES IDENTIFIED DURING PUBLIC OUTREACH

Substantial public outreach with the local Community Planning group, regional and local preservation groups, and members of the community occurred throughout the development of the Historic Context and completion of the survey. This information was considered and often incorporated into the results and recommendations of the survey. As a result, the Uptown Reconnaissance Survey identifies as potentially significant all resources specifically identified as such by the community. The exception is properties that have been identified as potentially significant under the theme "Neighborhood Revitalization and the LGBTQ Community: 1970-Present." When the survey work was conducted in 2004-2006, only properties that were 45 years old or older upon completion of the survey in 2006 were evaluated; therefore, no properties constructed after 1961 were evaluated by the survey. Additionally, due to the reconnaissance nature of the survey, properties that were significantly altered from their original appearance were not evaluated further to explore significance related to LGBTQ history and redevelopment of Hillcrest. In developing the final theme, staff conducted limited research, oral interviews and a walking tour in an effort to identify the location of resources that may be eligible under the final theme. Based on the results of this outreach, the following resources have been identified as potentially significant, requiring additional site-specific evaluation (Table 10-7). Please note that this list is not comprehensive, and other resources associated with this theme may be identified.

In addition, the following three (3) potential historic districts have been identified (Table 10-8 and Figure 10-4). These include Allen Terrace, Avalon Heights and Hillcrest. In regard to Hillcrest, it must be noted that the survey work completed in 2004-2006 did not initially identify a potential district in the Hillcrest area. However, the date and reconnaissance nature of the survey significantly limited the evaluation of resources associated with the final theme of revitalization and LGBTQ history. Given the fact that many business catering to and run by members of the LGBTQ community are concentrated within the Hillcrest area, along with residential units occupied by individuals and early advocacy groups, it is appropriate to



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

identify Hillcrest as a potential historic district under HRB Criterion A. In addition, because the Hillcrest Potential Historic District area includes 55 properties constructed from 1960-1975, and because the 2004-2006 survey did not consider any properties constructed post-1960 as potential resources, it is appropriate to consider that the district may also be eligible under HRB Criterion C. In order to bring these three (3) districts forward for designation, additional, intensive-level research will be required to evaluate the district and define a precise boundary, period of significance, significance Criteria and contributing and non-contributing resources.

These potential historical resources identified by the Historic Resource Reconnaissance Survey and the public outreach process are protected and preserved through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. In addition, to ensure the protection of the potential historic districts identified (Figure 10-5) from erosion due to insensitive redevelopment, a Community Plan Implementation Overlay Zone (CPIOZ) has been established coterminous with the boundaries of all potential historic districts identified in the adopted Uptown Historic Resources Survey (including those identified by the community and included in Appendix C of the Survey Report) to provide supplemental development regulations for the interim protection of the potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures. The details of the CPIOZ, including the boundaries and requirements, can be found in the Land Use Element of the Community Plan. Additional policies that address the potential historical resources of Uptown follow.

POLICIES

- HP-2.1 Provide interim protection of all potential historic districts identified in the adopted Uptown Historic Resources Survey (including those identified by the community and included in Appendix C of the Survey Report) until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.
- HP-2.2 Intensively survey and prepare nominations for the potential historic districts identified in the Uptown Historic Resources Survey, and bring those nominations before the Historical Resources Board for review and designation. Provide support and guidance to community members and groups who wish to prepare and submit historic district nominations to the City, consistent with adopted Guidelines.
- HP-2.3 Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such an association with an important person or event) for potential historic designation.
- HP-2.4 Prepare Historic Contexts and Multiple Property Listings addressing Bungalow and Apartment Courts, properties associated with Kate Olivia Sessions, and Victorian-Era properties for review and designation by the Historical Resources Board.
- HP-2.5 Evaluate the identified Park Boulevard Historic District along with the contiguous "Park Boulevard Multi-Family Residential Grouping" on the east side of Park Boulevard

identified in the North Park Reconnaissance Survey to determine if the area as a whole contains a sufficient number of contributing properties to qualify as a historic district.

- HP-2.6 Prepare a Citywide Historic Context related to Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) history to assist in the identification and preservation of resources significant to the LGBTQ community. Partner with local knowledgeable organizations and groups, such as the LAMBDA Archives and Hillcrest History Guild, to assist in the preparation of the Context and the identification of significant resources.
- HP-2.7 Preserve and protect historic lighting fixtures within designated and potential historic districts. Encourage the use of "acorn" style pedestrian lighting fixtures within designated and potential historic districts when new lighting fixtures are introduced or non-historic lighting fixtures are replaced.
- HP-2.8 Conduct project specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.
- HP-2.9 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Uptown, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 Educational Opportunities and Incentives Related To Historical Resources

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

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future. In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of Uptown.

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

POLICIES

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



"Acorn" style lighting fixtures contribute to both the historic and pedestrian-oriented nature of designated and potentially historic districts.



Adaptive reuse of a historic building façade in Mission Hills.

information on the resources themselves, as well as the purpose and objectives of the preservation program.

- HP-3.3 Outreach to the Mission Hills and Hillcrest Business Improvement Districts (BIDs), local businesses and other organizations operating within the potential historic districts and the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.
- HP-3.4 Work with businesses and organizations within Uptown to create and promote new marketing and heritage tourism programs and opportunities.
- HP-3.5 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Site Address	Reference No.	Historic Name	Year Built	Property Type
2121 1 st Avenue	82002245	The Hawthorne Inn	1900	Commercial - Inn
2408 1 st Avenue	76000516	Long-Waterman House	1889	Single Family
2214-2224 2 nd Avenue	84001181	Major Myles Molan House	1894	Single Family
3162 2 nd Avenue	83001227	The Coulter Residence	1916	Single Family
2825 5 th Avenue	83003432	Park Place Methodist Episcopal Church	1910	Institutional
3525 7 th Avenue	74000552	George Marston House	1909	Single Family
3563 7 th Avenue	86002665	Frederick R. Burnham House	1907	Single Family
4345 Campus Avenue	98001193	Teacher Training School Building	1910	Institutional
3141 Curlew Street 435 West Spruce Street	87000621	A.H. Sweet Residences	1915	Single Family
3733 Robinson Mews	99001180	Sunnyslope Lodge	1902	Single Family
836 E Washington Street	78000750	Chaplain's Residence	1896	Single Family

TABLE 10-1: NATIONAL REGISTER HISTORIC RESOURCES IN UPTOWN



Prop	perty Address	HRB Site No.	Historic Name	Year Built
1930	1st Avenue	129	Sherman Judson House	1887
2121	1st Avenue	148	The Hawthorne Inn	1900
2169	1st Avenue	187	Nason Residence	1902
2408	1st Avenue	37	Long-Waterman House	1889
2508	1st Avenue	38	Timken House	1887-88
2961	1st Avenue	1085	John Henry and Katherine Zitt House	c.1923
3821	1st Avenue	589	Herbert and Ira Howe House	1912
2700 & 2800 Blocks	1st Avenue	320	First Avenue Bridge	1931
3718-3724	1st Avenue	445	Hall-Sherman House	1890
4045-4075	1st Avenue	418	4045, 4053, 4057, 4069, 4075 1 st Avenue	1907-1912
1767	2nd Avenue	57	H.E. Watts House	1896
2133	2nd Avenue	136	Broderick-Kenny House	1888
2331	2nd Avenue	198	George Keating Residence	1888
2341	2nd Avenue	568	Albert and Rebecca Zundelowitz House	1894
2355	2nd Avenue	567	E.B. and Martha Stuart House	1909
2368	2nd Avenue	172	The Charlotte Bushnell House	1895
2442	2nd Avenue	316	First Church of Christ Scientist	1909
2670	2nd Avenue	901	Hiram Newton Savage House	1909
2765	2nd Avenue	311	Emmett G. O'Neill Residence	1924-25
2928	2nd Avenue	687	Edith Hawley House	1938
3130	2nd Avenue	851	Emily Hill Wadsworth House	1924
3162	2nd Avenue	167	The Coulter Residence	1915
3223	2nd Avenue	999	George F. Hopkins House	c.1909
3225	2nd Avenue	365	Wood/Forney Residence	1909
3255	2nd Avenue	173	Otis Residence	1910
3303	2nd Avenue	174	Mertzmann-Winans Residence	1908
3315	2nd Avenue	345	John and Mary Gallagher Residence	1912
3320	2nd Avenue	599	William and Eleanor McCaskey House	c.1909
2214-2224	2nd Avenue	153	Major Myles Molan House	1894
1916	3rd Avenue	210	McCormick/Hartfield Timberlake Christian House	1893
2044	3rd Avenue	991	Carl and Mary Lundquist House	c.1907
2330	3rd Avenue	194	Hazard Residence	1913
3065	3rd Avenue	837	Elinor Meadows Apartment Building	1921
3140	3rd Avenue	784	Irvin and Vitulia Randall House	1910
3202	3rd Avenue	389	The L. M. Earnhart House	1911
3300	3rd Avenue	227	William Mason Fortescue Residence	1909
3518	3rd Avenue	178	Day's Little House	1912
3557	3rd Avenue	613	Alfred LaMotte/Hurlburt and Tifal House	1925
3565	3rd Avenue	1127	John and Evelyn Rice/ Arthur Keyes House	1913
3576	3rd Avenue	670	Brookes Family House	1891
3695	3rd Avenue	332	Hardesty House	1905
3720	3rd Avenue	192	Siess House	1907
3812	3rd Avenue	648	Jennie Gardiner Spec House #1	1910
3600	3rd Avenue			
136	Brookes Avenue	1109	Lillie and James North Houses	1908

Prop	erty Address	HRB Site No.	Historic Name	Year Built
2802	4th Avenue	307	Amy Strong House	190
3225-3231	4th Avenue	814	Carrie and Horatio Farnham Duplex	191
3235 &				
3255	4th Avenue	828	Dr. Chester Tanner Office Bungalow Court	1927-193
2309	5th Avenue	483	Kirkland Apartments	191
2825	5th Avenue	157	Park Place Methodist Episcopal Church	191
4040	5th Avenue	939	Henry B. Jones House	191
4077	5th Avenue	397	Mercy Hospital Historic Complex	192
3601-3635	5th Avenue	434	The Lloyd Ruocco Design Center	195
2900	6th Avenue	938	George and Alice Hazzard House	191
3060	6th Avenue	49	(Melville) Klauber House	190
3200	6th Avenue	801	Colonel Irving Salomon/Henry Hester Apartments	195
3525	7th Avenue	40	George Marston House	190
3525	7th Avenue	287	Marston House Garden	
3526	7th Avenue	97	Mary Cassitt House (No. 4)	190
3560	7th Avenue	98	Teats House (No. 1)	190
3563	7th Avenue	41	Frederick R. Burnham House	190
3574	7th Avenue	1021	Alice Lee/ Irving J. Gill/ Hazel Wood Waterman House	190
3578	7th Avenue	99	Alice Lee Residence	190
1949	Adams Avenue	369	Adams Avenue Trolley Carbarn Site	191
1 1		246	Mission Cliff Gardens Cobblestone Wall & Related	100
1600-1799	Adams Avenue	346	Features	190
4060	Alameda Drive	790	Tudor Rodgers/Martin V. Melhorn House	191
4105	Alameda Drive	1092	<i>B. Franklin and Helen Mahoney/Richard Requa House</i> Nancy Johnson & Richard Carter/Martin V. Melhorn	192
3916	Alameda Place	1164	House	191
3932	Alameda Place	489	The Joseph S. Mack House	191
3960	Alameda Place	794	M.B. and Ida Irvin Spec House #1	192
2333	Albatross Street	802	Elwyn Gould House	191
2440	Albatross Street	737	Edward and Lillian Roberts House	190
2504	Albatross Street	402	Dr. Frank J. Campbell House	191
2865	Albatross Street	530	Edward T. Austin/McDonald-Applegarth House	191
3330	Albatross Street	995	Harry and Hattie Stone House	1908-192
3353	Albatross Street	62	Lee House No. 2	1900 192
3367	Albatross Street	63	Lee House No. 2	190
3407	Albatross Street	65	Teats House No. 3	191
3415	Albatross Street	64	Teats House No. 2	192
3696	Albatross Street	884	Kate M. Dillon & Florence A. Maddock/ Henry J. Lang House	192
3703	Albatross Street	732	Henry Lang Spec House #2	192
3766	Albatross Street	241	McDonald/Fowler/ Mack	190
3786	Albatross Street	949	Arthur and Caroline Dickerson House	190
4052	Albatross Street	791	Conrad and Ida Felger House	190
3620	Albert Street	917	Stephen McMorrow Spec House #1	191
3646	Albert Street	1015	Ralph and Agnes Virden House	191
1830	Altamira Place	427	Lomax House	193
1830	Altamira Place	600	Richard Hathaway Spec House #1	191



Pr	opei	rty Address	HRB Site No.	Historic Name	Year Built
1847		Altamira Place	672	Dr. Clair Stealy House	1913
1855		Altamira Place	923	Richard M. Hathaway Spec. House No. 2	1925
1863		Altamira Place	779	La Casa de las Siete Candelas	1925
1895		Altamira Place	698	Albert Frost House	1916
4244		Ampudia	729	Julius and Victoria Saitz House	1912
4351		Ampudia Street	930	Raymond and Doris Worrell House	1928
4395		Ampudia Street	532	The Baranov Family Residence	1927
4467		Ampudia Street	797	William Templeton Johnson Spec House #1	1926
4476		Ampudia Street	361	McMurtrie/Witherow House	1912
1201	W.	Arbor Drive	780	Alberta Security Co./Martin V. Melhorn Spec House #1	1914
1768	W.	Arbor Drive	706	Frank E. Melcher Spec House #1	1925
1737	W.	Arbor Drive	994	Jack and Neva Millan Spec House #1	1923
4175		Arden Way	1150	C. Wesley and Lucie Hall House	1924
4188		Arden Way	1026	J.A. and Mary Smith/ William Wahrenberger House	1925
4205		Arden Way	618	Alexander Schreiber Spec House #1	1921
4220		Arden Way	947	Della M. Ballard House	1913
4230		Arden Way	748	Chester Eastman Spec House #1	1912
4247		Arden Way	495	Dyar & Grace Hazelrigg House	1920
4230		Arguello Street	523	James C. & Lillie Byers / Ralph E. Hurlburt House	1928
4240		Arguello Way	1018	Nathan and Hattie Rigdon Spec. House # 1	1917
4230		Arista Drive	467	Leo R. Hoffman Residence	1948
4381		Arista Drive	663	Floyd and Margaret Hunter House	1924
4252		Arista Street	721	Ena Shapley/Edward Depew House	1931
4266		Arista Street	1086	J. Rex and Alice Murray Spec. House #1	1930
4319		Arista Street	806	Anne and Edward Lindley House	1935
4335		Avalon Drive	507	Harper Residence	1912
2163		Brant Street	537	The George J. Leovy/George S. Spohr House	1888
2765		Brant Street	771	Mickey Wright/Samuel Hamill House	1933
3100		Brant Street	894	<i>Charles W. Fox/William Sterling Hebbard House</i>	1908
3248		Brant Street	932	Lucy Killea House	1920
3341		Brant Street	439	Hale-Nadeau House	1915
244	W.	Brookes Avenue	366	Louis Gill Home	1921
1439		Brookes Avenue	969	Glenn A and Ruth Rick House	1927
				The Frank H. and Margaret Burton/Milton P. Sessions	
1271		Brookes Terrace	534	House	1933
4075		Couts Street	1041	Charles and Marie Brenner Spec. House #1	1926
2465		Curlew Street	1058	Hans and Mabel Hirte House	1923
3141		Curlew Street	200	A.H. Sweet Residences	1914-1915
3226		Curlew Street	746	Edward Allig/William Sterling Hebbard House	1912
3240		Curlew Street	437	Hallenbeck House	1912
3264		Curlew Street	980	Dr. James & Virginia Churchill/William Templeton Johnson House	1922
1007		Cypress Avenue	987	Walter J. and Grace Ogden/ Ralph L. Frank	1931
1008		Cypress Avenue	671	Mary Marston/Requa and Jackson House	1933
1025		Cypress Avenue	722	Philip and Helen Gildred/Ralph Frank House	1935
3510		Dove Court	1037	Oakley J. Hall House	1926

Pro	oper	ty Address	HRB Site No.	Historic Name	Year Built
				Baron X. Kouch and Norma Meyer Schuh Spec House	
3519		Dove Court	883	#1	1931
2820		Dove Street	535	The Carlos B. and Blanche W. Livers House	1937
3676		Eagle Street	765	Daniel and Clara Deacon House	1921
3747		Eagle Street	877	Ida R. Hedges House	1904
3910		Eagle Street	778	Pacific Building Company Spec House No. 1	1912
4129		Falcon Street	1079	John Donohue Spec House #1	с. 1911
1329		Fort Stockton Drive	1005	John and Emilie Wahrenberger/Martin V. Melhorn House	1911
1530		Fort Stockton Drive	1112	Morris and Ida Irvin Spec House #2	1921
1787		Fort Stockton Drive	776	Henry Lang Spec House #3	1913
1835		Fort Stockton Drive	712	Mary Stockwell House	1912-13
				Louis R. and Muriel Dilley/Monroe E. And Olga J.	
1845		Fort Stockton Drive	775	Wallace House	1924
1866		Fort Stockton Drive	730	Alexander Schreiber Spec House #2	1921
2121		Fort Stockton Drive	785	Nathan Rigdon Spec House #2	1915
2154		Fort Stockton Drive	414	Dr. Frank P. & Elizabeth K. Lenahan Residence	1916
2206		Fort Stockton Drive	786	Nathan Rigdon Spec House #1	1917
2236		Fort Stockton Drive	686	George Jenks Spec House #1	1912
2252		Fort Stockton Drive	611	William E. Kier House	1913-14
2260		Fort Stockton Drive	696	Horace and Della Shank House	1914
2315		Fort Stockton Drive	906	John Snyder/Ralph E. Hurlburt & Charles H. Tifal Spec House #1	1925
1929		Front Street	100	Mumford Residence	1880
2243		Front Street	336	Edward Grove Residence	1901
2257		Front Street	199	Judge Monroe Anderson House	1904
2366		Front Street	149	The Garrettson House	1896
2929		Front Street	847	Thomas & Edith Hunter House	1915
3147		Front Street	118	Charles A. Martin House	1912
3231		Front Street	1123	lver Lawson, Jr. House	1925
3333		Front Street	184	Anthony Residence	1906
3536		Front Street	188	Wiard Family Residence	1898
3551		Front Street	186	Moore House	1893
3776		Front Street	18	Gill House	1905
2126-30		Front Street	1060	Annie Porter House	1895
4003		Goldfinch	1000		1055
820	W.		868	P.D. Griswold Pharmacy/Commercial Building	1913
3838		Goldfinch Street	586	Marion Townley House	1922
300 Block		Grape Street	53	Florence Hotel Tree	1895
2174		Guy Street	766	Percy Benbough/William Wheeler House	1926
4671		Harvey Road	359	Everett Gee Jackson and Eileen Lois Jackson Residence	1929
3907		Hawk Street	948	Ralph Hurlburt/ Alexander Schreiber Spec House #2	1920
3917		Hawk Street	929	Ralph Hurlburt/ Alexander Schreiber Spec House # 1	1920
4019		Hawk Street	1122	Alberta Security Co./Martin V. Melhorn Spec House #3	1919
233-239		Hawthorn Street	563	J. Frank Dehm Apartment Buildings	1912
909		Hayes Avenue	840	Fredric & Myrle Murray Spec House No. 1	1930
3542		Herbert Street	788	Homer Chandler House	1930
3636		Herbert Street	936	Helen Schnepp Spec House #1	1912

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Pr	oper	ty Address	HRB Site No.	Historic Name	Year Built	
4301		Hermosa Way	621	Barr-Rigdon-Robinson Spec House #1	1910	
4364		Hermosa Way	758	Charles and Flora Butler House	1910	
4411		Hermosa Way	864	William and Lotte Porterfield House	1917	
		,		June Magee/Requa and Jackson & R.P. Shields and Son		
4440		Hermosa Way	1163	House	1928	
4451		Hermosa Way	756	Sarah Brock/William Templeton Johnson/Brawner & Hunter House	1922	
4455		Hermosa Way	764	Marion Delafield Sturgis and Samuel Otis Dauchy/William Templeton Johnson House	1923-27	
4460		Hermosa Way	1129	William and Vera Wylie Spec House #1	1924	
2120		Hickory Street	625	S.H. Newell, Jr. Spec House #1	1916	
2138		Hickory Street	559	Fred and Mary Brachmann Spec House	1914	
2320		Hickory Street	1065	Luigi and Louise Perna/ Frank Hope, Sr. House	1928	
4305		Hortensia Street	553	The Maurice F. and Marie D. Herschel House	1930	
4474		Hortensia Street	446	Whitehead-Kunzel-Bowers House	1917	
4476		Hortensia Street	800	<i>Robert Campbell and Belle Anderson Gemmell/Frank Mead/Richard Requa/Henry Jackson House and Studio</i>	1916 (house) 1926 (studio)	
4494		Hortensia Street	1080	Samuel and Lulu Maxwell House	1927	
4171		Ingalls Street	614	Mary Hill House	1912	
3503		Jackdaw Street	950	Ralph H. Pratt House	1939	
3665		Jackdaw Street	1051	Mary and Julia Pickett Spec House #1	1929	
4185		Jackdaw Street	738	Charles Freson House	1910	
4243		Jackdaw Street	1098	Louis and Carmelita Fontanel House	1922	
4167-4169		Jackdaw Street	860	Irvin Security Company Spec House #1/Morris B. Irvin House	1914 (4167) 1927 (4169)	
2304		Juan Street	1135	United States Holding Company Spec House	1953	
2335		Juan Street	1066	Gordon Eby House	1930	
326	E.	Juniper Street	440	Barcelona Apartment Hotel	1923	
233	W.	Juniper Street	922	Laurence Klauber House	1911	
136	•••	Juniper Street	94	Judge Torrance House	1887	
150		Jumper Street	51	Albert D. and Allie M. Hagaman/William B. Melhorn	1007	
219-221		Kalmia Street	870	House	1927	
3607		Lark Street	998	Ida Kuhn House	1924	
4119		Lark Street	657	Frank Sessions/Emmor Brooke Weaver House	1911	
4141		Lark Street	777	Joel L. and Edith M. Brown House	1916	
4144		Lark Street	888	Alberta Security Company/Martin V. Melhorn Spec House #2	1918-1923	
545		Laurel Street	270	William Clayton House	1907	
1515	W.	Lewis Street	1113	Nathan Rigdon Spec House #3	1910	
1752	W.	Lewis Street	711	<i>Carl H. Heilbron/Nathan Rigdon House</i>	1914	
1753	W.	Lewis Street	594	Edgar Davies House	1913	
1760	W.	Lewis Street	817	Nathan Rigdon and Morris B. Irvin Spec House #2	1913	
1236		Lincoln Avenue	704	Abel and Caroline Adams House	1908	
1031-1033		Lincoln Avenue	494	The Charles Quayle House	1907	
1877		Lyndon Road	595	<i>Stephen and Anna Connell/Henry Harms Preibusius</i> <i>House</i>	1913	

Property Address		HRB Site No.	Historic Name	Year Built	
1036		Madison Avenue	985	Eric Lund and Anna M. Dahlander Lund House	192
					195
		Maple and Albatross	100		(Monume
		Streets	106	Waldo Waterman Monument	Dat
210		Maple Street	156	Wegeforth House	191
406		Maple Street	52	Britt/Scripps House	1887-8
536		Maple Street	334	Palomar Apartment Building	1913-1
4145		Miller Street	920	George and Beatrice Bown House	192
4146		Miller Street	1011	Guilford H. and Grace Whitney House	1927-196
1232		Myrtle Avenue	904	Frederick and Helen Thompson/Charles H. Tifal House	192
1051		Myrtle Way	1168	Antonio and Estela Martinez House	193
1053		Myrtle Way	1171	Roy and Anna Ridgeway House	192
1087		Myrtle Way	714	David A. and Emma Loebenstein House	192
1833		Neale Street	905	Delawie Residence II	190
4507		New Hampshire St	1096	Nathaniel and Ella Sebastian/Edward F. Bryans House	193
4656		North Avenue	531	James A. Creelman House	190
4574-4576		North Avenue	1151	Wirt and Maud Smith Apartment House	19
406	W.	Nutmeg Street	206	Hubbard Residence	19
525-531 2680		Nutmeg Street 6th Avenue	811	Le Moderne Apartment Complex	19
2020		Orizaba Avenue	484	The Miller House	19
2036		Orizaba Avenue	330	Villa Orizaba	18
4119		Palmetto Way	823	Franklin and Helen Boulter/Martin V. Melhorn House	19
4139		Palmetto Way	997	Emma Spargle Chanter/Martin V. Melhorn House	19
4167		Palmetto Way	1034	Alexander Schreiber Speculation House #5	19
4195		Palmetto Way	583	Neil Brown/Martin V. Melhorn House	19
3812		Park Boulevard	351	Park Theatre/Bush Egyptian Theatre	19
4410		Park Boulevard	946	Julia Wilson House	1907-19
3736-48		Park Boulevard	481	3736-3748 Park Boulevard	192
3770-3774		Park Boulevard	310	Egyptian Courts Apartments	192
2112		Pine Street	895	Lillian Arnett House	19
2133		Pine Street	831	Paul S. & Laura Rayburn Spec House	19
2306		Pine Street	1075	Bessie Olds/William Wahrenberger House	193
2344		Pine Street	699	Etta and Lydia Schwieder/Requa and Jackson House	19
2412		Pine Street	1160	Alfred & Helen Cantoni/Ralph L. Frank & William B. Melhorn House	19
1506		Plumosa Way	705	Gertrude Evans / Emmor Brooke Weaver House	19
1625		Plumosa Way	436	The Jarvis L. Doyle Residence	19
2310		Presidio Drive	979	Alexander Schreiber Spec House #5	192
2400		Presidio Drive	355	Alexander and Nancy Highland House	193
2420		Presidio Drive	522	Claude & Edna Bradley Woolman / Alexander Schreiber House	19
2430		Presidio Drive	601	Jacob Haas Spec House #1	19
2436		Presidio Drive	934	John and Caroline Bostick House	19
2540		Presidio Drive	910	Irvine M. Schulman House	193
3819		Pringle Street	988	William and Ida Cook House	192

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Pro	opei	rty Address	HRB Site No.	Historic Name	Year Built
4376		Proctor Place	958	P.Z. Lund Spec. House #1	1913
1433		Puterbaugh Street	911	James Don & Rita H. Keller/Lloyd Ruocco House	1948
300 Block		Quince Street	211	Quince Street Footbridge	1905
4101		Randolph Street	602	Elmer L. Kier House	1919
4201		Randolph Street	482	Francis W. Parker School	1913
4274		Randolph Street	1120	James and Mary Clark House	1927
4290		Randolph Street	1094	Thomas and Katherine Carter/Lincoln Rogers House	1927
136		Redwood Street	169	The Ernest & Ileen White Residence	1898
				First Church of the United Brethren in Christ /	
321		Robinson Avenue	331	Thackeray Gallery	1912
1735		Robinson Avenue	448	1735 Robinson Avenue House	1924
3733		Robinson Mews	370	Sunnyslope Lodge	1902
3912		Saint James Place	695	Bishop Theodore and Daisy Thurston House	1931
4239		Saint James Place	1044	Morris B. Irvin Spec. House No. 2	1922
4244		Saint James Place	616	Olive and Frank Lovett House	1913
2251		San Juan Road	1059	<i>Dr. Franklin and Leone Lindemulder /Ralph Frank House</i>	1935
2293		San Juan Road	896	C. Arnholt Smith/Ralph L. Frank House	1936
1801		Sheridan Avenue	492	The Coffield House	1915-16
1010			617	John Vance Cheney/Alice Barnett/Emmor Brooke	1000
1816		Sheridan Avenue	617	Weaver House	1909
1824		Sheridan Avenue	572	Mary Ward/Emmor Brooke Weaver House	1912
1885		Sheridan Avenue	815	Nathan Rigdon and Morris B. Irvin Spec House #3	1919
135		Spruce Street	582	George and Amelia Videan House	1923
430		Spruce Street	399	Ralph D. Lacoe House	1922
435 200 and	W.	Spruce Street	200	A.H. Sweet Residences	1914-1915
300 Blocks	W.	Spruce Street	116	Spruce Street Suspension Bridge	1912
525		Spruce Street	253	Park Manor	1926
3305		State Street	598	Charles and Bernice Kelly House	1932
4151		Stephens Street	772	Alexander Schreiber Spec House #4	1920
4181		Stephens Street	1038	M.B. and Ida Irvin/Alexander Schreiber Spec. House #2	1920
4191		Stephens Street	762	Alexander Schreiber Spec House #3	1920
4194		Stephens Street	735	W. Z. Thornhill House	1921
4195		Stephens Street	942	M.B. and Ida Irvin/ Alexander Schreiber Spec House #1	1920
1915		Sunset Blvd	1078	Henry and Lavina Nelson Spec House #1	1913
1824		Sunset Boulevard	487	The Meyers House (John S. Graves Speculation)	1920
1875		Sunset Boulevard	816	William G. and Fidelia Lewis McKittrick House	1911-1912
1945		Sunset Boulevard	557	Ralph E. Jenney/ Walter S. Keller House	1911
1955		Sunset Boulevard	978	Henry Nelson/Martin V. Melhorn Spec House #1	1912
2003		Sunset Boulevard	744	Harry Miller House	1912
2003		Sunset Boulevard	744	Bishop Charles Frances Buddy House	1913
2031		Sunset Boulevard	1014	Bertha B. Mitchell House	c.1923
2121 2124		Sunset Boulevard	593	Katherine H. Wagenhals/Joel Brown House	1913
2124		Sunset Boulevard	429	Fred Jarboe House	1913
210					
4030		Sunset Road	662	C. Arnholt Smith Spec House #1	1932

Pr	ope	rty Address	HRB Site No.	Historic Name	Year Built
435	W.	Thorn Street	875	Morris and Lillian Herriman House	192
1603		Torrance Street	853	Sarah Brock/William Templeton Johnson House	192
				Dr. Charles Brown/	
1614		Torrance Street	1130	Lester Olmstead House	192
4267		Trias Street	694	John & Emilie Wahrenberger/William Wahrenberger Spec House #1	191
4276		Trias Street	937	Olmstead Building Company Spec House #1	193
4277		Trias Street	680	William and Grace Wahrenberger House	191
4285		Trias Street	681	Frances Herrick/ William Wahrenberger House	191
4352		Trias Street	541	The Irvine and Flora Schulman House	192
4356		Trias Street	674	<i>Clarence & Gertrude Beatty/Wayne McAllister House</i>	192
				John Snyder/Ralph E. Hurlburt and Charles H. Tifal Spec	
4370		Trias Street	933	House #2	192
4405		Trias Street	703	Frank and Mary Ricker House	191
4460		Trias Street	990	William Templeton Johnson/ Harry Brawner Rental House	192
			733		192
4520		Trias Street	/33	<i>William Templeton Johnson House</i> <i>John Snyder/Ralph E. Hurlburt and Charles H. Tifal Spec</i>	191
4386		Trias Street	1089	House #3	192
2430		Union Street	1061	Fred W. Osburn House	c.188
2470		Union Street	120	The Tucker House	191
3032		Union Street	488	The Depietri/ Pecoraro/ Tarantino House	192
3065		Union Street	977	Napoleon J. Roy House	190
1041-1047		University Avenue	940	Charles Jurman Building	191
412-414		University Avenue	238	Jimmy Wong's Golden Dragon Neon Sign	195
801-803		University Avenue	804	St. Joseph's Hospital Annex/Furniture Store	191
410	W.	Upas Street	333	Evangeline Caven Bungalow	191
1212		Upas Street	770	Casa De Tempo/Samuel Wood Hamill House	193
4346		Valle Vista Way	1027	Richard and Viola Requa House	191
3419		Vermont Street	879	George J. Singer House	192
800-808	W.	Washington		John W. Willmott Hardware/Florence Apartment	
4010		Falcon Street	867	Building	192
1302		Washington Place	318	Melhorn-King Residence	191
1501		Washington Place	5	Calvary Cemetery Site	187
836	E.	Washington Street	134	Chaplain's Residence	189
3725		Wellborn Street	957	Irving and Anna Brockett House	192
4231		Witherby Street	476	The Jeanette E. & George R. Daley House	192
4245		Witherby Street	673	Marshall Cassidy House	192
4330		Witherby Street	889	Cornelius and Eva Lee Kelly Spec House #1	192

*This table includes all properties designated by the Historical Resources Board as individually significant properties as of March 2015.



HISTORIC PRESERVATION



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





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

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criterion
<i>Arnold & Choate's Potential Historic</i>	Barr Street, Dove Street, University Avenue and Randolph	313 Properties	1890-1951	The Railroad Boom and Early Residential Development: 1885- 1909	A & C
District	Street			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
				Postwar Development, Suburbanization, the Automobile and Modernism: 1948-1970.	
Dove Street Potential Historic	West Palm Street, North Arroyo Drive, Arroyo Drive, and	31 Properties	1928-1948	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
District	Arroyo Drive, and Reynard Way			Great Depression and World War II: 1929-1948	
Heart of Banker's	Pennsylvania Avenue, First Avenue,	125 Droportion	1870-1940	Early History: 1769-1885	A, C & D
Hill Potential Historic District	Redwood Street and Dove Street	Properties		The Railroad Boom and Early Residential Development: 1885- 1909	
				The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
Horton's Addition	Laurel Street, 4 th	143 Droportion	1871-1940	Early History: 1769-1885	A, C & D
Potential Historic District	Avenue, Grape Street and Brant Street	Properties		The Railroad Boom and Early Residential Development: 1885- 1909	
				The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
Inspiration Heights Potential Historic District	Sunset Boulevard, Saint James Place, Putterbaugh Street	84 Properties	1887 and 1909-1942	The Railroad Boom and Early Residential Development: 1885- 1909	A & C
	and Couts Street			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
Inspiration View Potential Historic	Torrance Street, Ostego Drive, Walnut	24 Properties	1925-1936	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
District	Avenue and Eagle Street			Great Depression and World War II: 1929-1948	
John Sherman Potential Historic District	Grape Street, First Avenue, Fir Street and Front Street	12 Properties	1880-1915	Early History: 1769-1885 The Railroad Boom and Early Residential Development: 1885- 1909	C & D
				The Panama-California Exposition and Streetcar Suburbs: 1909-1929	

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

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criterion
<i>Marston Family Potential Historic District</i>	Brookes Avenue, Highway 163, Upas Street and the alley between 6 th and 7 th	11 Properties	1904-1918	The Railroad Boom and Early Residential Development: 1885- 1909	A, B, C & D
	Avenues			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
<i>Marston Hills Potential Historic District</i>	Pennsylvania Avenue, Highway 163, Upas Street and Richmond	88 Properties	1924-1940	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A, B, C & D
	and Vermont Streets			Great Depression and World War II: 1929-1948	
<i>Mission Hills Historic District Expansion Area</i>	Altamira Place and the bluff immediately north of Hortensia	517 Properties	1908-1941	The Railroad Boom and Early Residential Development: 1885- 1909	C & D
	Street to the north; Stephens Street to the east; Sunset			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
	Boulevard, Torrance Street, Neale Street and Pringle Street to the south; and St. James Place, Witherby Street, Trias Street and Hortensia Street to the west			Great Depression and World War II: 1929-1948	
<i>North Florence Heights Potential Historic District</i>	Hunter Street, Randolph Street, Mission Hills/Pioneer Park, and Stephens Street	96 Properties	1890-1940	The Railroad Boom and Early Residential Development: 1885- 1909 The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948	А, В & С
Northwest Mission Hills Potential Historic	Arista Street and Conde Street to the north; the bluff facing	301 Properties	1908-1950	The Railroad Boom and Early Residential Development: 1885- 1909	A, C & D
District	Interstate 8 to the east; Witherby Street, Trias Street and			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
	Hortensia Street to the south; and Juan Street and Sunset			Great Depression and World War II: 1929-1948	
	Boulevard to the west			Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	
<i>Park Boulevard Potential Historic District</i>	Robinson Avenue, Park Boulevard, Upas Street, and the alley	35 Properties	1888-1960	The Railroad Boom and Early Residential Development: 1885- 1909	A & C
	between Park Boulevard and Herbert Street.			The Panama-California Exposition and Streetcar Suburbs: 1909-1929	
				Great Depression and World War II: 1929-1948	
				Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	

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

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criterion
<i>Presidio Hill Potential Historic District</i>	Arista Street, Presidio Drive, Cosoy Way and the bluff edge overlooking Presidio Park	59 Properties	1926-1945	The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948	A, C & D
Robinson Place Potential Historic District	Robinson Avenue, Herbert Street, Pennsylvania Avenue and Albert Street	14 Properties	1925-1927	The Panama-California Exposition and Streetcar Suburbs: 1909-1929	A & C
<i>Second Avenue Potential Historic District</i>	Along Second Avenue between Upas Street and Palm Street	48 Properties	1871-1945	Early History: 1769-1885 The Railroad Boom and Early Residential Development: 1885- 1909 The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948	A, C & D
<i>West University Heights Potential Historic District</i>	Bounded by the bluff facing Interstate 8 and Lincoln Avenue to the north; Cleveland Avenue to the east; Washington Street to the south; and Rhode Island Street and the west side of Vermont Street to the west	449 Properties	1888-1945	The Railroad Boom and Early Residential Development: 1885- 1909 The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948	A & C

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



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

Prop	erty Address	APN	Year Built	Style	Status Code
	The R	ailroad Bool		arly Residential Development: 1885-1909	couc
				Victorian Vernacular/transitional Craftsman Bungalow	
3762	10th Ave	45209337	c.1900	Court	5S3
3768	10th Ave	45209337	c.1900	Victorian Vernacular/transitional Craftsman Bungalow Court	553
5706		1		osition and Streetcar Suburbs: 1909-1929	535
2621	1st Ave	45270503		Prairie Apartment Court	5\$3
3853	1st Ave	45205503		Mission Revival Bungalow Court	553
4080	1st Ave	44449231		Craftsman Bungalow Court	553
2350	2nd Ave	53318210		Vernacular Bungalow Court	555 58
1922	3rd Ave	53328207	1922		5B
2350	3rd Ave	53318310		Mission Revival Apartment Court	5B
2409	3rd Ave	53310604	1927	Mission Revival Apartment Court	5B
3149	3rd Ave	45262121		Vernacular Bungalow Court	553
3802	3rd Ave	45205523		Mission Revival Bungalow Court	555 58
3947	3rd Ave	44466205	c.1920		5B
3235	4th Ave	45255528	1927	Spanish Colonial Revival Bungalow Court	5B
3245	4th Ave	45255529	1927		5B
3542	4th Ave	45240211		Spanish Colonial Revival Bungalow Court	5B
1937	5th Ave	53329303		Spanish Eclectic Bungalow Court	553
1949	5th Ave	53329302		Spanish Eclectic Bungalow Court	5\$3
3433	5th Ave	45240719		Mission Revival Bungalow Court	5\$3
3558	5th Ave	45240618		Spanish Colonial Revival Bungalow Court	5S3
3517	6th Ave	45243006		Spanish Colonial Revival Bungalow Court	5B
3655	6th Ave	45229104	1927	Spanish Colonial Revival Bungalow Court	5S3
3924	8th Ave	44468311	1912		5B
3720	10th Ave	45210358	1927		5B
4260	Campus Ave	44529223	c.1920		5S3
4457	Campus Ave	44520107	c.1915	Craftsman Bungalow Court	5S3
4462	Campus Ave	44519027	1929	Mission Revival Bungalow Court	5S3
4532	Campus Ave	44511221	1925	Craftsman Bungalow Court	5S3
4583	Campus Ave	44512101	c.1920	Spanish Colonial Revival Bungalow Court	5S3
4617	Campus Ave	44503308	1926	Craftsman Bungalow Court	5S3
3925	Centre St	44564207	1927	Craftsman Bungalow Court	5S3
1235	Cleveland Ave	44561003	1923	Vernacular Bungalow Court	5S3
4145	Cleveland Ave	44547006	1925	Spanish Colonial Revival Bungalow Court	5S3
4550	Cleveland Ave	44511127	1929	Spanish Colonial Revival Bungalow Court	5S3
2601	Columbia St	53305106	c.1910	Craftsman Bungalow Court	5B
3515	Columbia St	45146405	c.1915	Craftsman Bungalow Court	5S3
3708	Columbia St	45159111	c.1920	Vernacular Bungalow Court	5S3
3716	Columbia St	45159109	c.1920	Vernacular Bungalow Court	5S3
1414	Essex St	45219121	c.1920	Vernacular Bungalow Court	5S3
3756	Front St	45201421	1923	Spanish Colonial Revival Bungalow Court	553
304	lvy St	53315504	1928	Spanish Colonial Revival Apartment Court	553
120	Lewis St	44450309	c.1925	Spanish Colonial Revival Bungalow Court	5B

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

Prop	erty Address	APN	Year Built	Style	Status Code
1407	Madison Ave	44511101	1927	Spanish Colonial Revival Bungalow Court	5S3
1622	Meade Ave	44520117	c.1925	Colonial Revival Bungalow Court	5S3
1714	Meade Ave	44520214	c.1910	Mission Revival Bungalow Court	5S3
1624	Myrtle Ave	45236331	c.1925	Mission Revival Bungalow Court	5S3
4450	North Ave	44520124	1924	Mission Revival Bungalow Court	5S3
4542	North Ave	44512123	1925	Craftsman Bungalow Court	5S3
4546	North Ave	44512124	1927	Craftsman Bungalow Court	5S3
	North Ave	44520206	c.1920	Craftsman Bungalow Court	5S3
525	Nutmeg St	45271408	c.1920	Art Deco Apartment Court	5B
528	Olive St	45266403	1928	Spanish Colonial Revival Bungalow Court	5S3
3718	Park Blvd	45221314	c.1925	Spanish Colonial Revival Bungalow Court	5S3
3770	Park Blvd	45220055	1928	Egyptian Revival Apartment Court	5S1
4438	Park Blvd	44520221	c.1925	Craftsman Bungalow Court	5S3
104	Pennsylvania	45206207	1025		E D
104	Ave	45206307		Pueblo Revival Bungalow Court	5B
3420	Richmond St	45245045		Spanish Colonial Revival Apartment Court	553
1035	Robinson Ave	45213117		Spanish Colonial Revival Bungalow Court	5B
821	Sutter St	45119301		Spanish Colonial Revival Bungalow Court	553
2439	Union St	53306303		Vernacular Bungalow Court	553
1616	Upas St	45248116		Spanish Colonial Revival Apartment Court	553
21.05			· '	n and World War II: 1929-1948	5.00
3125	1st Ave	45261203		Art Moderne Apartment Court	553
2059	2nd Ave	53317414		Art Moderne/Minimal Traditional Bungalow Court	5B
3920	3rd Ave	44466117		Minimal Traditional Bungalow Court	553
2452	4th Ave	53310610	c.1935		7R
3251	4th Ave	45255526		Spanish Colonial Revival Bungalow Court	5B
3749	4th Ave	45206335		Spanish Colonial Revival Bungalow Court	553
2254	5th Ave	53319509		Spanish Colonial Revival Apartment Court	5B
1938	6th Ave	53329307		Mission Revival Apartment Court	553
1950	6th Ave	53329308		Art Moderne Apartment Court	553
3020	6th Ave	45262407		Colonial Revival Apartment Court	553
3929	7th Ave	44468315		Spanish Eclectic Apartment Court	5\$3
3949	8th Ave	44469007		Minimal Traditional Bungalow Court	5\$3
4021	8th Ave	44456029		Contemporary Apartment Court	5\$3
3748	10th Ave	45209337		Spanish Colonial Revival Apartment Court	5\$3
3764	10th Ave	45209337		Spanish Colonial Revival Apartment Court	5\$3
1624	Adams Ave	43810221	1947		5S3
4033			c.1935		5B
2115				<u> </u>	5\$3
2147	Brant St	53316103	1940	•	5S3
4499	Campus Ave	44520101	c.1935	<u> </u>	5S3
4517	Cleveland Ave	44511212	c.1935	<u> </u>	5S3
3744	Columbia St	45159104	1931		5S3
101	Dickinson St	44431110	c.1935	Minimal Traditional Bungalow Court	5S3

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

Prop	erty Address	APN	Year Built	Style	Status Code
2666	Dove St	45267124	Î.	Art Moderne Bungalow Court	5S3
1437	Essex St	45219204	c.1935	Minimal Traditional Apartment Court	5S3
4052	Front St	44449124	c.1930	Art Moderne Bungalow Court	5B
4185	Front St	44450101	c.1940	Minimal Traditional Apartment Court	5S3
526	Grape St	53320402	1942	Minimal Traditional Bungalow Court	5S3
1633	Guy St	45122317	1930	Vernacular Bungalow Court	5B
3503	India St	45145309	1940	Minimal Traditional Bungalow Court	5S3
122	Juniper St	53318206	1937	Spanish Colonial Revival Apartment Court	5B
4583.5	Madison Ave	44512101	c.1940	Minimal Traditional Bungalow Court	5S3
4427	North Ave	44520210	c.1940	Minimal Traditional Bungalow Court	5S3
4460	North Ave	44520125	1941	Minimal Traditional Apartment Court	5S3
4638	North Ave	44503318	1940	Art Moderne Bungalow Court	5S3
4641	North Ave	44504105	c.1930	Art Moderne Apartment Court	5S3
4702	Park Blvd	43810205	c.1945		5S3
4708	Park Blvd	43810204	c.1945	Colonial Revival Bungalow Court	5S3
735	Pennsylvania Ave	45127210		Minimal Traditional Apartment Court	553
3407	Pringle St	45172608	1940		553
3220	Reynard Way	45156306	c.1945	Minimal Traditional Apartment Court	553
3543	Reynard Way	45137010	1943	· ·	7R
1210	Robinson Ave	45215404		Colonial Revival Bungalow Court	5\$3
1210	Robinson Ave	45216113	c.1945	Minimal Traditional Apartment Court	553
1926	San Diego Ave	45172217		Art Moderne Apartment Court	555 58
3630	State St	45132304		Vernacular Apartment Court	553
5656		-	·	ration, the Automobile, & Modernism: 1948-1970	555
3237	1st Ave	45253845	1949	Minimal Traditional Apartment Court	5S3
3710	1st Ave	45201437	c.1950	Vernacular Apartment Court	553
3730	1st Ave	45201439	1959	•	553
4030	3rd Ave	44452121	1959	•	553
3955	7th Ave	44468314		Contemporary Apartment Court	553
4045	8th Ave	44456027		Contemporary Apartment Court	553
4047	8th Ave	44456026	1956		5\$3
3932	9th Ave	44469033	c.1960		553
2137	Brant St	53316104	c.1950		5\$3
2301	Brant St	53315206	1953		553
2313	Brant St	53315205	1953	Minimal Traditional Apartment Court	553
4050	Brant St	44445115	1958	•	553
4033	Dove St	44445117	1958	Minimal Traditional Apartment Court	553
4109	Front St	44450406		•	553
1626	Glenwood Dr	45145108	c.1950	Minimal Traditional Apartment Court	553
1632	Glenwood Dr	45145109	c.1950	Minimal Traditional Apartment Court	553
3620	Keating St	45121105	1952	Contemporary Bungalow Court	553
1669	Linwood St	45122409	1956		553
1609	Madison Ave	44512101	c.1950	Contemporary Bungalow Court	553

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

Pro	pei	ty Address	APN	Year Built	Style	Status Code
4591		Madison Ave	44512101	c.1950	Contemporary Bungalow Court	5S3
4067		Normal St	44549106	c.1950	Minimal Traditional Apartment Court	5S3
3550		Park Blvd	45236325	c.1950	Contemporary Apartment Court	5S3
3634		Park Blvd	45236306	c.1955	Contemporary Apartment Court	5S3
3670		Park Blvd	45221335	c.1960	Minimal Traditional Apartment Court	5S3
3680		Park Blvd	45221334	c.1960	Minimal Traditional Apartment Court	5S3
4426		Park Blvd	44520220	1957	Minimal Traditional Bungalow Court	5S3
825	W	Pennsylvania Ave	45127203	1951	Minimal Traditional Bungalow Court	553
719		Pennsylvania Ave	45127212	1949	Contemporary Apartment Court	553
1418		Pennsylvania Ave	45216305	1959	Vernacular Bungalow Court	5\$3
3139		Reynard Way	45257103	c.1950	Minimal Traditional Apartment Court	5S3
3161		Reynard Way	45257102	c.1950	Minimal Traditional Apartment Court	5S3
3244		Reynard Way	45156307	c.1950	Minimal Traditional Bungalow Court	5S3
3611		Reynard Way	45128004	1951	Minimal Traditional Apartment Court	7R
3621		Reynard Way	45128003	c.1955	Contemporary Apartment Court	5S3
3635		Reynard Way	45128002	c.1955	Minimal Traditional Apartment Court	5S3
3651		Reynard Way	45128001	c.1950	Contemporary Apartment Court	5S3
3693		Reynard Way	45127203	1951	Minimal Traditional Bungalow Court	5S3
2051		San Diego Ave	45171605	c.1950	Minimal Traditional Bungalow Court	5S3
3505		State St	45146308	c.1950	Contemporary Bungalow Court	5S3
1760		Titus St	45121408	1949	Minimal Traditional Apartment Court	5S3
1677		Winder St	45122409	1956	Contemporary Apartment Court	5S3

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

Geographic Area	History and Significance	Landscape & Hardscape Resources	Period of Significance	Possible HRB Criteria
Sixth Avenue/Balboa Park Urban Edge City right-of-way along 6 th Avenue, between Upas and Elm Streets, on the west boundary of Balboa Park	This century-old Kate Sessions planted streetscape along the western boundary of Balboa Park is a distinctive feature of Uptown's cosmopolitan character. Sixth Avenue adjacent to Balboa Park is San Diego's testimonial to the City Beautiful movement, perhaps intended to be a precedent for a future city boulevard system, later mentioned in John Nolan's 1908 City Plan for San Diego. Sixth Avenue from Upas to Elm Streets also has direct physical and historic ties to the western urban edge development of Balboa Park during the late Victorian 'Picturesque' park planning era.	 Paired Queen Palm plantings, ca. 1900, on both sides of Sixth Avenue from Upas to Elm Streets. Wider than normal parkways on both sides of Sixth Avenue. Open space views of the Park from West Park neighborhood. 	1900-1915	A & D
<i>Lark Street</i> 4100 block of Lark Street, in the City right-of-way from Montecito Way to the canyon past Lewis Street	The site was the center of Sessions' growing grounds in Mission Hills, where stands of Eucalyptus, Grevillea and other majestic trees are still extant in the immediate area. At this location, Sessions also incubated many of her Queen Palms en masse that were destined for most of the streets in Mission Hills. Sessions herself inspired the area's notable streetscape of parkways, pink sidewalks and unusual triangulated Queen Palm plantings. The 4100 block of Lark Street remains a model for suburban streetscape design.	 Includes large parkway (approximately 15') exclusive to this block. Queen Palms, in double row of triangulated planting. Kate Sessions' signature pink sidewalks. Remnant plantings from Kate Sessions' growing grounds. 	1902-1916	A & D
Kate Sessions Mission Hills Nursery Site 1525 Fort Stockton Drive, bounded by Fort Stockton Drive, Randolph Street, Stephens Street and Washington Street	Kate Sessions' Mission Hills Nursery, also called the San Diego Nursery, sprawled over most of the North Florence Heights subdivision. (For the purposes of this MPL, recognition of the site would be a commemorative designation only.)	Nursery operations	1902-1925	A & D
Kate Sessions Balboa Park Nursery Site Northwest quadrant of Balboa Park at Upas Street and Sixth Avenue	Some of the most mature horticultural remnants of Sessions' Balboa Park nursery are still extant at this location, where she grew exotic trees and shrubs to 'forest' the 1400 acre City Park and adjacent city street rights-of-way. (For the purposes of this MPL, recognition of the site would be a commemorative designation only.)	 Mature horticultural specimen trees (to be determined*) 	1892-1902	A & D

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

Proper	ty Address	APN	Date*	Style	Status Code
			Earlv H	listory: 1769-1885	couc
3040	1st Ave	4526110500	1880	Folk Victorian	5S3
3744	1st Ave	4520144100	1885	Italianate	5S3
1767	2nd Ave	5332720100	1885	Italianate	5S1
1721	4th Ave	5333020500	1880	Italianate	5S3
3131	5th Ave	4526230200	1880	Queen Anne	5S3
1929	Front St	5332520400	1880	Queen Anne	5S1
2048	Front St	5331631000	1885	Queen Anne	5S3
230	Grape St	5331740500	1885	Queen Anne	5B
230	Ivy St	5331840700	1885	Queen Anne	5B
н	The Ra	ailroad Boom A	nd Earl	y Residential Development: 1885-1909	
3762-3762.5	10th Ave	4520933700	1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
3768-3772	10th Ave	4520933700	1900	Victorian Vernacular/transitional Craftsman Bungalow Court	5S3
3777	10th Ave	4521552200	1908	Victorian Vernacular	5S3
1914	1st Ave	5332520800	1888	Queen Anne	5B
1930	1st Ave	5332521000	1887	Queen Anne Spindlework	5S1
1944-1948	1st Ave	5332521100	1907	Queen Anne Free Classic	5B
2082	1st Ave	5331761100	1907	Queen Anne Free Classic	5S3
2131	1st Ave	5331720300	1890	Queen Anne	5B
2139	1st Ave	5331720200	1890	Queen Anne	5B
2140-2144.5	1st Ave	5331711100	1905	Queen Anne Free Classic	5B
2169	1st Ave	5331720100	1902	Queen Anne Free Classic	5S1
2408	1st Ave	5330830600	1889	Queen Anne Spindlework	1S
2410	1st Ave	5330830700	1889	Queen Anne	5B
2425	1st Ave	5330940400	1890	Queen Anne Spindlework	5B
2508	1st Ave	5330821200	1887	Queen Anne Spindlework	5S1
3540-3546	1st Ave	4523931800	1890	Queen Anne	5S3
3718-3720	1st Ave	4520143800	1890	Queen Anne	5S1
3754	1st Ave	4520144200	1890	Queen Anne Free Classic	5S3
3766	1st Ave	4520144400	1900	Victorian Vernacular	5S3
3818-3824	1st Ave	4520431100	1890	Queen Anne	5S3
3852-3852.5	1st Ave	4520431500	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4088	1st Ave	4444923200	1908	Victorian Vernacular	5S3
4094	1st Ave	4444923300	1908	Victorian Vernacular/transitional Craftsman	5S3
4122	1st Ave	4445041200	1905	Victorian Vernacular	5S3
1755-1759	2nd Ave	5332720300	1904	Queen Anne Free Classic	5S3
1945	2nd Ave	5332820200	1894	Italianate	553
1965	2nd Ave	5332820100	1891	Queen Anne	5S3
2031	2nd Ave	5331740300	1905	Folk Victorian	5S3
2133	2nd Ave	5331730400	1888	Queen Anne	5S1
2142	2nd Ave	5331721000	1890	Queen Anne Free Classic	5B
2143	2nd Ave	5331730300	1900	Folk Victorian	5B
2214	2nd Ave	5331850700	1894	Queen Anne Free Classic	1S
HISTORIC PRESERVATION

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

Prope	erty Address	APN	Date*	Style	Status Code
2257	2nd Ave	5331840200	1905	Queen Anne Free Classic	5S1
2325	2nd Ave	5331830500	1888	Queen Anne Spindlework	5S1
2341	2nd Ave	5331830400	1900	Victorian Vernacular/transitional Craftsman	5S1
2368	2nd Ave	5331821100	1895	Queen Anne Free Classic	5S1
2445-2447	2nd Ave	5330930300	1903	Queen Anne Free Classic	5B
3041	2nd Ave	4526270300	1909	Folk Victorian	5S3
3155	2nd Ave	4526260300	1905	Folk Victorian	5S3
3320	2nd Ave	4525383000	1909	Queen Anne Free Classic	5S1
3356	2nd Ave	4525383300	1905	Queen Anne Free Classic	5S3
3368	2nd Ave	4525383400	1905	Queen Anne Free Classic	5S3
1916	3rd Ave	5332820600	1894	Queen Anne	5S1
2224	3rd Ave	5331840900	1890	Queen Anne	5B
3576	3rd Ave	4524011900	1891	Queen Anne	5S1
3594	3rd Ave	4524012200	1890	Queen Anne	5S3
3600	3rd Ave	4522841100	1895	Queen Anne Free Classic	5S1
3667	3rd Ave	4522850500	1905	Victorian Vernacular	5S3
3695	3rd Ave	4522850100	1907	Queen Anne	5S1
3779	3rd Ave	4520554000	1900	Queen Anne Free Classic	5S3
3812	3rd Ave	4520552400	1908	Queen Anne Free Classic w/Craftsman elements	5S1
3842-3844	3rd Ave	4520552800	1900	Victorian Vernacular	5S3
4117	3rd Ave	4445130500	1900	Victorian Vernacular/transitional Craftsman	5S3
2357	4th Ave	5331920300	1900	Victorian Vernacular	5S3
2941	4th Ave	4526620300	1890	Queen Anne	5S3
3616-3618	4th Ave	4522851700	1900	Victorian Vernacular	5S3
3621	4th Ave	4522810900	1900	Queen Anne	5S3
3642	4th Ave	4522851900	1900	Queen Anne Free Classic	5S3
3684	4th Ave	4522852400	1905	Victorian Vernacular	5S3
3686	4th Ave	4522852500	1905	Victorian Vernacular	5S3
3743	4th Ave	4520633600	1900	Victorian Vernacular w/half timbering	5S3
2240	5th Ave	5331950800	1903	Queen Anne Free Classic	5S3
3265	5th Ave	45255535	1905	Queen Anne Free Classic	5S3
3330-3334	5th Ave	4525551500	1900	Victorian Vernacular	5S3
3685	5th Ave	4522820200	1900	Queen Anne Free Classic	5S3
3408	6th Ave	4525550700	1900	Queen Anne	5S3
3434-3436	6th Ave	4524072000	1900	Queen Anne Free Classic	5S3
3690	6th Ave	4522820900	1900	Queen Anne Free Classic	5S3
3734	6th Ave	4520636300	1895	Queen Anne Free Classic	5S3
3710-3720	7th Ave	4521031500	1903	Queen Anne	5S3
3730	8th Ave	4521034100	1890	Italianate	5S3
3849	8th Ave	4520932200	1905	Queen Anne Free Classic	5S3
3853	8th Ave	4520932100	1908	Queen Anne Free Classic	5S3
3937	8th Ave	4446900900	1905	Queen Anne Free Classic	5S3
3940-3948	9th Ave	4446901800	1900	Queen Anne Free Classic	5S3
3947	9th Ave	4446902700	1900	Victorian Vernacular	5\$3

5	9th Ave Adams Ave	4446902600			Code
5	Adams Ave		1905	Queen Anne Free Classic	5S3
5		4450332100	1890	Italianate	5S3
	Adams Ave	4450412500	1900	Victorian Wooden False Front	5S3
	Albatross St	5331640200	1900	Queen Anne	5S3
	Albatross St	5331620400	1904	Queen Anne Free Classic w/Craftsman elements	5B
	Albatross St	5331611000	1906	Queen Anne Free Classic	5B
	Albatross St	5331620100	1890	Queen Anne Free Classic	5B
	Albatross St	5330740900	1906	Queen Anne Free Classic	5S1
	Albatross St	4526590200	1905	Queen Anne Free Classic	5S3
	Albatross St	4523921000	1905	Queen Anne	5S3
	Albatross St	4520140600	1907	Queen Anne Free Classic	5S3
	Albatross St	4520135500	1909	Victorian Vernacular w/Dutch gambrel roof	5S1
	Albatross St	4520135700	1905	Victorian Vernacular	5S3
	Albatross St	4520135800	1909	Victorian Vernacular w/Dutch gambrel roof	5S3
9	Albatross St	4520420300	1900	Victorian Vernacular	5S3
	Albatross St	4444911200	1905	Queen Anne Free Classic	5S3
	Albatross St	4444522700	1908	Queen Anne Free Classic	5S3
	Albatross St	4444910200	1908	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
	Arch St	4451020300	1905	Queen Anne Free Classic	5S3
	Brant St	5331610200	1890	Queen Anne Spindlework	5S1
	Brant St	5331320700	1893	Victorian Vernacular	5S3
	Brant St	5331550200	1895	Queen Anne	5S3
3	Brant St	5331550200	1894	Queen Anne	5S3
	Brant St	4525772600	1900	Victorian Vernacular/transitional Craftsman	5S3
	Brant St	4444520700	1905	Victorian Vernacular	5S3
W	Brookes Ave	4523920400	1905	Queen Anne Free Classic	5\$3
W	Brookes Ave	4522544000	1905	Folk Victorian	5S3
	Campus Ave	4452921800	1905	Queen Anne Free Classic	5S3
	Campus Ave	4452922300	1890	Queen Anne	5S3
	Campus Ave	4451901700	1909	Victorian Vernacular	5S3
	Campus Ave	4451902000	1909	Victorian Vernacular	5S3
	Campus Ave	4452010400	1908	Victorian Vernacular	5\$3
	Campus Ave	4451903300	1895	Victorian Vernacular	5S3
	Campus Ave	4451122000	1905	Victorian Vernacular	5S3
	Centre St	4456414000	1908	Victorian Vernacular	5S3
	Cleveland Ave	4452912600	1905	Queen Anne Free Classic	5S3
2	Cleveland Ave	4452711900	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
7	Cleveland Ave	4452721000	1905	Folk Victorian	5S3
	Cleveland Ave	4452712300	1905	Victorian Vernacular	5S3
6	Cleveland Ave	4452712500	1905	Queen Anne Free Classic	5S3
	Cleveland Ave	4452720300	1909	Victorian Vernacular	5S3
	Cleveland Ave	4451901200	1905	Victorian Vernacular	5S3
5	Cleveland Ave	4451900800	1900	Queen Anne Free Classic	5S3
		Albatross StAlbatross StBrant StBrant StBrant StBrant StBrant StBrant StBrant StCampus AveCampus Ave	Albatross St5330740900Albatross St4526590200Albatross St4523921000Albatross St4520140600Albatross St4520135500Albatross St4520135700Albatross St4520135800Albatross St4520135800Albatross St4520135800Albatross St4520420300Albatross St4444911200Albatross St4444910200Albatross St4444910200Albatross St4444910200Albatross St4444910200Albatross St4444910200Albatross St4444910200Brant St5331610200Brant St5331550200Brant St5331550200Brant St5331550200Brant St444520700WBrookes Ave452921800WBrookes Ave452921800WCampus Ave4452921800WCampus Ave4451901700Campus Ave445190300Campus Ave445190300Campus Ave445190300Campus Ave445190300Campus Ave4452912600Campus Ave4452912600<	Albatross St53307409001906Albatross St45265902001905Albatross St45239210001907Albatross St45201355001909Albatross St45201357001905Albatross St45201357001909Albatross St45201358001909Albatross St45201358001909Albatross St45204203001900Albatross St44449112001905Albatross St44449102001908Albatross St44449102001908Albatross St44449102001908Brant St53316102001890Brant St53315502001893Brant St53315502001894Brant St53315502001905Brant St53315502001905Brant St44445207001905WBrookes Ave45239204001905WBrookes Ave45239204001905WBrookes Ave45225440001905WCampus Ave44519017001909Campus Ave44519017001909Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520104001908Campus Ave44520140001908<	Albatross St53307409001906Queen Anne Free ClassicAlbatross St45265902001905Queen Anne Free ClassicAlbatross St45239210001907Queen Anne Free ClassicAlbatross St45201406001907Queen Anne Free ClassicAlbatross St45201357001909Victorian Vernacular w/Dutch gambrel roofAlbatross St45201358001909Victorian VernacularAlbatross St4520135001909Victorian VernacularAlbatross St4520132001909Victorian VernacularAlbatross St45204203001908Queen Anne Free ClassicAlbatross St44449112001908Queen Anne Free ClassicAlbatross St44445227001908Queen Anne Free ClassicAlbatross St4444520001908Queen Anne Free ClassicBrant St53316102001890Queen Anne Free ClassicBrant St5331502001895Queen AnneBrant St53315502001895Queen AnneBrant St4445207001905Victorian VernacularBrant St4445207001905Victorian VernacularBrant St53315502001895Queen AnneBrant St4445207001905Victorian VernacularBrant St4445207001905Victorian VernacularW Brookes Ave45239204001905Queen Anne Free ClassicW Brookes Ave45239204001905Queen Anne Free ClassicCampus Ave44519017001909

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PRESERVATION

Prope	rty	Address	APN	Date*	Style	Status Code
4469		Cleveland Ave	4451900500	1905	Queen Anne Free Classic	5\$3
4475-4479		Cleveland Ave	4451900400	1905	Queen Anne Free Classic	5S3
3662		Columbia St	4513250500	1908	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
3554		Curlew St	4523970900	1900	Queen Anne Free Classic	5\$3
3617		Curlew St	4522542000	1905	Victorian Vernacular	5\$3
1234-1236		Cypress Ave	4521620600	1900	Victorian Vernacular	5\$3
3747		Eagle St	4512010400	1905	Victorian Vernacular	5S1
3778		Eagle St	4510911100	1907	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1002		Essex St	4521560100	1906	Victorian Vernacular	5\$3
1003		Essex St	4521552100	1904	Queen Anne	5\$3
1014-1018		Essex St	4521560300	1890	Victorian Vernacular	5\$3
1022-1026		Essex St	4521560400	1905	Queen Anne Free Classic	5\$3
1031-1033.5		Essex St	4521551700	1900	Victorian Vernacular	5\$3
1058		Essex St	4521560900	1905	Victorian Vernacular	5S3
1073-1075		Essex St	4521551300	1905	Queen Anne Free Classic	5S3
1210-1214		Essex St	4521512700	1905	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1240		Essex St	4521512300	1890	Queen Anne	5S3
1250-1252		Essex St	4521512200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1253-1255		Essex St	4521542600	1905	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1258		Essex St	4521512100	1905	Victorian Vernacular/transitional Craftsman	5\$3
1277-1281		Essex St	4521542200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1285		Essex St	4521542100	1908	Victorian Vernacular	5\$3
136		Fir St	5332520500	1887	Queen Anne	5S1
2060		Front St	5331631100	1907	Queen Anne Free Classic	5\$3
2068		Front St	5331631200	1896	Queen Anne	5\$3
2126-2130		Front St	5331621000	1895	Queen Anne	5B
2140-2142		Front St	5331621100	1890	Queen Anne Free Classic	5B
2220		Front St	5331540800	1906	Queen Anne Free Classic	5B
2257		Front St	5331860200	1904	Queen Anne Free Classic/transitional Craftsman	5S1
2265-2271		Front St	5331860100	1903	Queen Anne Free Classic	5B
2343		Front St	5331810200	1900	Queen Anne	5S3
2426-2432		Front St	5330840600		Queen Anne Free Classic	5\$3
2452-2454		Front St	5330840800		Queen Anne	5\$3
2646		Front St	4527072000	1905	Victorian Vernacular/transitional Craftsman	5\$3
3333		Front St	4525381500	1895	Italianate	5S1
3355		Front St	4525381400	1893	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3411		Front St	4525380200	1895	Queen Anne Spindlework	5\$3
3536		Front St	4523921700	1898	Queen Anne Free Classic	551
3538-3546		Front St	4523921800	1895	Queen Anne	5\$3
3545		Front St	4523930800	1895	Queen Anne Spindlework	553
3551		Front St	4523930700	1893	Queen Anne Spindlework	553
3620		Front St	4522545200	1890	Queen Anne	553
3743		Front St	4520143100	1907	Victorian Vernacular	553
4020		Front St	4444911900	1905	Queen Anne Free Classic	553

Prop	perty	Address	APN	Date*	Style	Status Code
4096		Front St	4444913100	1905	Victorian Vernacular/transitional Craftsman	5\$3
3971		Goldfinch St	4446120300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3975		Goldfinch St	4446120200	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4092		Goldfinch St	4444021400	1906	Victorian Vernacular	5S3
244		Grape St	5331740600	1900	Second Empire	5B
328		Grape St	5332060600	1890	Italianate	5S3
3904		Hawk St	4446050500	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
347		Hawthorn St	5332061100	1900	Victorian Vernacular	5S3
347		Hawthorn St	5332061100	1900	Victorian Vernacular	5S3
1086		Hayes Ave	4443711400	1890	Queen Anne Free Classic	5S3
3620-3622		Herbert St	4523313700	1909	Victorian Vernacular/transitional Craftsman	5S3
3812		Herbert St	4521911200	1909	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4102		Ibis St	4443820900	1905	Victorian Vernacular	5S3
4176		Ibis St	4443911300	1900	Queen Anne Free Classic/Contemporary	5S3
4276		Ibis St	4442610900	1900	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4027		Ingalls St	4436830300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4033		Ingalls St	4436830200	1890	Queen Anne	5S3
4121		Ingalls St	4443810400	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4129		Ingalls St	4443810300	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
108		lvy St	5331850500	1905	Queen Anne Free Classic	5B
227		lvy St	5331731100	1895	Victorian Vernacular/transitional Craftsman	5S3
418	W	lvy St	5331320600	1905	Queen Anne Free Classic	5S3
424		lvy St	5331321100	1890	Queen Anne Spindlework	5S3
4185		Jackdaw St	4443910300	1905	Queen Anne Free Classic	5S1
1288		Johnson Ave	4452813700	1905	Queen Anne Free Classic/transitional Craftsman	5S3
110		Juniper St	5331820500	1890	Queen Anne	5B
136		Juniper St	5331820700	1887	Queen Anne Spindlework	5S1
533-535	W	Juniper St	5331310900	1890	Queen Anne	5S3
428		Kalmia St	5330750600	1895	Queen Anne	5S3
1039		Lincoln Ave	4445900300	1905	Queen Anne Free Classic	5S3
1236		Lincoln Ave	4454401500	1905	Queen Anne Free Classic	5S1
1644		Lincoln Ave	4454911500	1908	Victorian Vernacular	5S3
406		Maple St	4527150500	1887	Queen Anne	5S1
4366		Maryland St	4452621800	1895	Folk Victorian	5S3
4420		Maryland St	4451811800	1906	Queen Anne Free Classic	5S3
4470-4472		Maryland St	4451812500	1905	Victorian Vernacular	5S3
4471-4473.5	5	Maryland St	4451820600	1905	Victorian Vernacular/transitional Craftsman	5S3
1417		Meade Ave	4452710100	1908	Victorian Vernacular	5S3
1431		Meade Ave	4452712900	1900	Victorian Vernacular	5S3
1526		Meade Ave	4451901900	1890	Queen Anne Free Classic	5S3
1536		Meade Ave	4451901800	1890	Queen Anne Free Classic	5\$3
1525		Monroe Ave	4451903200	1895	Victorian Vernacular	5\$3
1412		Myrtle Ave	4523314300	1909	Victorian Vernacular	5\$3
1434		Myrtle Ave	4523314600	1904	Victorian Vernacular	5\$3

Prope	erty	Address	APN	Date*	Style	Status Code
1610		Myrtle Ave	4523633300	1908	Victorian Vernacular	5S3
4363-4365		New Jersey St	4452620600	1900	Victorian Vernacular	5S3
4475		New Jersey St	4451810400	1905	Victorian Vernacular	5S3
3921		Normal St	4456411400	1905	Queen Anne Free Classic	5S3
4127-4131		Normal St	4453700900	1905	Queen Anne Free Classic	5S3
4494		North Ave	4452013000	1908	Queen Anne Free Classic	5S3
4514-4516		North Ave	4451211800	1900	Victorian Vernacular	5S3
406		Nutmeg St	4526741100	1895	Italianate	5S1
4080		Palmetto Way	4436610200	1908	Queen Anne Free Classic/transitional Craftsman Bungalow	5S3
3712		Park Blvd	4522131500	1900	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4662		Park Blvd	4450413100	1895	Victorian Wooden False Front	5\$3
140		Pennsylvania Ave	4520630900	1900	Victorian Vernacular	5S3
329		Pennsylvania Ave	4522852600	1907	Queen Anne Free Classic	5\$3
1255		Pennsylvania Ave	4521622100	1900	Queen Anne Free Classic	5S3
1437		Pennsylvania Ave	4521633700	1905	Victorian Vernacular	5S3
1314		Puterbaugh St	4512421000	1905	Victorian Vernacular/transitional Craftsman Bungalow w/half timbering	5S3
1827		Puterbaugh St	4517470200	1908	Victorian Vernacular/transitional Craftsman	5S3
212		Quince St	4526270500	1905	Queen Anne Free Classic	5\$3
136		Redwood St	4526120600	1898	Queen Anne Free Classic/transitional Craftsman	5S1
4545		Rhode Island St	4441801300	1906	Queen Anne Free Classic	5S3
3753		Richmond St	4521530700	1905	Victorian Vernacular/transitional Craftsman	5S3
3755		Richmond St	4521530600	1900	Victorian Vernacular w/classical elements	5S3
3770		Richmond St	4521541400	1900	Queen Anne Free Classic	5S3
3772		Richmond St	4521541300	1900	Queen Anne Free Classic	5S3
3775		Richmond St	4521530300	1909	Queen Anne	5S3
3801		Richmond St	4521520700	1905	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3809		Richmond St	4521520500	1907	Queen Anne Free Classic	5S3
3816		Richmond St	4521511400	1905	Victorian Vernacular	5\$3
4033-4039		Richmond St	4456310500	1900	Queen Anne Free Classic	5S3
4041		Richmond St	4456310400	1908	Victorian Vernacular/transitional Craftsman Bungalow	5S3
129		Robinson Ave	4520552100	1895	Queen Anne Free Classic	5S3
211	W	Robinson Ave	4520142500	1900	Queen Anne Free Classic	5S3
216	W	Robinson Ave	4520420900	1900	Victorian Vernacular	5S3
315		Robinson Ave	4520136000	1907	Queen Anne Free Classic	5S3
334		Robinson Ave	4520132100	1908	Victorian Vernacular	5S3
428		Robinson Ave	4520131500	1905	Victorian Vernacular	5S3
1057		Robinson Ave	4521311500	1908	Queen Anne Free Classic	5S3
1060		Robinson Ave	4521550700	1909	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1066		Robinson Ave	4521550800	1900	Victorian Vernacular Apartment/Prairie	5S3
1264		Robinson Ave	4521541100	1905	Victorian Vernacular	5\$3

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PRESERVATION

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

Ĩ	Prope	rty	Address	APN	Date*	Style	Status Code
2829			4th Ave	4526650300	1910	Victorian Vernacular	5S3
3575			4th Ave	4524060400	1910	Victorian Vernacular	5S3
3612-36	514		4th Ave	4522851700	1910	Victorian Vernacular	5S3
4212			5th Ave	4447203200	1914	Queen Anne Free Classic	5S3
3809			7th Ave	4520930600	1917	Victorian Vernacular	5S3
3810			8th Ave	4520931200	1910	Queen Anne Free Classic	5S3
3833			8th Ave	4520932500	1910	Queen Anne Free Classic	5S3
3839			8th Ave	4520932400	1910	Queen Anne Free Classic	5S3
3937			9th Ave	4446902900	1910	Queen Anne Free Classic	5S3
3330			Albatross St	4525371700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3402			Albatross St	4525370300	1910	Queen Anne Free Classic	5S3
3425			Albatross St	4525370500	1915	Queen Anne Free Classic/transitional Craftsman	5S3
3533			Albatross St	4523922700	1911	Queen Anne	5\$3
3545-35	547		Albatross St	4523920800	1910	Queen Anne Free Classic	5S3
3551			Albatross St	4523920700	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3559			Albatross St	4523920600	1910	Queen Anne Free Classic	5S3
3819			Albatross St	4520420500	1910	Queen Anne Free Classic	5\$3
4014-40	016		Albatross St	4444521700	1910	Queen Anne Free Classic	5\$3
4083			Albatross St	4444910300	1910	Victorian Vernacular	5\$3
3631-36	533		Albert St	4523312900	1918	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1714		W	Arbor Dr	4432900900	1917	Victorian Vernacular	5\$3
4415			Arch St	4442420900	1911	Victorian Vernacular	5\$3
4417			Arch St	4442420800	1914	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
4421			Arch St	4442420700	1914	Queen Anne Free Classic	5\$3
4135			Bachman Pl	4445140200	1911	Queen Anne Free Classic	5S3
4136			Bachman Pl	4445031200	1916	Queen Anne Free Classic	5\$3
3762			Brant St	4520133300	1916	Queen Anne Free Classic	5\$3
125-131	L		Brookes Ave	4524012100	1910	Victorian Vernacular/transitional Craftsman	5S3
140			Brookes Ave	4522545400	1918	Victorian Vernacular/transitional Craftsman Bungalow	5S3
312			Brookes Ave	4522851300	1910	Victorian Vernacular/transitional Craftsman	5S3
1614			Brookes Ave	4523631400	1915	Victorian Vernacular	5S3
803			Bush St	4510910700	1911	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
809			Bush St	4510910600	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1016			Bush St	4510501800	1913	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1136			Bush St	4510410500	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4654			Campus Ave	4450311600	1911	Queen Anne Free Classic/transitional Craftsman	5S3
3996			Centre St	4456413100	1910	Victorian Vernacular	5S3
4341-43	343		Cleveland Ave	4452720900	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4359			Cleveland Ave	4452720700	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4468			Cleveland Ave	4451822600	1910	Victorian Vernacular	5S3
4585			Cleveland Ave	4451120200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4637			Cleveland Ave	4450310100	1911	Victorian Vernacular	5S3
2732			Columbia St	4516630500	1911	Victorian Vernacular	5S3
2744			Columbia St	4516630400	1910	Victorian Vernacular/transitional Craftsman	5\$3

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Propert	y Address	APN	Date*	Style	Status Code
3661-3663	Columbia St	4513211900	1910	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
3686	Columbia St	4513250200	1910	Victorian Vernacular	5S3
3707	Columbia St	4512250600	1910	Victorian Vernacular/transitional Craftsman	5S3
2329	Curlew St	5331510400	1910	Queen Anne Free Classic	5S3
3672	Curlew St	4522541000	1913	Victorian Vernacular	5S3
3762	Curlew St	4520130900	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1242-1244	Cypress Ave	4521620800	1916	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1258	Cypress Ave	4521621000	1910	Victorian Vernacular	5S3
1272-1278	Cypress Ave	4521621200	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3728	Eagle St	4511931000	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3841	Eagle St	4511011800	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3844-3846	Eagle St	4511010100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3890-3892	Eagle St	4510722700	1910	Folk Victorian	5S3
3972	Eagle St	4446210600	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4070	Eagle St	4444120900	1914	Queen Anne Free Classic	5S3
4111	Eagle St	4444602900	1913	Queen Anne Free Classic	5S3
1066-1068	Essex St	4521561000	1910	Queen Anne Free Classic	5\$3
1264	Essex St	4521512000	1914	Queen Anne Free Classic	5S3
3831	Falcon St	4510722400	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3845	Falcon St	4510722600	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3925	Falcon St	4446260200	1911	Victorian Vernacular	5S3
710-712	Fort Stockton Dr	4444120700	1914	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1129	Fort Stockton Dr	4444050100	1912	Victorian Vernacular	553
1225	Fort Stockton Dr	4436830100	1912	Victorian Vernacular	553
1227	Fort Stockton Dr	4436830100	1912	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1330	Fort Stockton Dr	4436820600	1912	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1967-1969	Front St	5332520100	1915	Queen Anne Free Classic	5B
3560-3562	Front St	4523922100	1910	Queen Anne Free Classic	5S3
4167	Front St	4445010300	1915	Victorian Vernacular	5S3
3781	Goldfinch St	4510910200	1918	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3795	Goldfinch St	4510910100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4054	Goldfinch St	4444020800	1910	Queen Anne Free Classic/Minimal Traditional	5S3
4060-4062	Goldfinch St	4444020900	1910	Queen Anne Free Classic	5S3
4080	Goldfinch St	4444021100	1911	Queen Anne Free Classic/transitional Craftsman Bungalow	5\$3
125	Hawthorn St	5331761100	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3532	Herbert St	4523315300	1913	Queen Anne Free Classic	5S3
4350	Hermosa Way	4432821000	1913	Victorian Vernacular	5\$3
4364	Hermosa Way	4432820800	1915	Queen Anne Free Classic	5S1
4074	Ingalls St	4436821200	1910	Victorian Vernacular/transitional Craftsman	5S3
3661	Jackdaw St	4512522700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3

Р	roperty	Address	APN	Date*	Style	Status Code
3678		Jackdaw St	4512511900	1912	Victorian Vernacular	5S3
3683		Jackdaw St	4511732700	1913	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4028		Jackdaw St	4436831100	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4085		Jackdaw St	4443830200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4170		Jackdaw St	4434821000	1910	Queen Anne Free Classic/transitional Craftsman	5S3
1041		Johnson Ave	4443710500	1910	Victorian Vernacular	5S3
219		Juniper St	5331840100	1911	Queen Anne Free Classic	5B
4054		Lark St	4436810900	1911	Victorian Vernacular/transitional Craftsman	5S3
4096		Lark St	4436811400	1912	Queen Anne Free Classic/transitional Craftsman Bungalow	5 S 3
725	W	Lewis St	4444120100	1910	Queen Anne Free Classic	5S3
1218	W	Lewis St	4443810700	1910	Victorian Vernacular	5S3
1224	W	Lewis St	4443810600	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1319	W	Lewis St	4436820200	1917	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1327	W	Lewis St	4436820100	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1515	W	Lewis St	4436621200	1910	Victorian Vernacular/transitional Craftsman	5S1
1525	W	Lewis St	4436620200	1914	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1669		Linwood St	4512250300	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1670		Linwood St	4512260800	1910	Victorian Vernacular/transitional Craftsman	5S3
932		Madison Ave	4441330700	1910	Queen Anne Free Classic	5S3
1517		Madison Ave	4451120100	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
		Maple St	4527150400	1910	Queen Anne	5S3
4110		Maryland St	4452813500	1912	Queen Anne Free Classic	5S3
1214		Meade Ave	4451811300	1910	Queen Anne Free Classic	5S3
1404		Meade Ave	4451821600	1910	Queen Anne Free Classic	5S3
1435		Meade Ave	4452712900	1910	Victorian Vernacular	5S3
1602-16	08	Meade Ave	4452011400	1910	Victorian Vernacular	5S3
1740		Meade Ave	4452021600	1911	Victorian Vernacular	5S3
1413		Monroe Ave	4451820200	1917	Victorian Vernacular/transitional Craftsman Bungalow	5S3
103		Montecito Way	4445030100	1910	Victorian Vernacular	5S3
105		Montecito Way	4445030200	1910	Victorian Vernacular	5S3
816	W	Montecito Way	4444210600	1910	Queen Anne Free Classic	5S3
1835	W	Montecito Way	4434311100	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1402		Myrtle Ave	4523314200	1910	Victorian Vernacular	5S3
4406		New Jersey St	4442421100	1910	Victorian Vernacular	5S3
4423		New Jersey St	4451811100	1910	Victorian Vernacular	5S3
3961		Normal St	4456410700	1917	Queen Anne Free Classic	5S3
4536		North Ave	4451212100	1917	Victorian Vernacular	5S3
4630-463	36	North Ave	4450331700	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4410		Park Blvd	4452021800	1910	Victorian Vernacular	5S1
4416		Park Blvd	4452021900	1910	Victorian Vernacular	5S3
110		Pennsylvania Ave	4520143600	1910	Queen Anne Free Classic	5\$3

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Property Address		APN	Date*	Style		
128		Pennsylvania	4520143400	1910	Victorian Vernacular w/half timbering	Code 5S3
136	_	Ave Pennsylvania	4520630800	1910	Victorian Vernacular	5S3
130		Ave	4520050800	1910		555
1211-1213		Pennsylvania	4521622700	1910	Queen Anne	5S3
1223-1225		Ave Pennsylvania	4521622500	1915	Queen Anne Free Classic	5\$3
1223-1223		Ave	4521022500	1919		555
1244		Pennsylvania Ave	4521612300	1910	Queen Anne Free Classic	5S3
1291-1293		Pennsylvania Ave	4521621700	1915	Queen Anne Free Classic	5S3
1652		Pennsylvania Ave	4522131800	1910	Queen Anne	553
3750		Pioneer Pl	4510420700	1910	Queen Anne Spindlework	5\$3
1802		Puterbaugh St	4517530700	1910	Queen Anne Free Classic w/Dutch gambrel roof	5S3
4029		Randolph St	4436850400	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4204		Randolph St	4433001800	1910	Victorian Vernacular/transitional Craftsman	5S3
1221		Robinson Ave	4521610500	1910	Queen Anne	5\$3
L620		Robinson Ave	4521931700	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
L752		Robinson Ave	4522005900	1910	Victorian Wooden False Front	5S3
2844		State St	4516621000	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
4081		Stephens St	4436611000	1915	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
704		Sutter St	4510911300	1910	Queen Anne Free Classic	5\$3
307		Sutter St	4511930300	1915	Victorian Vernacular/transitional Craftsman Bungalow	5S3
1010		Sutter St	4511720200	1912	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
1137		Sutter St	4511730300	1911	Victorian Vernacular/transitional Craftsman Bungalow	5S3
2252-2256		Union St	5331311000	1912	Victorian Vernacular/transitional Craftsman	5S3
2415-2421		Union St	5330630600	1912	Queen Anne Free Classic	5\$3
2430		Union St	5330620500	1912	Victorian Vernacular	551
2452		Union St	5330620700	1913	Queen Anne Free Classic	5S3
2470		Union St	5330620800	1912	Victorian Vernacular/transitional Craftsman Bungalow	5S1
3420		Union St	4514710800	1910	Victorian Vernacular/transitional Craftsman Bungalow	5S3
3472		Union St	4514711200	1910	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
338	W	University Ave	4446310600	1911	Victorian Vernacular	5S3
L037		University Ave	4521561700	1910	Victorian Wooden False Front	5S3
.041		University Ave	4521561600	1910	Victorian Wooden False Front	5S1
3692		Vermont St	4521320900	1913	Victorian Vernacular/transitional Craftsman Bungalow	5\$3
321	1	Walnut Ave	4525370100	1910	Queen Anne Spindlework	5\$3
3824		Wellborn St	4511330800	1911	Queen Anne w/half timbering	5\$3
L701		Winder St	4513250100	1910	Victorian Vernacular	5S3

TABLE 10-7: POTENTIALLY SIGNIFICANT INDIVIDUAL RESOURCES IDENTIFIED DURING PUBLIC OUTREACH

Property Address	APN	Property Type	Association / Significance
Neig	hborhood R		and the LGBTQ Community: 1970-Present
3701 1st Avenue		Multi-Family	
104-118 Pennsylvania Ave			
3935 1st Avenue	4446610900	Commercial	<u>Priority Pharmacy</u> : Known for its business and charitable efforts on behalf of people with AIDS. The company's founder, pharmacist David C. Zeiger, is said to have filled San Diego's first private prescription for the AIDS-fighting drug AZT in 1987.
3760 3rd Avenue	4520631600	Multi-Family	
3794 3rd Avenue	4520552000	Multi-Family	
3956½-3958 3rd Avenue	4446612000	Commercial	LGBTQ business
3775-3779 4th Avenue	4520561200	Commercial	LGBTQ business
3833 4th Avenue	4520560500	Commercial	Bob Kaufman Tuxedo
3867 4th Avenue	4520560200		Gay Alano Club: A support group for people who felt shunned by the church. Meeting place for the first gay pride.
3871 4th Avenue 401-415 University Ave	4520560100		LGBTQ business
3940 4th Avenue	4446621400	Commercial	LGBTQ business
3955 4th Avenue	4446710400	Commercial	Bath house
3780 5th Avenue	4520561400	Commercial	LGBTQ Business. Location of "Radical Fairies" (Meetings hoted by Albert Bell for radical ideas, spirituality and sexuality.)
3796 5th Avenue	4520561500	Commercial	<u>Brass Rail</u> : Gay bar. Initiated Hillcrest as the gay section. In the original Hillcrest site of the Brass Rail also stood The Center and The Gay Archives and the first house for patients with AIDS help set up by Kate Johnson.
3845 5th Avenue	4520562300	Commercial	<u>#1 on 5th</u>
3968-3972 5th Avenue	4446711800	Commercial	Possibly the location of the first gay bar in Hillcrest
3909 Centre Street	4456421000	Commercial	The Center: Home to the LGBT Center since 1998
3910-3916 Normal Street	4456201600	Commercial	The Center: Home to the LGBT Center 1992-1998
3780 Park Boulevard	4522005200		<u>The Flame</u> : Lesbian bar. Formerly an old supper club on Park Blvd (Named after a fire that destroyed the first restaurant, The Garden of Allah).
308 University Avenue	4446621000	Commercial	<u>Tin Pan Alley</u> : Gay bar (now Urban Mo's)
1013-1017 University Ave	4521562000		<u>Flicks</u> : (1017 University Avenue) One of San Diego's first video bars, opened around the same time as The Flame.
121-127 University Ave	4520550100		LGBTQ business
142-242 University Ave	4446612700	Commercial	LGBTQ business
1029 University Avenue	4521561800	Commercial	Obelisk: First place you could get academic information.
1051 University Avenue	4521561500	Commercial	Dillion's and Mickey Finn's
1271 University Avenue	4521513000	Commercial	Peacock Alley: Gay bar (now Ruby Room)
1421 University Avenue	4521910200		Show Biz Supper Club: First female impersonations, similar to "Lips." It was entertainment for everyone; it was not just for gays, although it was a huge part of the gay community. First drag place that paid people to perform and home of the first African American drag performer. Tourists from Mission Valley are bused to the club for three shows a night. The stage goes dark in 1982.
University Avenue, just west of 05th Avenue		Object	Revitalized by the LGBTQ community in 1984.

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criteria
<i>Allen Terrace Potential Historic District</i>	Allen Terrace Subdivision, including the north side of Altamira Place, 4403- 4499 Hermosa Way, 4404-4444 Valle Vista, and Teralta Place	35 Parcels	1915-1958	The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948 Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	С
<i>Avalon Heights Potential Historic District</i>	Avalon Heights Subdivision, as well as portions of Florence Heights Unit No 2 and Franklin Court, including Avalon Drive, Arcadia Drive, Summit Place, 4296-4395 Hawk Street and 921, 932 and 947 Court Way	53 Parcels	1914-1958	The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948 Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970	С
Hillcrest	Washington Street to the north, 6 th Avenue to the east, Pennsylvania Avenue to the south, and 1 st Avenue to the west	265 Parcels	1895-2000	The Railroad Boom and Early Residential Development: 1885-1909 The Panama-California Exposition and Streetcar Suburbs: 1909-1929 Great Depression and World War II: 1929-1948 Postwar Development, Suburbanization, the Automobile, & Modernism: 1948-1970 Neighborhood Revitalization and the LGBTQ Community: 1970-Present	A, C



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FIGURE 10-5: LOCATION OF ALL POTENTIAL HISTORIC DISTRICTS







IMPLEMENTATION



- **11.1** RECOMMENDED ZONING
- **11.2** COMMUNITY PLAN IMPLEMENTATION ZONE (CPIOZ)
- **11.3** CPIOZ DEVELOPMENT REGULATIONS
- **11.4** FINANCING MECHANISMS
- **11.5** PRIORITY PUBLIC IMPROVEMENTS AND FUNDING
- **11.6** ACTION ITEMS AND PRIORITIES

Introduction

The community plan establishes policies and recommendations to guide the growth of the Uptown community and provide for its quality of life. The formulation and adoption of a community plan is only the first step in a two-step process. The second and equally important step is the implementation of the policies and recommendations of the plan.

This plan will be implemented through a number of different mechanisms which are outlined in this element. Necessary actions and key parties responsible for realizing the plan's vision are identified. Implementing the plan's proposals will require the active participation of City of San Diego departments and agencies, regional agencies such as SANDAG, and MTS, and the community.

A number of key actions are identified for the City and the Uptown community to pursue in order to implement the plan's policies and recommendations. These actions include, but are not limited to:

- Process zone changes to implement the Land Use Element.
- Administration of the Community Plan Implementation Overlay Zone (CPIOZ).
- Approve and regularly update a Public Facilities Financing Plan (PFFP) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Plan.
- Implement facilities and other public improvements in accordance with the PFFP.
- Pursue grant funding to implement unfunded needs identified in the PFFP.
- Implement the Plan's urban design policies and recommendation through the review of development projects.
- Longer-term implementation strategies have been identified and focus on various programs, financing mechanisms, and capital improvement priorities that could be considered toward this effort. Table 11-7 * (Implementation Schedule) begins to define the actions, responsible parties, and timeframes needed to ensure implementation of the plan's policies and

recommendations. The Implementation Schedule is intended to be consulted to establish funding priorities as part of the City's annual budget process.

The previous community plan provided for communityspecific tailored zoning as part of a Planned District. The implementation program for the community plan update included a review of the existing Planned District zones. As a result, the Planned District is being replaced with a combination of citywide zones and tailored zoning using the Community Plan Implementation Overlay Zone.

11.1 Recommended Zoning

The update to the community plan includes a zoning implementation program that consists of specific rezone actions as well as a larger conversion of the Mid-City Communities Planned District zones to a zone program that uses a combination of citywide zone and community-specific tailored zoning through the CPIOZ. The zoning implementation program is to be processed concurrently with the community plan update. The recommended Planned District / citywide zone conversions are summarized in Table 11-1.

Mid-City Communities	Compatible
Planned District Zones	Citywide Zones
MR-3000	RM-1-1
MR-1500	RM-2-5
MR-1000	RM-3-7
MR-800B	RM-3-8
MR-400	RM-4-10
CL-5, CL-6, CN-3, CN-4	CN-1-3
CL-2, CV-3	CN-1-4
CV-2, CV-4, CN-1, CN-1A, CN-2A	CC-3-8
CV-1	CC-3-9
NP-3	CO-1-2
NP-2	CO-1-1
NP-1	CO-3-2

TABLE 11-1: RECOMMENDED ZONE DESIGNATIONS

11.2 Community Plan Implementation Overlay Zone (CPIOZ)

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Uptown community per Chapter 13, Article 2, Division 14 of the Municipal Code. The purpose of the overlay zone is to supplement the Municipal Code by providing development regulations that are tailored to specific circumstances and/or sites within the community and have been adopted as part of the Community Plan. The CPIOZ also provides for a discretionary review process to more effectively implement community plan policies and recommendations, particularly those of the Urban Design Element.

The CPIOZ is applied to specific geographic areas within the community and also to specific development circumstances. The CPIOZ provides community-specific development regulations and supersedes equivalent regulations in the zones applied within the community. This CPIOZ is not intended to address use. Use categories are determined by the applicable base zone.

The CPIOZ has two types differentiated by their review process: Type A (ministerial review), and Type B (discretionary review). Both types are applied within the community depending on geographic district criteria or regulatory format (e.g. development regulations, height limits or design guidelines). Development proposals identified as CPIOZ Type B require discretionary review to determine if the development proposal is consistent with the community plan as well as the applicable regulations listed below. Such proposals shall be required to process and obtain approval of a Process Three Site Development Permit in accordance with Chapter 12, Article 6, Division 5 of the Municipal Code. Exceptions from these regulations may be granted per Municipal Code Section 132.1403 for development that is minor, temporary, or incidental and is consistent with the purpose and intent of this CPIOZ. Any development proposals that do not comply with the Community Plan, the base zone regulations or these supplemental CPIOZ regulations shall be required to obtain a discretionary permit.

The CPIOZ is also applied to specific development categories. The purpose and applicability of the CPIOZ within each sub-district and development category is described as follows:

11.2-1 SUB-DISTRICT APPLICABILITY

The CPIOZ is applied geographically within the community to the following five sub-districts (also reference Figure 11-1):

(a) SFR-A – Single-Family Residential Neighborhoods within RS Zones (Type A)

(1) Apply supplemental development regulations to new and expanded structures to ensure neighborhood compatibility.

(A) CPIOZ Type A shall apply to any expansion of the structural envelope within a lot or premise that includes a street facing building façade on a front and/or side yard. The design requirements contained in Section 11.3 apply.

(b) HR-B – Hillside Residential & Canyon Rim Neighborhoods within any zone (Type B)

(1) Apply design and supplemental development regulations to new and expanded structures to ensure neighborhood compatibility and to preserve the visual quality of the canyon environment.

(A) CPIOZ Type B shall apply to any expansion of the structural envelope within a lot or premise that that results in a total floor area increase of 15 percent or more square feet. Policies and guidelines of the community plan apply, including those for Public Views and Canyons, and Hillsides and Open Space in the Urban Design Element.

(c) CM-XA/B – Commercial, Multi-family & Mixed-Use Neighborhoods

(1) Apply design and development regulations to new development within a lot or premise to ensure neighborhood compatibility.

(A) CPIOZ Type A shall apply to implement the development regulations listed in Section 11.3.





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(d) Distinctive Neighborhoods

Apply design and supplemental development regulations to new development within the neighborhoods identified below to ensure compliance with neighborhoodspecific requirements (also reference Figure 11-2, CPIOZ Distinctive Neighborhoods).

(1) West Lewis Street, Bankers Hill/Park West and University Heights neighborhoods: CPIOZ Type A shall apply to implement the development regulations listed in section 11.3 below.

(2) Medical Complex: CPIOZ Type B shall apply to implement the development regulations listed in section 11.3 below.

(e) Historic Districts

Content to be provided with subsequent draft

11.2-2 DEVELOPMENT CATEGORY APPLICABILITY

(a) Building Height

Apply the height limits within the neighborhood districts shown on Figure 11-3 and listed below to new and expanded structures and buildings to ensure neighborhood compatibility. Building height requirements within this section reinforce a strong emphasis on controlling height to preserve a design character. Building heights that exceed CPIOZ Type A height limits shall require discretionary review. These height requirements also are intended to address building height as a proportional urban design relationship with streets, where wider streets can typically accommodate taller buildings.

(1) Within the Mission Hills neighborhood CPIOZ Type A shall apply to require the following height limits:

(A) A maximum height of 50 feet for commerciallyzoned properties along Washington Street between Dove and Ibis Streets.

(B) A maximum height of 36 feet for multifamilyzoned properties abutting the commerciallyzoned properties along Washington Street west of Dove Street. (2) Within the Hillcrest neighborhood east of SR 163:

(A) CPIOZ Type A shall apply to allow a maximum height of 65.

(B) CPIOZ Type B shall apply to buildings or structures exceeding 65 feet. A maximum height of 100 feet is allowed.

(3) Within the Bankers Hill/Park West neighborhood south of Upas Street:

(A) CPIOZ Type A shall apply to allow a maximum height of 65 feet.

(B) CPIOZ Type B shall apply to buildings or structures exceeding 65 feet. A maximum height of 150 feet is allowed.

(b) Incentive Zone Program

Establishes a voluntary development option for additional residential density within specific districts in exchange for public benefits (also refer to Land Use Element for discussion).

(1) CPIOZ Type B shall apply to allow for additional base density up to the maximums shown on Land Use Element Figure 2-1, Community Plan Land Use Map. A development agreement or similar mechanism as determined by the City is required as part of program implementation.

(2) Public Open Space – Development projects that reserve a portion of their site for the development of public open space (e.g. public park, plaza, etc., as defined by the General Plan) may qualify for a FAR bonus of 0.5.

(3) Public Parking – One square foot of FAR bonus may be granted for every square foot of parking area made permanently available for public parking use. A public parking easement shall be executed, with restrictions and covenants acceptable to the City.



11.3 CPIOZ DEVELOPMENT REGULATIONS

This section contains development regulations including statements related to the purpose and intent of the regulations.

11.3-1 SINGLE-FAMILY NEIGHBORHOOD DESIGN REQUIREMENTS (Applies to areas identified as SFR on Figure 11-1)

Most of the community's single-family neighborhoods have retained their original character and most homes have retained their traditional architecture and human scale. These include a human-scale of building elements including building mass and overall height; street orientation of porches, entries and living areas; deemphasis of vehicular parking; attention to architectural detail; variation of simple, geometric roof forms and building massing (often with a horizontal orientation).

Alterations and additions to buildings, or the building of new structures, shall observe basic design forms similar to other homes within surrounding blocks such as street orientation, location within the lot, use of materials, and proportions related to building bulk, massing, and scale. Structural additions or new structures within a lot or premise shall use design forms similar to those used for the primary dwelling unit.

The following design requirements apply to newly constructed dwellings or accessory buildings within a lot or premise as well as to structural additions:

(a) Street Yard Setbacks

Uniform setbacks are a neighborhood character-defining feature that shall be maintained within blocks and neighborhoods. Front and street side setback variances are therefore discouraged. However, within certain blocks or neighborhoods, zone setbacks are less than the prevailing development pattern. Building to these setbacks would disrupt the character of the block or neighborhood and is subject to the following:

(1) Maintain prevailing front yard and street yard setbacks established by existing structures within a block.

(A) The prevailing setback shall be established by the average maximum street wall setback of all lot frontages within both block faces of the subject property;

(B) Require a survey of building street wall setbacks within both sides of the block face when new structures or additions are proposed that face a public street;

(C) New structures and additions shall not encroach more than 5 feet into the prevailing setback.

(b) Architectural Features

Traditional design includes many unique architectural features that are worthy of preservation. Of these, street facing entries, windows, covered porches and forecourts are important character-defining features that shall be maintained or replicated in their original architectural form subject to the following:

(1) The removal or partial removal of more than 50 percent of a porch or forecourt shall be prohibited. Activities for maintenance, repair or architectural enhancement are exempt.

(2) The following shall be required for new or expanded dwelling units:

(A) Provide one porch or forecourt with a minimum 6 foot depth along 70 percent of any street facing building facade;

(B) Provide a primary entry door visible from the street;

(C) Provide at least one window with transparent glazing of at least 12 square feet on each street-facing building façade.

(c) Garages and Accessory Buildings

The location of garages shall be subordinate to the primary dwelling unit. Hollywood (or ribbon style) driveway pavement configurations are encouraged. The following regulations shall apply:

(1) Access to garages and off-street parking shall be from alleys where available;

(2) Where alley access is not available, garages shall not be located within the front 30 percent of the lot. Driveways shall be a single-width not more than 10 feet wide;

(3) The design of all accessory buildings and detached garages shall be integrated into the design of the primary dwelling as subordinate elements and designed with the same materials and of the same architectural style.

(d) First Story

A lower profile ground floor height is a feature of the community's traditional architecture. Street facing building facades shall establish apparent height relationships between first and second stories similar to homes within surrounding blocks. Traditional eight foot wall plate heights are encouraged. The following regulations shall apply:

(1) The top plate height of a single or first story shall not extend more than 12 feet above existing grade. Basements or crawl spaces used to accommodate slopes within hillside lots are not included in the height measurement (see Figure 11-4);

(2) Daylight or partial above-grade basements are not allowed within the front or street side yard building façades. Basements or crawl spaces used to accommodate slopes within hillside lots are not included in the height measurement (see Figure 11-4).

(e) Second Story

Many traditional neighborhoods contain a majority of single-story homes, and two story homes typically incorporate design features that reduce the scale and visual impact of the second story. The following regulations shall apply:

(1) Structural additions to street facing building façades of existing dwellings above the first story shall step back a minimum of 6 feet from the first story building façade (applies to a minimum 70 percent of a single building façade);

(2) At the side setback line, the height of the building envelope above 19 feet in height is established by a 45-degree building envelope plane sloping inward to the maximum permitted 30-foot structure height (Reference Municipal Code Diagram 131-04M). Applies to a minimum 70 percent of a building façade;

(3) For interior side yard building facades, window designs that direct views into neighboring windows shall be avoided through use of offsets, staggering, clerestory designs or translucent glazing; and

(4) Decks and balconies larger than 15 square feet within 15 feet of an interior side or rear residential abutting property line shall be prohibited.



(f) Materials

Traditional building practices and materials contribute greatly to the architectural character of older neighborhoods. The following regulations shall apply:

(1) Traditional stucco, wood and masonry are allowed materials;

(2) New structural additions shall replicate the materials and finishes on the existing dwelling;

(3) When using stucco, the method of application and finish shall be similar to homes within surrounding blocks. Contemporary rough-texture finishes are prohibited unless currently used.

11.3.2 COMMERCIAL, MIXED-USE & MULTI-FAMILY NEIGHBORHOOD DESIGN REQUIREMENTS

Applies to areas identified as CMXA/B on Figure 11-1.

(a) General Requirements (applies to all development types)

(1) Yards, Setbacks & Building Façade Stepbacks – To ensure that new development provides adequate separation, bulk/scale control and landscaping from public streets and abutting property lines apply the following:

(A) Street-facing residential (ground level). A minimum setback and elevation or grade level change shall be provided to preserve the privacy of residential units that face public streets.

(i) Residential front and street side setbacks shall be the greater of either the base zone requirement or a 6-foot minimum;

(ii) When street facing building facades are setback less than 15 feet from property line, provide a positive elevation or grade change of at least 2 feet from the public sidewalk to the dwelling units on the first story.

(B) Sideyards (residential/residential-adjacent): Development within residentially-zoned lots and when abutting such lots shall provide:

(i) A 6-foot wide minimum side setback at ground level to include a minimum 3-foot wide landscape planter measured from abutting property line.

Exception for a lot or premise less than or equal to 50 feet in width: each side setback may be calculated as 10 percent of lot width, but not less than 4 feet, and the planter width reduced to 2 feet.

(C) Side yards (commercial/commercialadjacent). Development within commerciallyzoned lots or abutting such lots shall provide:

(i) A side setback is not required.

(D) Rear yards (residential/residential-adjacent). Development within residentially zoned lots and abutting such lots shall provide:

(i) A 15-foot minimum rear setback, except where the rear yard abuts an alley then a setback is not required;

(ii) A 3-foot deep façade stepback at a height of 36 feet.

(2) Outdoor Terrace Allowance – Building façade stepbacks may incorporate outdoor terraces as an amenity for users of the building. Any open fencing/ safety barriers used for this purpose that have at least 75 percent of surface area open to light are not included in the calculation of structure height.

(3) Façade Length Allowance – In order to allow design flexibility, the following requirements that apply to the length of a building façade or street wall, shall apply only to a minimum 80 percent of the applicable façade length or building frontage: 11.3.4 (a)(1)(D) sideyard façade stepbacks; (b)(2) Street Wall Design, (b)(3) Commercial Uses, (b)(7) Build-to-Line, and (b)(8) Façade Transparency.

(4) Parking Location – Above-grade parking shall be located toward the rear of a lot or premise and be separated from the front lot line by enclosed building area.

IMPLEMENTATION

(5) Parking Access – Parking shall be accessed from an alley. If alley access is not available, parking shall be accessed from a secondary street when available. Any garage entries shall be setback from the sidewalk.

(6) Utilities – Utility equipment such as electrical transformers and generators may be located above grade only if located on private property, outside the public right-of-way. Utility equipment shall be located below grade if within the public right-of-way.

(A) Areas housing trash, storage, or other utility services shall be located in a garage or be completely concealed from view from the public right-of-way and adjoining developments, except for utilities required to be exposed by the City or utility company.

(B) Backflow prevention devices shall be located in a building alcove, landscaped area, or utility room within the building, outside of the public right-of-way, and completely screened from view.

(7) Billboard Abatement – The Municipal Code's sign regulations prohibit billboards. A lot or premise shall comply with the sign regulations by removing any existing billboards when such lot or premise develops or redevelops to a more intense use.

(b) Commercial Requirements (Includes commercial mixed-use)

The following requirements (see also Figure 11-5) apply to single commercial use developments, and developments with a mix of uses, including storefront retail, residential and office:

 Sidewalk Width – Require additional setbacks or easements where necessary to establish a minimum 12-foot wide sidewalk zone between the curb and any street facing property line.

(A) A 15-foot wide sidewalk zone shall be established fronting Washington Street.

(2) Street Wall Design – To ensure that new development provides design parameters intended to control bulk and provide consistent neighborhood scale elements within building facades facing public

streets, apply the following:

(A) A minimum setback of 10 feet shall be provided at a façade height of 36 feet from each property line that abuts a public street;

(B) A minimum 6 foot deep building façade stepback shall be provided for the upper story.

(3) Commercial Uses (Street Activating) – A minimum 80 percent of the ground floor building frontage shall be limited to Retail Sales and Commercial Services uses as identified in Chapters 13 of the Municipal Code.

(4) Commercial Space Depth – Municipal Code Section 131.0540(c) applies where lot depths are greater than 100 feet. Where lot depths are equal to or less than 100 feet, provide a minimum 40-foot depth of useable ground floor commercial space along the building frontage.

(5) Commercial Space Ground Floor Height – Provide a minimum floor-to-ceiling height of 15 feet (minimum 12-foot clear height).

FIGURE 11-5: UPPER STORY STEPBACKS DIAGRAM



(A) Mezzanine and loft space may be exempt from this requirement when located at least 25 feet inward from any street facing building façade;

(B) For commercial zones with a 30 foot maximum height, apply instead a 36 foot maximum height for buildings of 3 stories.

(6) Ground Floor Elevation – Design ground-floor elevations for commercial uses to be level with the elevation of the adjacent public sidewalk but not more than 2 feet above the sidewalk grade.

(7) Build-to Line – A street wall of at least 12 feet in height shall be built within 6 feet of the public right-of-way along the lot frontage except where a sidewalk or other public space is provided.

(8) Façade Transparency – Provide façade transparency comprised of clear, non-reflective windows that allow views of indoor space at a height between 2 feet and 10 feet for ground floor street facing building facades.

Windows or other transparent materials that provide visibility into a garage or similar area do not count toward the required transparency.

(9) Building Base – For commercial/residential mixed-use buildings, differentiate the non-residential ground floor from above stories by identifying one (1) change in material and one (1) color change along street facing building facades.

(10) Building Corner – Buildings at street intersections shall include one of the following features at building corners: a cupola, a material change, window fenestration, or a chamfered or rounded corner with exaggerated roof element.

(11) Commercial Parking Requirement – As an incentive to provide viable designs for ground floor commercial space, the first 4000 gross square feet of ground floor commercial space shall be exempt from commercial parking requirements.

TABLE 11-2: SUMMARY OF DESIGN REQUIREMENTS FOR COMMERCIAL & MIXED - USE BUILDINGS

Structure Height	Up to 65' – Base Zone or Figure 11-3, whichever is more restrictive.
Setbacks	
Front	0-6' max.
Side (commercial adjacent)	No requirement
Side (residential adjacent)	6' min.
Rear (commercial adjacent)	No requirement
Rear (residential adjacent)	10'min.
Street Wall Design & Massing	
Mid-façade stepback	10' min. depth from property line at 36' façade height
Upper story stepback	6' min. depth for top story
Building Articulation	Municipal Code Section 131.0554 applies
Sideyard Façade Setbacks	Applies above ground level
Mid-façade (residential adjacent)	6' min. depth at 36' façade height
Mid-façade (commercial adjacent)	6' min. depth at 36' façade height
Upper story façade stepback	3' min. depth for top story
Ground Floor Characteristics	
Uses	Retail Sales & Commercial Services
Height	15' minimum floor to ceiling
Elevation	2' maximum above sidewalk grade
Street wall coverage	Minimum 80 percent of lot width

(c) Multi-Family Residential Requirements (also includes residential mixed-use)

The following standards apply to multi-family residential developments or mixed-use developments with a multi-family residential component:

(1) Street Wall Design – Provide a 6-foot deep façade stepback at a height of 36 feet except for commercial mixed-use developments in which 11.3.4(b)(2) *Street Wall Design* shall apply.

(2) Common Outdoor Open Space – Each development of 10 or more dwelling units shall provide a unified, common outdoor open space useable to residents. The open space shall be based upon a percentage of the lot area as identified in Table 11-3 and designed to incorporate:

(A) A minimum dimension of 20 feet;

(B) A location at either finished grade or on a podium level;

(C) A minimum 10 percent planted area (the remainder may be hardscape);

(D) Access to all residents through a common corridor.

(3) Private Exterior Open Space – Municipal Code Section 131.0455 applies except for developments of 10 or more dwelling units. For developments of 10 or more dwelling units that provide Common Outdoor Open Space, at least 50 percent of all dwelling units shall provide private open space on a balcony, patio, or roof terrace, with a minimum area of 40 square feet each, and an average horizontal dimension of 6 feet. Balconies shall be proportionately distributed throughout the development in relationship to floor levels and sizes of units.

(4) Pet Open Space – Each development with 20 or more residential dwelling units shall provide a minimum area of 100 square feet improved for use by pets and clearly marked for such exclusive use. Such areas shall include permeable surfaces, a hose bib, and be drained to the public sewer system (except for at-grade lawn areas).

TABLE 11-3: COMMON OUTDOOR SPACE

Size of lot or premise (net square feet)	Common Outdoor Space	
<13,500 sf	10 percent	
13,500 – 30,000 sf	15 percent	
>30,000 sq sf	20 percent	

(5) Defensible Space Requirements – Each development with 4 or more dwelling units shall provide the following within each street facing building façade:

(A) A primary residential entry;

(B) A minimum 30 percent street wall transparency of clear, non-reflective windows that allow views of indoor space at the ground level or first story.

(C) A private exterior useable area above the first story with a minimum net area of 100 square feet. For developments of 10 or more dwelling units, a minimum net area of 40 square feet is required.

(6) Height Limit RM-1-1 Zone – The front 30 percent of the lot shall have a 16-foot height limit for all new construction of 2 or more dwelling units.

(7) Front Setback RM-4-10 zone – A minimum 10 foot front setback shall be provided.

11.3.5 NEIGHBORHOOD DESIGN AND DEVELOPMENT REQUIREMENTS

(a) Bankers Hill/Park West

(1) Sixth Avenue Setback – Provide a 10-foot minimum setback from property line for lots fronting the west side of Sixth Avenue (south of Upas St.) in order to establish a 30-foot total building setback from face of curb. The resulting yard area shall be landscaped. Palm tree species shall be planted adjacent to sidewalks to form a parallel row of trees.

(2) Balboa Park View Corridors – Provide a 15foot minimum setback from property line for lots fronting both sides of Juniper, Laurel and Quince Streets. The resulting yard area shall be landscaped.

(b) West Lewis Street Commercial Area

The purpose of the following design and development requirements within the West Lewis Commercial Area of the Mission Hills neighborhood (see Figure 11-2) is to ensure and maintain compatibility of the existing commercial strip with the surrounding singlefamily residential area while permitting flexible and feasible commercial development and redevelopment options. It is intended that new uses, structures, and modifications to existing structures within the West Lewis Commercial Area complement the surrounding, architecturally-stable, single-family development in terms of parking requirements, compatible uses, and visual quality of buildings and accessory buildings and structures in conformance with the community plan.

(1) Single-family and multi-family dwelling units are permitted at a maximum density of 17 dwelling units per acre.

(2) No lot or premise shall contain a single commercial business that exceeds a total of 5,000 square feet in gross floor area.

(3) The maximum Floor-Area Ratio (FAR) for commercial use shall be 1.50.

(4) A street wall of at least 12-feet in height shall be built within 3 feet of the public right-of-way along the lot frontage except where a sidewalk or other public space is provided.

(5) An interior side setback is not required for development except adjacent to residentially zoned lots where a minimum 4 feet is required.

(6) Each story (or portion of a story) above the second shall be set back an additional 3 feet from the story below it.

(7) Total sign area, either single or double-faced, per premise, shall not exceed 20 square feet. Signs shall identify the business, person, activity, goods, products or services located on the premises, or display a public interest message. Signs may be wall mounted, projecting or freestanding not to exceed a height of 4 feet, measured vertically from the base at ground level to the apex of the sign, but in any case, shall not be mounted to the roof of the building, nor shall signs be lighted.

(8) Sign messages which are painted on windows may also be considered as an alternative to a wall sign.

(9) Allow one sign offering the premises for sale, lease, or rent, or displaying a public interest message that shall either be single-faced or double-faced, with a maximum area of 8 square feet, but not to exceed 4 feet measured vertically from the base at ground level to the apex of the sign.

(c) Medical Complex Neighborhood

The purpose of the following development and design requirements within the Medical Complex neighborhood (see Figure 11-2) is to ensure development compatibility within a neighborhood containing two major regional hospitals where traffic and circulation is of a major concern for residents as well as for emergency access and where open space canyons create a need for sensitivity to visual and environmental relationships within the neighborhood.

(1) Approval of a Planned Development Permit is required for any proposed office use in the areas adjacent to UCSD Medical Center to allow review for the following:

(A) Design compatibility - Building height, architectural detailing, setbacks, access, lot configuration and views.

(B) The relationship of office structures to residential development and to open space.

(C) Traffic circulation impacts.

(d) University Heights

The purpose of the following development requirements for the University Heights neighborhood is to preserve the fine-grained development character of specific commercial and residential neighborhoods.

(1) For commercially-zoned areas north of Meade Avenue, no lot or premise shall contain a single commercial business that exceeds a total of 5,000 square feet in gross floor area.

(2) Height Limit in the RM-1-1 and RM-2-5 Zones – The front 30 percent of the lot shall have a 16-foot height limit for all new construction of 2 or more dwelling units.

11.4 Financing Mechanisms

This section discusses the estimated costs for infrastructure and streetscape improvements for the Village area and various financing mechanisms that could be used to encourage public and private development and investment in the community.

Table 11-4 City of San Diego Financing Methods describes potential financing strategies that can be pursued by the City of San Diego, their eligible uses, and parameters in which they can be applied. Table 11-5 Local, State and Federal Financing Methods describes potential state and federal funding programs, their eligible uses, and parameters for application. Table 11-6 Developer/ Property Owner/User Financing Methods describes financing programs that can be directly or in partnership with the City applied to developers, property owners, and users in the Village area; eligible uses; and the parameters for their application.

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Updated impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements, etc.

Funding Mechanism	Description	Eligible Uses	Funding Parameters
<i>Capital Improvement Program (CIP)</i>	 The CIP is the City's multi-year planning instrument used to facilitate the timing and financing of capital improvements. The CIP identifies the sources of funds available for capital improvement projects. 	 Lease or purchase of land and rights-of- way. Construction of buildings or facilities. Public infrastructure construction. Purchase of major equipment and vehicles. Studies and plans associated with capital projects. Projects requiring debt obligation and borrowing. 	 Additionally, the City can elect to dedicate portions of specific General Fund revenues, e.g., TOT, sales tax, etc. to targeted capital improvements if the City determines that sufficient benefit exists for the assistance.
<i>Deferral of Permits/Fees</i>	 Deferral of select permits and fees that results in upfront development cost reductions. 	 Permit and fee charges payable to the City. 	An application must request fee deferral as part of their project.
<i>Community Development Block Grants (CDBG) / Section 108</i>	 Annual grants for use towards economic development, public facilities, and housing rehabilitation. Section 108 loans provide front-end financing for large- scale community and economic development projects that cannot be financed from annual grants. 	 Acquisition and disposition of property. Clearance and demolition Public facilities and site work. Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate "blight". 	 Varies, funds are provided by HUD and administered by cities.

TABLE 11-4: CITY OF SAN DIEGO FINANCING MECHANISMS

TABLE 11-5: LOCAL, STATE, AND FEDERAL FINANCING MECHANISMS

Funding Mechanism	Description	Eligible Uses	Funding Parameters
<i>California Infrastructure And Economic Development Bank (I-Bank)</i>	 Low cost financing to public agencies for a wide variety of infrastructure projects. 	 City streets. Educational facilities. Environmental mitigation measures. Parks and recreational facilities. Public transit. 	 The infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.
Transnet	 Half-cent sales tax for local transportation projects that has been instrumental in expanding the transportation system, reducing traffic congestion, and bringing critical transit projects to life. Over the next 40 years, TransNet will generate \$14 billion for transportation improvement projects and programs. 	 The local half-cent sales tax pays for upgrades to streets, highways, and transit systems, as well as environmental protection. It is expected to raise \$14 billion for important upgrades – such as adding high occupancy vehicle lanes and transit facilities – to Interstates 5 and 15, and 805, as well as State Route 94. The TransNet extension also funds local roads, bike and pedestrian paths, smart growth projects, and habitat preservation, as well as new Rapid bus lines and rail service expansion. 	 Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). All projects to be funded with revenues made available under must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP.
Proposition 1b	 Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Approved in 2006, made available \$20 billion for state and local improvement projects. 	 Congestion relief. Improve air quality. Enhance safety and security of transportation systems. 	 Varies, competitive application process The program currently contains \$1.5 million in funds available.
<i>Propositions 42 and 1A</i>	 Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties. 	 Congestion relief. Safety enhancements. Local streets repair. Public transportation. 	 Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.

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TABLE 11-5: LOCAL, STATE, AND FEDERAL FINANCING MECHANISMS (CONTINUED)

Funding Mechanism	Description	Eligible Uses	Funding Parameters
<i>Landscaping & Lighting Districts/Parking Districts</i>	 Assessment on properties located within a specific district that benefit from landscaping and/or parking. Alternatively, collection of parking in-lieu fees on new development in lieu of on-site parking. 	 Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking. Parking districts allow for the acquisition, improvement, and operation of shared parking facilities. 	 Funds are typically collected concurrently with property tax bill. Parking in-lieu fees can be based on cost of off-site parking facilities.
Business Improvement Districts (BID)	 Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area. 	 Marketing and promotion. Security. Streetscape improvements. Operating and maintenance of public improvements. Special events. 	 Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary. Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.
<i>Developer Impact Fees (DIF)</i>	• Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development.	 Capital facilities or ongoing services, such as: School impact fee, Mitigation fee (police, fire, park), Water meter installation, Sanitation capacity charge, Water system, facility/backup facility charge. 	 Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval.
Exactions	 Payments made by developers or property owners in addition to, or in lieu of, development impact fees. Funds contributed are used to install selected public improvements. Alternatively, developers are required to construct and deliver specific improvements. 	 Dedication of right-of-way streets and utilities. Provision of open space. Parks or landscape improvements. Schools and community facilities. 	 Typically paid or committed as part of the development approval process.

TABLE 11-6: DEVELOPER/PROPERTY OWNER/USER FINANCING MECHANISMS

Funding Mechanism	Description	Eligible Uses	Funding Parameters
<i>Landscaping & Lighting Districts/Parking Districts</i>	 Assessment on properties located within a specific district that benefit from landscaping and/or parking. Alternatively, collection of parking in-lieu fees on new development in lieu of on-site parking. 	 Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking. Parking districts allow for the acquisition, improvement, and operation of shared parking facilities. 	 Funds are typically collected concurrently with property tax bill. Parking in-lieu fees can be based on cost of off-site parking facilities.
Business Improvement Districts (BIDS)	 Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area. 	 Marketing and promotion. Security. Streetscape improvements. Operating and maintenance of public improvements. Special events. 	 Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary. Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.
<i>Developer Impact Fees</i>	 Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development. 	 Capital facilities or ongoing services, such as: School impact fee, Mitigation fee (police, fire, park), Water meter installation, Sanitation capacity charge, Water system, facility/backup facility charge. 	• Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval.
Exactions	 Payments made by developers or property owners in addition to, or in lieu of, development impact fees. Funds contributed are used to install selected public improvements. Alternatively, developers are required to construct and deliver specific improvements. 	 Dedication of right-of-way streets and utilities. Provision of open space. Parks or landscape improvements. Schools and community facilities. 	 Typically paid or committed as part of the development approval process.

11.5 Priority Public Improvements and Funding

Suggested improvements to streets and parks described in this plan vary widely in their range and scope some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources offunding should be pursued wherever possible. A list of projects is included in the PFFP and Table 11-7* (Implementation Schedule) lists some of the priority recommendations.

11.6 Action Items and Priorities

This section identifies actions that implement the policies and plans for the Plan. These encompass administrative strategies and physical improvements for mobility, streetscape, infrastructure, and open space. In undertaking these, the City will be making a significant and visible economic commitment to realize the vision of the planning area. They will add value and improve the visual character of the area, thereby laying the foundation for future private sector investment and new development.

The actions are assigned a priority of High, Medium, or Low and an estimated time frame depending on their importance to help affect or achieve the vision. The highest priorities recognize those items that can be implemented relatively quickly and are within the City's control, as well as those that offer the greatest leverage in stimulating private reinvestment and change. Generally, they fall into three categories:

(a) Development and implementation of programs to attract developers and secure funding for area improvements;

(b) Amendment of regulatory requirements and procedural processes to facilitate development consistent with the Plan; and

(c) Planning for and construction of improvements that provide infrastructure and services sufficient to support planned new development, and improve the quality of place (e.g., pedestrianoriented streetscape and open space amenities and signage programs). Actions and priorities are described in Table 11-7* (Implementation Schedule). This is intended to provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan's visions. In conjunction with the City's annual budget process, the identified tasks and projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new projects funding opportunities present themselves over time. Detailed mobility improvements are detailed in the Public Facilities and Financing Plan (PFFP). This page is intentionally left blank.



APPENDIX A - RECREATION

A-1 SUMMARY OF PARK AND RECREATION NEEDS ASSESSMENT SURVEY

APPENDIX A: Park and Recreation Needs Assessment Survey

(Greater Golden Hill, North Park and Uptown Communities, prepared by BW Research Partnership, August 2011)

Six key findings of the survey pertaining to the Uptown Community included the following:

- Individual activities (walking with or without a dog, jogging/ running, and relaxing) were the most frequently reported activities in neighborhood parks and Balboa Park by residents in all three communities;
- Uptown residents placed a high level of overall importance on expanding and improving the trails, paths, and walkways in and around their community (68%) and improving and enhancing existing park and recreation facilities (68%). An overwhelming majority of residents reported walking for exercise as the top use of neighborhood trails and walkways (75%);
- The renovation and improvement of existing neighborhood parks was reported as the highest investment priority for future parks and recreation facilities (49% Uptown);
- More than half of Uptown residents preferred smaller neighborhood parks closer to home (53%) compared to larger community parks with more resources (37%);
- Investing in small parks or trails that connect to existing parks, including Balboa Park (60.8%), and improving school grounds (60.2%) received the highest priority for alternative parks and recreation facilities; and
- An overwhelming majority of residents supported the use of Balboa Park for local parks and recreation (69% Uptown), such as: walking, running, jogging, or exercising, quiet times of reflection, bicycling or skating, children's play areas, picnicking, pick-up ball games and other related informal sports.

PRIORITIES FOR PARK AND RECREATIONAL FACILITIES

The survey evaluated community priorities in both traditional parks and recreation facilities including existing parks and city pools, as well as alternative parks and recreation facilities (a.k.a. park equivalencies) including roof-top parks, school grounds, and trails that provide recreational opportunities, revealing the following four priorities of highest importance:

- Improving and enhancing existing park and recreational facilities. Throughout the survey, residents seemed to indicate a preference for improving and developing what is already there rather than creating something new.
- Expanding and enhancing existing trails, paths, and walkways in and around existing communities. Given the high usage of parks and trails for walking, running, and exercising, any investment in developing trails, paths, and walkways is likely to show a high return on investment for residents in terms of usage and impact on satisfaction.
- Improving school grounds so they can be better used by residents for recreational activities. Overall, residents consistently supported the idea of building upon the resources and facilities that are already in place rather than building or developing completely new infrastructure.
- Small parks or trails that connect to existing parks including Balboa Park. This priority is consistent with residents' overall view that Balboa Park should not only be a regional attraction, but also provide local residents park and recreational amenities.

USE OF NEIGHBORHOOD PARKS AND OUTDOOR RECREATIONAL AREAS

The survey identified the community's top six uses of neighborhood parks and outdoor recreational areas as:

- Walking (without a dog)
- Running or outdoor exercises
- Picnicking, sunbathing, reading, or relaxing outdoors
- Dog-walking
- Quiet times of reflection
- Playgrounds for children

INVESTMENT PRIORITIES FOR EXISTING PARKS AND RECREATION FACILITIES

Investing in existing parks and recreational resources was reported as a high priority, most especially in the following nine potential investment areas:

- Renovate and improve existing neighborhood parks to increase use;
- Increase the amount of land for parks;
- Develop new sports fields, such as soccer, football, or baseball;
- Develop new off-leash dog parks;
- Develop areas in parks that accommodate birthday parties or large picnic gatherings;
- Increase the number of city-owned gyms for indoor sports, such as basketball or indoor volleyball;
- Develop new recreational facilities such as a community recreation center;
- Build new skateboard parks;
- Build new swimming pools.

INVESTMENT PRIORITIES FOR ALTERNATIVE PARKS AND RECREATION FACILITIES

Investment priorities for alternative parks and recreation facilities (park equivalencies) included eight areas of potential investment:

- Improving school grounds so they can be better used by residents for recreational activities;
- Small parks or trails that connect to existing parks including Balboa park;
- Public facilities that have multiple uses including children's play area, as well as multi-purpose fields and courts;
- Parks developed on unused streets that no longer have vehicles on them;
- Plazas and gathering areas;
- Roof-top parks;
- Narrowing wide streets to provide linear parks along the streets;
- Parks in private developments with some public access.

Lastly, the survey revealed that the top locations where the community recreated indoors were at private and non-profit recreation facilities (e.g., YMCA), which is understandable in view of the lack of public, City-operated, facilities within the community to serve their needs. This page is intentionally left blank.



APPENDIX B - CONSERVATION

- **B-1** MULTI-HABITAT PLANNING AREA (MHPA) BOUNDARY LINE CORRECTION
- **B-2** MULTI-HABITAT PLANNING AREA (MHPA) WITHIN UPTOWN

APPENDIX B: Natural Resource Mapping/ MHPA Boundary Line Correction

As part of the community plan update process for Uptown, North Park and Golden Hill, the areas designated by the community plans as open space and areas within the Multi-Habitat Planning Area (MHPA) were reviewed for their applicability to conservation of environmentally sensitive lands. It was determined that some areas had been mapped to include what appeared to be a significant extent of existing development (i.e., houses, streets) while other areas containing sensitive biological resources were not included. Therefore, a comprehensive, systematic approach was developed in order evaluate areas of existing developed land that should be removed as well as areas where biological resources should be added. The following GIS layers were reviewed:

- Existing MHPA and Community Plan Open Space boundaries
- 1992 aerial mapping
- Public Ownership
- City Dedicated and Designated Open Space Lands
- SANGIS Conserved Lands database
- Topographical data
- SANGIS Vegetation layers 1997 and 2012
- 2012 aerial mapping

City staff reviewed the first two layers to determine where, if any, potential errors existed. Subsequent GIS layers were added to refine the boundary lines. The MHPA boundary line correction was considered in coordination with the State and Federal Wildlife Agencies and is consistent with the goals of the MSCP to conserve biological resources and allow for existing and future development in appropriate areas. The evaluation process considered the following factors:

- The proposed area to be corrected out was legally permitted or
- No habitat, including wetlands, would be removed,
- No buffer area (e.g., wetland buffer, wildlife corridor) would be impacted, and
- Removing the area from the MHPA would not avert the applicant from having to otherwise comply with the City's MSCP Land Use Adjacency Guidelines.

As shown in Figure B-1, a majority of the corrections would remove developed and disturbed land while adding sensitive habitats which would include coastal sage scrub, chaparral, grasslands, and riparian scrub. City-owned lands within designated community plan open space areas adjacent to the existing MHPA have been added to the MHPA.

Vegetation Community/ Land Cover Type	MHPA Addition	MHPA Deletion*	Change in MHPA
Coastal sage scrub	40.8	1.4	+39.4
Chaparral	38.8	2.5	+36.3
Grasslands	4.5	0	+4.5
Riparian scrub	0.6	0	+0.6
Eucalyptus woodland	0.6	0.7	-0.1
Disturbed land	13.3	4.9	+8.4
Developed	0	65.4	-65.4
Total	98.6	74.9	+23.7

TABLE B-1: RESULT OF THE COMPREHENSIVE MHPA BOUNDARY LINE CORRECTION FOR UPTOWN, GREATER NORTH PARK AND GOLDEN HILL

*Potential areas of brush management zone 1 which would occur over a large number of individual private lots with each individual lot contributing less than 0.1 acre habitat loss.

Additionally, the MHPA boundary was corrected by shifting the boundary to the rear potion of many private parcels thereby resulting in the removal of existing single-family homes and brush management zone 1 while adding sensitive habitat/resources. In a few cases, sensitive habitat/resources located within designated community plan open space on private land was added to the MHPA in order to expand the local wildlife corridor and increase the viability and connectivity of sensitive habitat within the existing MHPA. Regardless of the MHPA boundary line correction, these addition areas are regulated through ESL for sensitive biological resources and steep slopes. The MPHA boundary line correction would not add or increase any regulations associated with City projects such as sewer line repairs within the canyons. These projects would continue to be conducted in accordance with the Canyon Sewer Cleaning Program (LDR No. 6020), Council Policies 400-13 and 400-14 and Community Plan policies related to this program.

As shown in Table B-1, the MHPA correction for the three communities would result in an addition of 89.2 acres to the MHPA of consisting of 39.4 acres of coastal sage scrub, 36.3 acres of chaparral, 4.5 acres of grassland, 0.6 acre of riparian scrub, and 8.4 acres of disturbed habitat. The MHPA additions and deletions for the Uptown CPU area are shown in Table B-2.

Preservation of sensitive habitat is consistent with the goals of the MSCP, the Conservation Element for the three Community Plans, and the City's Environmentally Sensitive Lands (ESL) regulations. Correcting the MHPA boundary would not relieve projects from having to otherwise comply with the City's MHPA Land Use Adjacency Guidelines.

The proposed MHPA correction would remove existing development (i.e., structures and streets) as well as the 35-foot brush management zone 1 area as required in accordance with the City's Land Development Code, Section 142.0412. The MHPA correction for the three communities would result in the deletion of 65.5 acres to the MHPA of consisting of 65.4 acres of developed land and 0.1 acre of eucalyptus woodland (See Table B-1). The net gain in acreage to the MHPA for the three community plan areas would be 23.7 acres.

Vegetation Community/ Land Cover Type	MHPA Addition	MHPA Deletion*	Change in MHPA
Coastal sage scrub	30.7	1.0	+29.7
Chaparral	35.8	2.4	+33.4
Grasslands	4.5	0	+4.5
Riparian scrub	0.6	0	+0.6
Eucalyptus woodland	0.6	0.7	-0.1
Disturbed land	4.9	3.5	+1.4
Developed	0	40.7	-40.7
Total	77.1	48.3	+28.8

TABLE B-2: RESULT OF THE MHPA BOUNDARY LINE CORRECTION FOR UPTOWN

*Potential areas of brush management zone 1 which would occur over a large number of individual private lots with each individual lot contributing less than 0.1 acre habitat loss.





APPENDIX C -HISTORIC PRESERVATION

- C-1 UPTOWN HISTORIC RESOURCES SURVEY REPORT
- C-2 UPTOWN ARCHAEOLOGY STUDY

APPENDIX C: HISTORIC PRESERVATION

To be added.



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