



UPTOWN

Community Plan



February 2, 1988



CITY OF SAN DIEGO

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UPTOWN COMMUNITY PLAN

February 2, 1988

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The following information has been incorporated into this January 2004 posting of the Uptown Community Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adopted Uptown Community Plan	October 15, 1987	0076-PC	February 2, 1988	R-270273
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INTRODUCTION

The Uptown Community
Scope and Purpose of Planning
Legislative Framework
Plan Format

INTRODUCTION

THE UPTOWN COMMUNITY

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

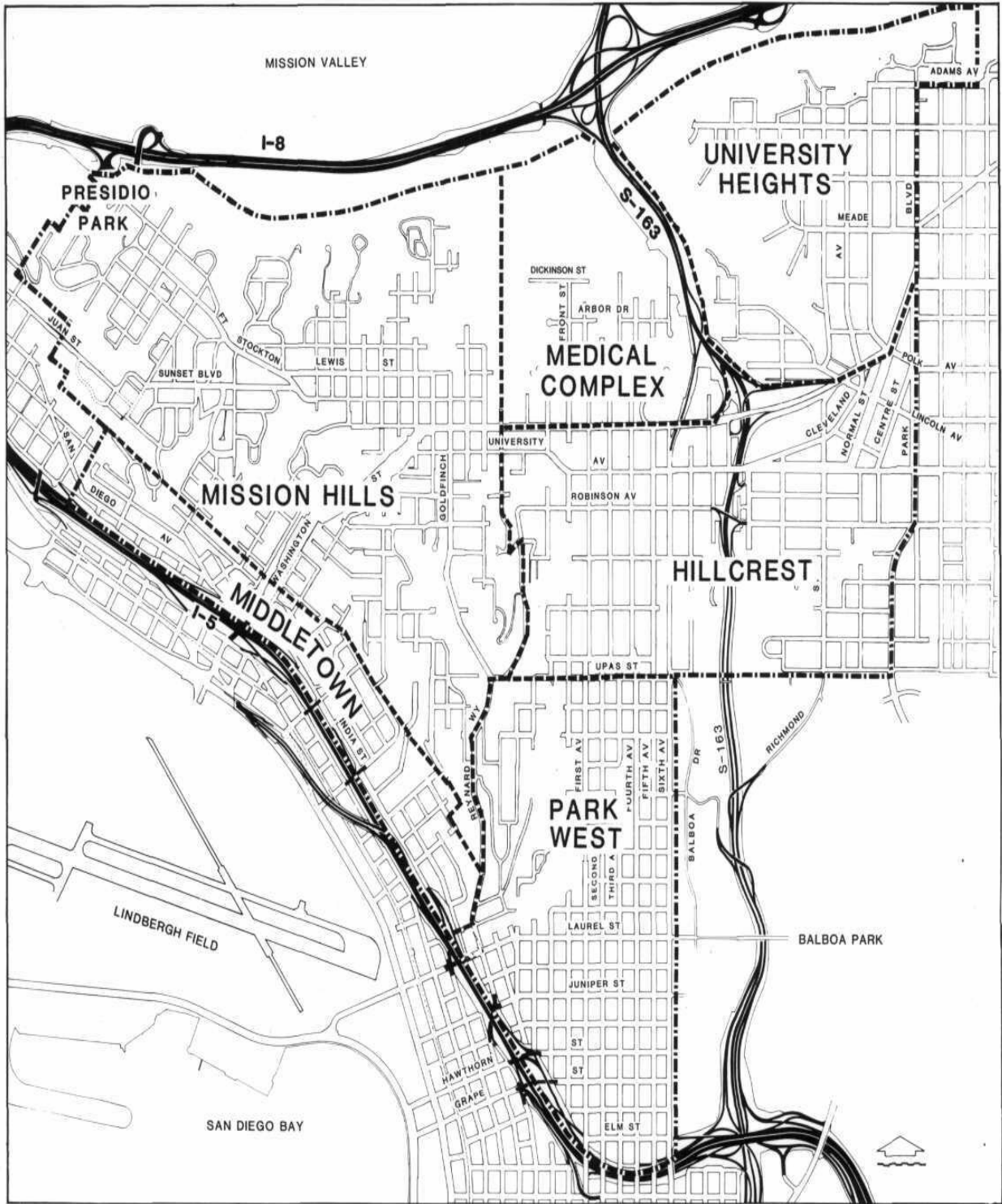
The Uptown community is located on a level mesa that is broken by heavily vegetated canyons and borders two major parks, Presidio and Balboa. This gives the area a sense of seclusion from Centre City and other surrounding communities, and provides a sense of openness within the community. It also affords scenic views of downtown, the ocean, the harbor, Coronado, and Point Loma. For the purpose of analysis, the plan area has been divided into six subareas. These subareas are the Mission Hills, Middletown, Hillcrest, the medical complex, University Heights, and the Park West neighborhoods (Figure 1). While the boundaries of these areas are shown for ease of analysis, in actuality the "neighborhood" boundaries are overlapping and not distinct.

The Uptown community contains some of the oldest neighborhoods in San Diego exhibiting a variety of historic architectural types and abundant landscaping. The area also features a wide range of residential opportunities and a diverse mixture of people within a distinctly urban setting. 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.

The following historical perspective of Uptown is an excerpt from The Historical Evolution of the San Diego Cityscape (Lawrence R. Ford, PhD; Associate Professor of Geography, San Diego State University; July, 1978).

Downtown was not the only area that experienced a building boom in Victorian times. Residential districts to the north and east thrived. Uptown, the area north of downtown, roughly bounded by Ash to the south, Balboa Park to the east, Walnut to the north, and Interstate 5 to the west is one. The greater portion of Uptown, called Horton's Addition, was legally recorded in 1867 and encompassed land that had previously been an Indian reservation. The twenty-one years later. Prior to that time, the only structure standing was the Florence Hotel, located at the corner of Third and Fir. The hotel was built in 1883, and, although considered to be "in the sticks" was still the showplace of San Diego during the eighties.

Fifth Avenue was graded as far north as Ivy in 1885, thus "paving the way" for development in the area. Date, Cedar, Elm, Third, and Fourth were also graded that year. The San Diego Street Car Company, offering horse or mule drawn cars on tracks, opened a line in 1886 and the route through Uptown went up Fifth to Fir to accommodate the Florence Hotel.



UPTOWN NEIGHBORHOODS

UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
1

By 1887, a route was constructed all the way to University (now Normal street) thus allowing low-density, linear development to occur as far as two miles from downtown during the boom of the late 1880s. In 1888, over one hundred new homes were built with many more people living in hotels and boarding houses.

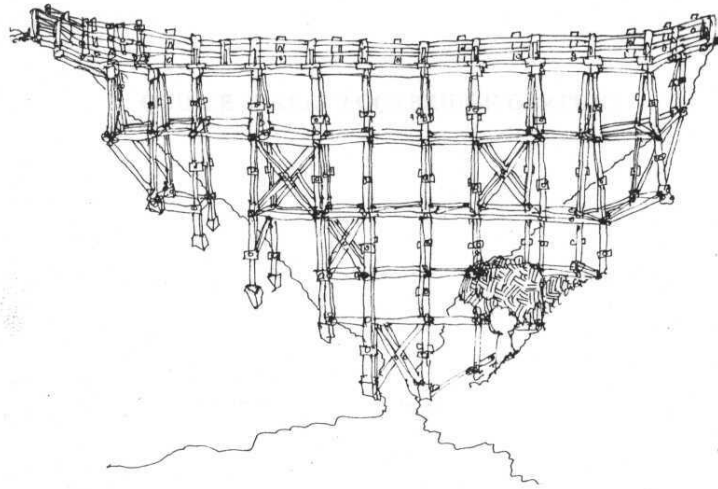
Land in Horton's Addition originally sold for \$125 per 50 feet x 100 inches lot and Morton would give, in addition, a free lot to anyone who would build a substantial house on the lot. During the boom of the eighties, however, land appreciated by the hour and reached fantastic prices before the inevitable bust followed. The boom ended long before all of Uptown could be developed. Development was fairly dense south of Laurel, but there was none north of Walnut until 1894. By 1904, only 23 percent of Uptown was developed, mostly single-family houses. Sixth Avenue was not graded until the 1890s, but it soon became a prestigious location.

Uptown was an ideal suburban; park side location during Victorian times and six San Diego mayors lived there between 1873 and 1915, along with a former governor of California. Many of the beautiful mansions of this period remain, although a great many have been torn down to make way for the new high rise office and condominium structures now going up. Most of the fancier Victorian mansions in Uptown were built in a new-Gothic type, complete with towers, ornate surface textures, stained glass windows, and a variety of delicate, lacy trim. Wood was by far the most common construction material and the style is often referred to as "Carpenter Gothic." Some of the houses were essentially townhouses since their owners also had ranches in the California tradition. Many historic sites are located in Uptown such as the Long-Waterman house, Britt Scripps House, Torrance House, and the Temple Beth Israel (one of the first synagogues in California). Most of the remaining significant houses are widely scattered, but several nice groupings still exist, especially between First, Fir, Front, and Grape where seven Victorian houses stand side by side. The pressure for higher intensity development, however, is great and so many of these old houses will have to be torn down or moved to the county's Heritage Park adjacent to Old Town. The Sherman-Gilbert house has been replaced by a parking lot at Second and Fir but it has been nicely restored at Heritage Park for use as an office building.

All in all, the landscape of Uptown makes for San Diego's best temporal collage as remnants and relics from all of San Diego's eras can be seen there from 1887 mansions, to 1920s bungalows, to 1970s condominiums.

The population of Uptown is approximately 36,500* or three percent of the City's total population. Residents represent all economic backgrounds and are diverse in their ethnic composition. The area consists of single-family residential uses, apartments and condominiums, commercial and office uses, and is also dominated by two large hospitals: University of California, San Diego (UCSD) Medical Center and Mercy Hospital. The Washington Street and Fifth Avenue corridors are significantly influenced by these two hospitals with many medically related uses. The Hillcrest business area south of the medical complex is linked to Centre City by a commercial, office and residential use corridor along Fourth and Fifth Avenues.

*January 1, 1987 estimate, City of San Diego Planning Department.



Quince Street Footbridge

SCOPE AND PURPOSE OF PLAN

This community plan is a revision of the Uptown Community Plan adopted by the City Council on August 21, 1975 by Resolution No. 214062 and the Uptown Medical Complex Plan which was adopted by the City Council on December 13, 1977 by Resolution No. 219721.

Formal adoption of the revised plan requires that the Planning Commission and City Council follow the same procedure of holding public hearings that was followed in adopting the original community plan. Adoption of the revised Uptown Community Plan also requires an amendment of the Progress Guide and General Plan for the City, which will occur at the first regularly scheduled General Plan amendment hearing following adoption of this plan.

While the Uptown Community Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property; subsequent or concurrent public hearings are required to undertake the recommended rezonings. However, it does provide specific guidelines for the review of all projects requiring discretionary action by the City, and for the rezoning of property to be in conformance with this plan.

LEGISLATIVE FRAMEWORK

The Uptown Community Plan was developed within the context of a legislative framework existing on federal, state and local levels. Some of the more significant legislation is discussed below.

- Section 65450 of the Governmental Code of the State of California (State Planning and Zoning Act) gives authority for the preparation of community plans and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.

- Government Code Chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has an ordinance which establishes an Affordable Housing Density Bonus providing a 25 percent increase in maximum permitted density in a given zone to be granted for projects in which at least 20 percent of the total housing units are for low or moderate-income persons.
- The California Environmental Quality Act of 1970 (CEQA) requires that environmental impact reports be prepared for all community plans. Separate, detailed environmental impact reports are also required for all significant projects, including those implementing this plan.
- The Regional Air Quality Strategy (RAQS) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.
- The citywide zoning and subdivision ordinances regulate the development of land and subdivision of land in the City.
- In addition to legislation, the City Council has adopted a number of policies to serve as guidelines in the decision making process. Many of the policies relate directly to planning issues and should be used in implementing plan recommendations.

PLAN FORMAT

The diversity of the Uptown community calls for a plan that will provide compatibility between the various neighborhoods within the overall plan area. Consequently, the community plan will emphasize urban design and the establishment of positive relationships between the neighborhoods as well as between the various land uses and densities. The overall goals of the plan provide a basis for the objectives and recommendations found within each plan element. Each plan element includes the existing conditions, objectives and recommendations for the particular subject area.

The Open Space and Recreation Element of this community plan was adopted by the City Council on November 26, 1985 (Resolution No. R-264570), and is printed within this document.

PLAN SUMMARY

The Planning Process

Issues Facing Uptown

Goals

Summary of Recommendations

PLAN SUMMARY

THE PLANNING PROCESS

This community plan has been prepared with a wide array of community input. The Uptown community planners provided official liaison with the community in its role as the recognized community planning group. This committee provided both valuable assistance and on-going direction to Planning Department staff in the preparation of this plan.

A daylong community workshop brought together community members, design professionals and City staff. The product of this workshop was a neighborhood concept sketch illustrating the specific neighborhood issues, and an outline of the plan's goals and objectives.

Additional input was provided by other community interest groups. Participating community associations included the Hillcrest Business Association and the University Heights Community Association.

The Sears Site Review Committee also provided input in the form of recommendations for the use and improvement of the former Sears Site and the surrounding neighborhood. This committee was formed by the City Council after the City purchased the site at Cleveland Avenue and Richmond Street in 1986 as a potential central library site.

The Uptown Task Force provided specific comments during the public hearing phase of the plan process. Technically a subcommittee of the Uptown Community Planners, this group also includes representatives from the development industry. Subcommittees focused on issues within individual neighborhoods.

ISSUES FACING UPTOWN

Through the process of community meetings with the designated planning group, the Uptown Community Planners, and with other residents of Uptown, the following issues have been identified as the most important concerns to be addressed in the community plan:

- Provision of a wide variety of housing types for all age, income and social groups.
- Revitalization of certain neighborhood commercial districts.
- Establishment and maintenance of a high level of public facilities and services to meet the needs of the community.
- Promotion of a clean and healthful environment.
- Preservation of significant historic structures.
- Preservation of community character and historical, architectural and cultural resources.

- Reduction in development that encroaches into open space areas.
- Establishment of urban design standards and criteria for the various neighborhoods.
- Encouragement of mixed land use in appropriate areas to improve land utilization and encourage redevelopment.
- Discrepancies between actual zoning and community plan land use recommendations.
Preservation of pedestrian-oriented commercial areas.
- Noise generated by air traffic utilizing Lindbergh Field and by automobile traffic on Interstate 5 and State Route 163.
- Inadequate freeway access.

GOALS

The following have been established as overall goals for the Uptown Community Plan. More specific objectives are found within the individual plan elements.

Residential

- Provide a wide variety of housing types for all age, income and social groups.
- Retain the character of residential neighborhoods.
- Prevent the intrusion of incompatible uses into neighborhoods.
- Preserve structures with potential historic significance.

Commercial

- Revitalize commercial districts.
- Provide pedestrian-oriented commercial areas.

Transportation

- Provide for safe and efficient movement of people and goods throughout the community.
- Establish a fully integrated system of vehicular, transit, bicycle and pedestrian facilities to meet current and future needs.
- Improve traffic circulation but not at the expense of retaining and enhancing the pedestrian character of Uptown.
- Provide a high level of transit service and promote usage.
- Establish a focal point for transit services within the community.
- Increase the availability of off-street parking but not at the expense of retaining and enhancing the pedestrian amenities.
- Prevent through traffic from using local surface streets.

Community Facilities and Services

- Establish and maintain a high level of community facilities and services to meet the needs of the community.

Open Space and Recreation

- Preserve and enhance the historic and cultural significance, as well as recreational value of regional and resource based parks.
- Upgrade existing recreational facilities and acquire new neighborhood and community based park sites to meet the needs of the Uptown community.
- Provide opportunities for more urban-oriented plazas, parkways, mini-parks and streetscapes to alleviate the deficiency of recreational facilities in the community.
- Preserve the natural character of hillsides and canyons.

Conservation. Cultural and Heritage Resources

- Preserve and enhance the rich and varied cultural and heritage resources of the Uptown community.
- Promote and support a cultural resources management program that maximizes, insofar as practicable, the preservation and use of historic resources.

Urban Design

- Enhance the diverse and unique character of the community.
- Ensure compatibility of neighboring uses.
- Improve community amenities and quality of life.
- Encourage the design of buildings and circulation systems to be sensitive to the needs of the pedestrian.

SUMMARY OF RECOMMENDATIONS

This community plan includes a number of recommendations to achieve the stated goals and objectives. The overall concept of the plan is to shift higher residential density away from the more isolated, lower scale neighborhoods and focus development instead on the major transportation corridors. Mixed-use development is encouraged in selected areas with residential use over street-level retail use. This concept addresses several factors:

1. Large-scale developments are limited to areas where they are more compatible with existing development patterns;
2. Redevelopment of the abundant and underutilized commercially zoned areas is encouraged by also permitting residential use in these areas;
3. Potential traffic impacts are reduced by reducing permitted densities in less accessible neighborhoods;
4. Transit use is encouraged by the placement of residential units adjacent to transit routes; and,
5. Pedestrian activity is fostered by intensifying residential use within commercial areas.

Listed below is a summary of the more substantial recommendations. The Implementation Element provides a more complete description of the recommendations and a listing of the actions necessary to accomplish the plan objectives.

1. Provide floor area ratio bonuses to encourage high intensity mixed-use development in the Hillcrest commercial core and along major transportation corridors.
2. Reduce permitted residential densities in neighborhoods isolated by canyons or in which a single-family character predominates.
3. Limit development intensities in the airport impact area.
4. Enhance the existing pedestrian orientation of commercial areas through controls on the design of development.
5. Improve the design of multifamily development by requiring offsetting building walls, screened or underground parking, minimal curb cuts, private open space and improved landscaping.
6. Implement the land use recommendations of the plan through special zoning regulations tailored to meet the needs of the area.

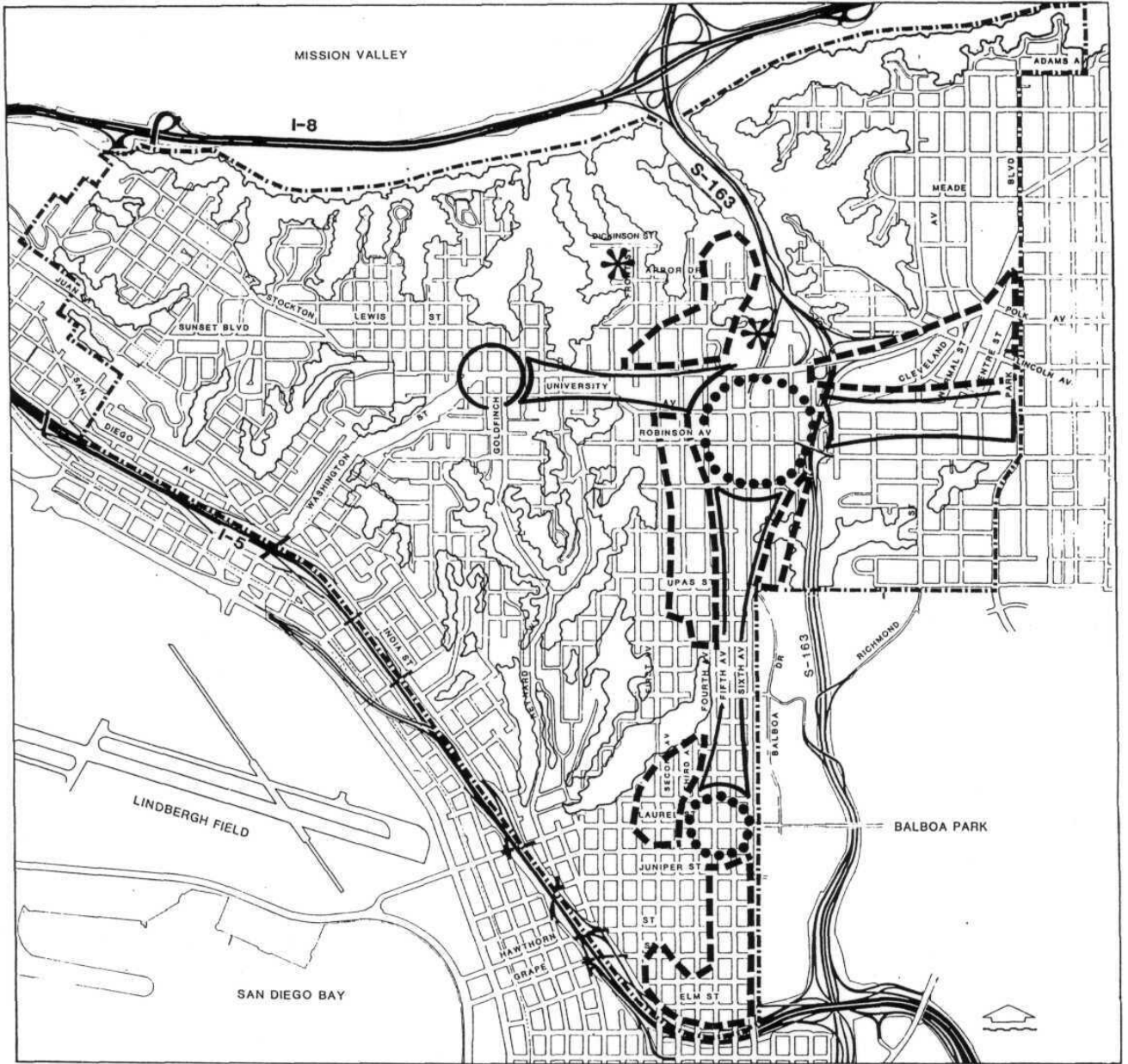






IMAGE CONCEPT	POTENTIAL HEIGHT
 VERY HIGH INTENSITY NODE	HIGH RISE (12 - 14 Stories)
 HIGH INTENSITY NODE /CORRIDOR	HIGH RISE or MID RISE (4 - 12 Stories)
 SUPPORT RESIDENTIAL/COMMERCIAL	MID RISE or LOW RISE (2 - 4 Stories)
 INSTITUTIONAL HIGH RISE	



DEVELOPMENT INTENSITY
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
2

7. Provide public right-of-way improvements in designated areas, including street trees, street furniture, widened sidewalks, decorative paving and pedestrian pathways.
8. Minimize street widening in favor of alternative techniques to improve traffic flow, including the diversion of through traffic around neighborhoods and encouragement of alternative modes of transportation.
9. Establish a parking district to provide public parking.
10. Preserve the natural character of hillsides and canyons by rezoning designated open space consistent with the densities recommended in the Open Space Element.
11. Implement permanent height limits and other design controls to protect public views of San Diego Bay from Middletown and Mission Hills.
12. Do not grant Conditional Use Permits for the non-residential use of historic structure in areas designated for low-density residential use.

**TABLE 1
UPTOWN COMMUNITY PLANNING AREA
APPROXIMATE PROPOSED LAND USE ACREAGE**

Land Use	Net Acres	Percent Of Total
RESIDENTIAL		
Low-Density	605	34%
Low-Medium	78	4%
Medium	100	6%
Medium-High	112	6%
High	114	6%
Very-High	4	1%
Subtotal	1,013	57%
COMMERCIAL		
Mixed-Use	72	4%
Commercial/Residential	96	5%
Office/Residential	63	4%
Neighborhood	8	1%
Subtotal	239	13%
INSTITUTIONAL		
Subtotal	53	3%
COMMUNITY		
Parks	15	1%
Open Space**	440	25%
Schools	25	1%
Subtotal	480	27%
Total Net Acres	1,785	100%

Source: San Diego City Planning Department, 1987

*Numbers may not add due to rounding

**Areas to which Hillside Review Overlay Zone has been applied

BACKGROUND

Existing Land Use and Zoning
Relationship to Surrounding Communities

BACKGROUND

EXISTING LAND USE AND ZONING

The Uptown community plan area was initially zoned in the 1930s. It was at this time that commercial zoning was established in Hillcrest and along Fourth and Fifth Avenues, and multifamily zoning (R-400) was applied to major portions of the community. The multifamily zone originally allowed the construction of more than two dwelling units on a lot with no maximum limit on the number of dwelling units which could be built. Lower density multifamily zoning and single-family (R1) zoning was also applied throughout Uptown, but predominantly in the Mission Hills neighborhood.

The Hillside Review Overlay Zone has been applied to the steep slope areas in Uptown. This overlay zone is generally applied to areas in excess of 25 percent slope. Development in these areas is subject to additional design and density restrictions.

In 1976, much of the Uptown community plan area was rezoned. Approximately 576 net acres were rezoned from the R-1-5, R-1000 (R-3), and R-600 (R-3A) zones to comply with the proposals and objectives of the adopted Uptown Community Plan and the General Plan, as required by newly enacted State Legislation (AB 1301).

**TABLE 2
EXISTING LAND USE AND ZONING**

Category	Land Use		Zoning	
	NET ACRES	PERCENT OF TOTAL	NET ACRES	PERCENT OF TOTAL
Residential	1,243	70%	1,551	87%
Single-Family	(840)	(47%)	(814)	(46%)
Multifamily	(404)	(23%)	(737)	(41%)
Commercial	176	10%	226	13%
Industrial	13	1%	0	0
Vacant/Open Space	180	10%	9	1%
Public/Semi-Public	17	10%		
Total	1,788	100%	1,788	100%

Source: San Diego City Planning Department, 1987

Note: Numbers may not add due to rounding.



EXISTING ZONING
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
3

RELATIONSHIP TO SURROUNDING COMMUNITIES

Mission Valley

The Uptown community is bounded on the north by the Mission Valley community plan area. While the high intensity of land uses in Mission Valley contrast with the single-family neighborhoods on the canyon rim, the topographic separation of over 200 vertical feet make the differences inconsequential. The only physical connections are Highway 163 and the limited access road to the Bachman Canyon parking structure.

Greater North Park

The Greater North Park plan area abuts the northeasterly portion of Uptown. These two communities are similar in character, land use, zoning, and social characteristics in the general area of this boundary. The land use plan recommended in the Greater North Park Community Plan is complementary to this Uptown Community Plan.

Balboa Park

This regional park abuts the Uptown community on the southeast. It serves not only the entire San Diego community but Uptown residents as well, offering a wide range of active and passive recreational activities.

Centre City

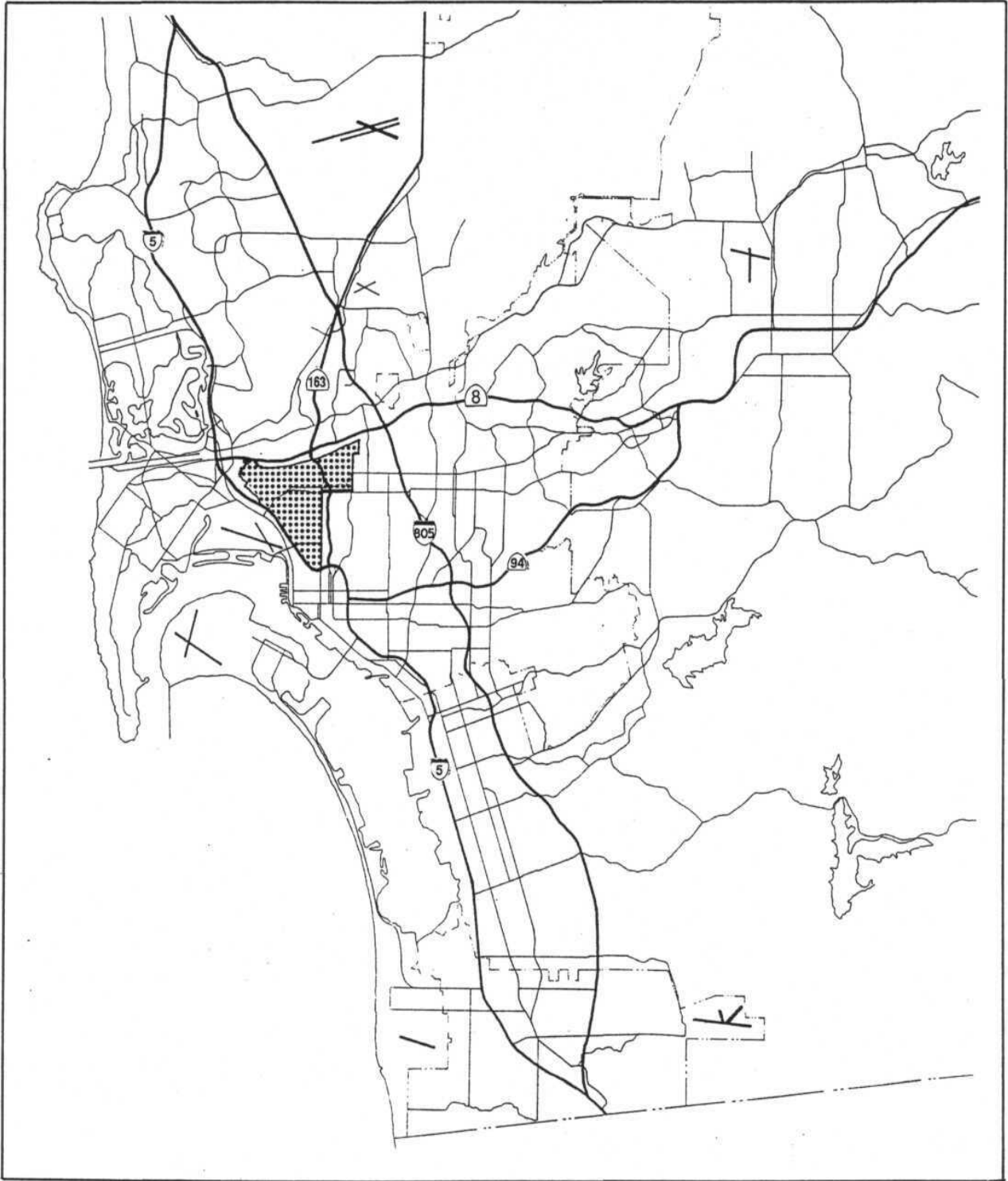
To the south of the Uptown community lies the Centre City area. This area provides significant employment opportunities for Uptown residents, as well as offering a wide array of goods, services, and entertainment opportunities. Uptown is linked to Centre City by various surface streets and extensive public transit service.

Midway-Pacific Highway

This plan area borders the Uptown community along its southwesterly edge and is devoted primarily to commercial and industrial uses related to airport activities. San Diego International Airport separates this linear community from San Diego Bay to the west.

Old Town San Diego

Along the northwesterly portion of the Uptown community is the Old Town San Diego community plan area. This community offers unique charm, restaurants, and shops to all residents of the San Diego region as well as to Uptown residents. It also represents the birthplace of the state of California, providing the community with a sense of cultural heritage.



LOCATION MAP
UPTOWN Community Plan
CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
4

PLAN ALTERNATIVES

Residential Alternatives
Commercial Alternatives

PLAN ALTERNATIVES

Although an infinite number of plan alternatives could be formulated and evaluated, the following alternatives offer a comprehensive variety, satisfying the objectives of the California Environmental Quality Act (CEQA). These alternatives illustrate various feasible approaches to community planning options within the Uptown community in terms of land use classification and development intensity.

RESIDENTIAL ALTERNATIVES

Existing Plan Alternative

This alternative would continue the pattern of the existing 1975 Uptown Community Plan and the Uptown Medical Complex Plan. These plans recommend a substantial amount of high density (R-600) and very-high density (R-400) residential zoning in Uptown. The major concentration of these designations is found surrounding the Hillcrest commercial core and along Reynard Way. Most low-density residential zoning is located in the Mission Hills-Middletown area.

Existing Zoning Alternative

This alternative would require revision of the existing land use plan to bring it into conformance with existing zoning. This approach would permit the most intense development of all the alternatives, with significantly higher density designations in the Uptown medical complex area, Park West south of Laurel Street, and Mission Hills in the area of Reynard Way.

Average Block Density Alternative

This alternative proposes that new development reflect the average density which presently exists on each residential block. This would result in substantially reduced development potential as compared to the 1975 Plan, since the typical lot is not developed to its maximum permitted density.

Conversely, under this averaging approach some predominantly single-family blocks would be redesignated to permit higher densities if multifamily development exists on those blocks.

Lowest Density Alternative

This alternative establishes maximum permitted densities predicated upon the lowest density developed lot on any given block, exclusive of vacant lots. In effect, this alternative would be a no growth alternative.

High Intensity and Transit Corridor Alternative

This alternative identifies Fourth and Fifth Avenues as high intensity public transit corridors and establishes gradients in zoning density based upon pedestrian accessibility to those streets.

These streets would serve as base streets for establishing zoning density gradients, whereby densities are reduced at greater distances from these streets. Other factors such as the traffic generated by development, pedestrian accessibility, street capacity, neighborhood development patterns, neighborhood preservation programs, development bonus systems and public transit capacities would also be considered in determining the ultimate permitted zoning densities in these corridors.

This alternative approach would require both down zonings and up zonings in order to be implemented. It provides for the preservation of single-family and low-density areas and the establishment of a redeveloped, higher intensity commercial area.

Density Bonus Alternatives (Incentive Zoning)

For most of the residential alternatives examined, the concept of density bonuses could be awarded in return for extraordinary performance with respect to environmental enhancement, urban design, parking, landscaping, or assistance to public transit.

In order for a density bonus system to be successful and not impact the community's public services and facilities, sufficient controls must be utilized. The bonus system should be applied only in those portions of the community where the increased development intensity can be accommodated.

Such a system should be implemented through the use of Planned Residential Developments (PRDs) and Planned Commercial Developments (PCDs), or some other form of discretionary permit.

Recommended Residential Alternative

The recommended residential alternative is a combination of the "High Intensity and Transit Corridor Alternative" and the "Density Bonus Alternative." This combined alternative would redefine residential development patterns in the Uptown community, provide a strong opportunity for the preservation and rehabilitation of single-family and low-density neighborhoods, and emphasize higher density development along existing high intensity corridors. This alternative also would provide needed support to the public transit system and the community's primary commercial areas. In addition, this approach will reward superior residential developments providing added amenities with density bonuses.

COMMERCIAL ALTERNATIVES

Existing Plan Alternatives

Under the existing community plan the commercial use designation is concentrated in Hillcrest with office uses along Fourth and Fifth Avenues and in the medical complex area. Neighborhood commercial uses are also shown in Mission Hills, Middletown, University Heights and Park West.

Existing Zoning Alternative

This alternative would maintain a zoning pattern which supports major commercial development in Hillcrest; major medical and financial offices along Fourth and Fifth Avenues; and financial, insurance and real estate firms in the Park West area. The existing commercial zoning encompasses 213 acres, 38 percent of which is in residential use.

Intensified Commercial Area Alternative

This alternative would provide for a combination of consolidated and intensified commercial activities which would be more specifically defined as to their nature and location in the community. Excessive and unproductive strip commercial areas would be condensed and redefined as either neighborhood or specialty commercial nodes. Portions of the former strip commercial areas would become multiple-use areas incorporating higher density residential development and specialty commercial uses to serve this residential development as well as other residential areas within walking distance.

In addition, this alternative would also allow office development which would be complementary to the retail uses and would provide support to the retail core.

Recommended Commercial Alternative

The recommended commercial alternative is the "Intensified Commercial Area Alternative." This alternative would emphasize the more compact commercial area approach which would be more conducive to pedestrian movement and public transit support. The concentration of the commercial areas would provide the opportunity for higher density residential and multiple-use development along the underutilized strip commercial corridors.

PLAN ELEMENTS

Residential

Commercial

Transportation

Urban Design

Community Plan Land Use Map

Community Facilities and Services

Open Space and Recreation

Conservation, Cultural and Heritage Resources

Residential

RESIDENTIAL ELEMENT

EXISTING CONDITIONS

Uptown's 20,275* housing units include a wide variety of housing types, ranging from the large, well-maintained single-family homes of Mission Hills; to high rise condominiums in Hillcrest; to the low-cost, aging apartment complexes found in parts of Park West.

Single-family units comprise 36 percent of the overall housing stock, compared to 57 percent citywide. Only 29 percent of households own their homes contrasted with 49 percent citywide. The value of ownership units is higher than the City average according to the 1980 Census. Monthly rents, on the other hand, are somewhat lower than the city average.

Uptown is characterized by the age and quality of its housing stock. Over 8,000 dwelling units or 40 percent of the existing stock were built prior to 1940. Forty-three dwellings are designated historic sites, and an additional 500 units have been identified as potential historic sites.

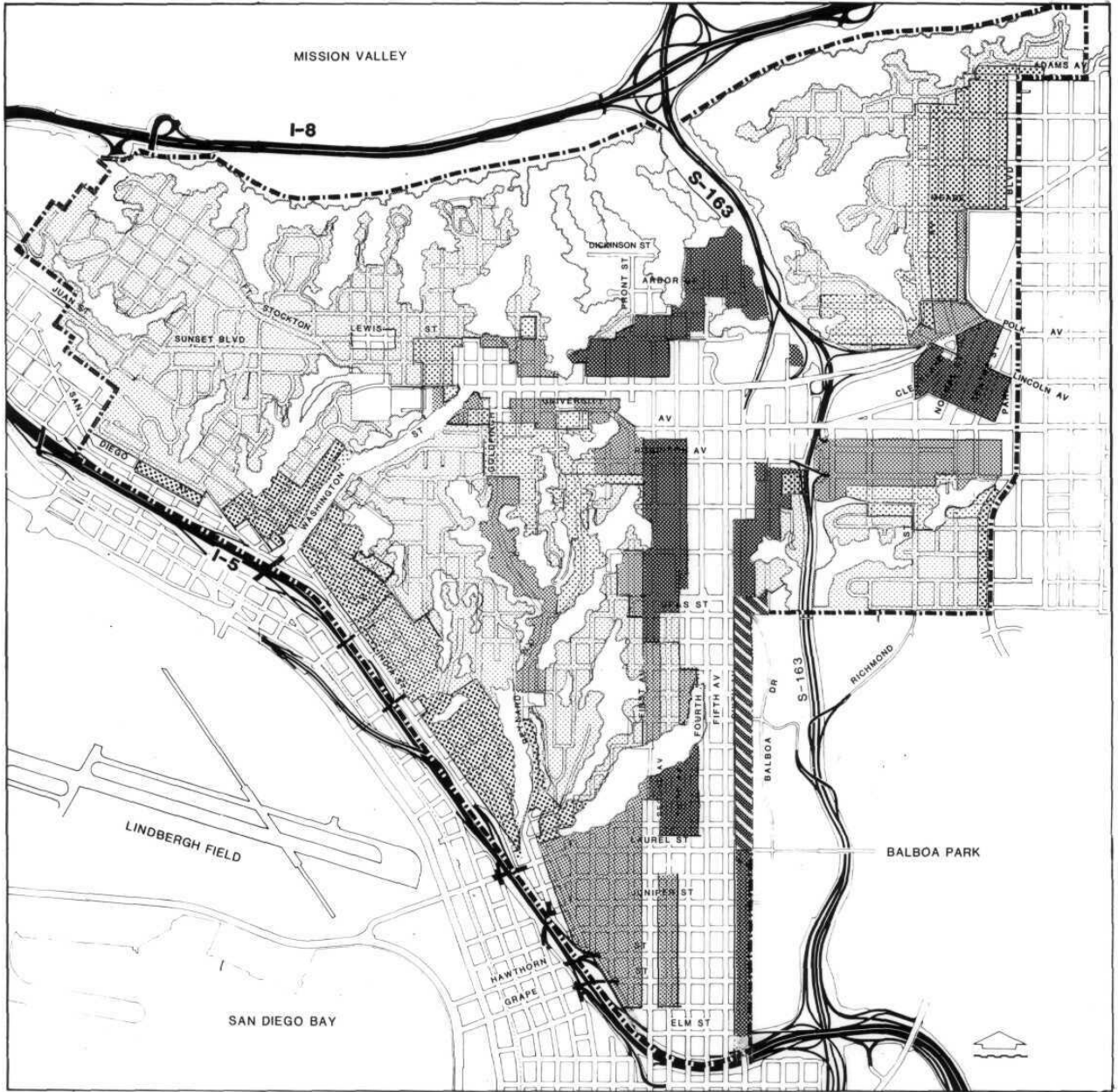
Deteriorating units comprise over five percent of the housing stock, which is nearly double the citywide incidence of three percent. The multifamily area west of Balboa Park between Upas Street and Laurel Street has a disturbingly high 18 percent of dwelling units in deteriorated condition, though less than 0.5 percent of units are dilapidated. The area generally south of Laurel Street is subject to the building height limitations of the Airport Approach Zone Overlay and has a significant impact from airport noise.

POPULATION

Similar to the variations in housing, population characteristics vary considerably both within and between Uptown's neighborhoods. According to the 1980 Census, Mission Hills contains the largest households (2.78 persons per household), highest income households (\$33,591), and lowest percentage of ethnic minorities (four percent). Park West is at the opposite extreme with almost half the household size (1.68 persons), less than one-third the household income (\$9,545), and three times the incidence of minorities (12 percent). At the same time, there is a broad range of neighborhood types within each neighborhood.

Uptown residents on the average tend to be older, live in smaller households, have higher incomes and are less likely to be an ethnic minority when compared to the citywide population. The elderly (over 65) in Uptown comprise 22 percent of the population compared to 10 percent citywide. Conversely, only 14 percent of the population is less than twenty years of age while 29 percent of the City population falls into that category.

* January 1, 1987 estimate, City of San Diego Planning Department.



DENSITY	DU/AC	DENSITY	DU/AC
LOW	5 - 10	MED HIGH	29 - 44
LOW MED	10 - 15	HIGH	*44 - 73
MED	15 - 29	VERY HIGH	*73 - 110

* Maximum densities may only be achieved with parcel accumulation.



RESIDENTIAL LAND USE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
5

The average household size is expectedly low given the age profile, with 1.86 persons per household versus 2.56 persons per household citywide in 1986. Ethnic minorities comprise nine percent of the population compared to 24 percent citywide.

GROWTH AND CAPACITY

Residential development in Uptown has been proceeding at an average of approximately 180 dwelling units per year since 1970, or about one percent of the housing stock per year. While declining family size during the 1970s resulted in a minimal population increase of 157 for that period, a recent increase in the average family size from 1.77 to 1.86 has resulted in a population increase of 3,501 between 1980 and 1986, with a total of 36,562 residents housed in 20,275 dwelling units as of January, 1987. Building permit activity increased significantly in 1986, with permits issued for 626 dwelling units in that calendar year. The estimated buildout capacity for development is 25,410 dwelling units (see Appendix J).

Objectives

- Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development.
- Locate medium and high density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower density development.
- Concentrate medium and high density housing:
 - On upper floors as part of mixed use development in commercial areas;
 - Adjacent to commercial areas;
 - Near transit and higher volume traffic corridors.
- Preserve and provide incentives for mixed residential/commercial development at appropriate locations.
- Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts.
- Ensure adequate transition and buffering between potentially incompatible uses.
- Design and enforce stricter controls and locational criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures.
- Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low-income and homeless persons.

Recommendations

LAND USE DESIGNATIONS

The following are the ranges of permitted residential densities. Establishing the appropriate density within the designated range should be based upon guidelines in the Urban Design Element and should be addressed in the implementing ordinances.

Low-Density Residential (5-10 dwelling units per acre) - This designation is intended to accommodate detached single-family units under R1 zoning standards. It is applied to existing single-family neighborhoods, which are generally more isolated from public facilities and commercial uses than areas designated for multifamily residential use. All areas designated for low-density residential should also be designated as "single-family protected" neighborhoods, in which only one detached dwelling unit per lot is permitted.

As further described in the Urban Design Element of this plan, special attention should be given to canyon rim properties designated for low-density development. By clustering units onto canyon rims, designated open space areas can be preserved. However, new development should be compatible in scale and character with surrounding uses. Provisions for public access, views and sensitive treatment of hillside areas should also be addressed.

All areas designated for low-density residential use should also be designated as "single-family protected" neighborhoods, in which only one detached dwelling unit per lot is permitted

Low-Medium Density (10-15 dwelling units per acre) - This land use designation is generally applied closer to transportation corridors, often acting as a buffer between single-family neighborhoods and higher density development. It corresponds to R-3000 zoning, the lowest density multifamily zone, permitting one dwelling unit per 3,000 square feet of lot area.

As described under the low-density designation, care should be taken in hillside areas to avoid out-of-scale developments which may result from the clustering of units on canyon rims. Design controls should provide for development on canyon rims at an appropriate scale, while also preserving adjacent open space. Since the appropriate average density of development which straddles open space boundaries may be less than 10 dwelling units per acre, a lower density zone may be appropriate in these cases. This consideration also applies to the higher density multifamily designations found below.

Medium Density (15-29 dwelling units per acre) - This designation corresponds to R-1500 zoning, which permits three to five dwelling units on typical parcels (one dwelling unit per 1,500 square feet of lot area). This density usually results in two-story development, consistent with the existing character of lower density neighborhoods. This type of development can also protect views from the hillside areas.

Medium-High Density (29-44 dwelling units per acre) - This land use density usually abuts major streets or commercial areas. Small-lot development under the corresponding R-1000 zoning often takes the form of a two-story structure with surface parking, though large-lot

developments may rise three stories over first level or underground parking. This designation is limited to areas with vehicular circulation systems capable of supporting traffic generated by this density with minimal impact upon adjacent neighborhoods.

High Density (44-73 dwelling units per acre) - The density for larger sites is that of the R-600 zoning, in which development may range from two stories to four stories with parking below. Smaller sites are limited to the R-800 density. This zoning is applied to the core of the community, generally surrounding the Hillcrest commercial area.

Very-High Density (73-109 dwelling units per acre) - This designation permits a density as high as that permitted in the R-400 zone for large and/or corner sites. Smaller sites should be limited to the R-600 zone density. This designation is limited to Sixth Avenue fronting on Balboa Park.

Commercial/Residential and Office/Residential Designations - These designations permit either residential or commercial use. Residential projects may be developed at densities ranging from medium to very-high density, as described in the Commercial Element of this plan.

Mixed-Use Designations - The mixed-use designations are applied to nodes of commercial use where residential or office use above street level commercial use is appropriate. As redevelopment occurs, new mixed-use development will strengthen and reinforce the qualities of a lively urban commercial and residential activity area. Permitted residential densities vary from medium-high permitted on a portion of India Street to very high in the Hillcrest commercial core. Medium high-to-high density is permitted along Washington Street and University Avenue.

SENIOR HOUSING

Current regulations provide for a Conditional Use Permit (CUP) to be granted for senior housing, which allows both increased density and decreased parking for such projects. These concessions are based on the smaller family size and lesser number of cars in senior households.

Uptown is an attractive area for this type of project. Bus service is available in many areas, as are neighborhood markets and other shopping. Balboa Park offers programs catering to senior citizens and ample medical facilities are conveniently located within the community. In addition, higher density zoning is available and land prices in some neighborhoods are relatively reasonable. Due to these characteristics, several senior citizen projects have been located in the Uptown area.

Proposed senior housing projects should be reviewed with respect to their impact on the neighborhood. This review should address the impact of the increased density and decreased parking granted for such projects, including the impact of parks, emergency services, neighborhood character and on-street parking. It should be noted that any impacts will be compounded in areas where senior housing projects are concentrated.

SINGLE ROOM OCCUPANCY

Also known as residential hotels, single room occupancies (SROs) provide affordable housing for lower income households. These projects should be limited to commercially designated areas, and should provide interior common areas such as a lobby and food preparation area to supplement the small living quarters. Adequate parking should be provided based upon need, generally in the range of 0.50 to 1.0 spaces per unit.

SROs should be located with convenient access to public transportation, healthcare and social services, shopping, employment, and recreational facilities. Due to the undesirable potential for concentrating low-income households, SROs should not be concentrated in Uptown, or within a particular Uptown neighborhood. A discretionary permit process should be required to ensure the above conditions.

RE-USE

Under certain circumstances, a CUP may be obtained to convert residential structures to another use, such as counseling services or childcare. Designated historic sites may also convert to general commercial uses with a CUP.

Conversions to nonresidential should generally not be permitted in areas designated for low-density use. The neighborhood impact of such conversions should be carefully assessed. To the extent possible, structural additions should maintain the preexisting character of the residence and neighborhood. Any historical character in particular should be maintained. The impact of the proposed use should also be assessed with regard to parking, traffic, noise or other impacts.

Appropriate off-street parking should be provided along with adequate screening as needed. The availability of transit and other needed services should also be addressed.

IMPLEMENTATION PROGRAM

A rezoning program should be undertaken to ensure development consistent with this plan. Revised or tailored zoning regulations are necessary to ensure specific design recommendations found in this element and in the Urban Design Element of this plan. New development and additions should provide adequate parking and be consistent in character with the architectural scale and landscaping of the existing older structures located in the neighborhood.

Commercial

COMMERCIAL ELEMENT

EXISTING CONDITIONS

The Uptown planning area boasts a wide variety of commercial uses ranging from neighborhood commercial facilities, community-shopping facilities, specialized commercial centers and medical facilities.

NEIGHBORHOOD COMMERCIAL FACILITIES

Neighborhood facilities normally contain about four to fifteen establishments ranging from supermarkets, drug stores, liquor stores, banks, barber services, cleaners, real estate office and limited medical and financial services. They are usually one to two miles apart and are intended to serve a population between 2,000 and 10,000 people. 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. They are conveniently located and easily reached by residents along Reynard Way.
3. University Heights - this area has a cluster of services on Park Boulevard southerly of Adams Avenue.
4. Park West - the area on First Avenue between Ivy and Juniper Streets and on Fifth Avenue at Laurel Street consists of readily identifiable shopping centers providing convenience goods and services to nearby residents and workers.

In addition to the larger neighborhood commercial facilities there are a number of singular commercial stores which tend to serve the specific needs of a pedestrian-oriented neighborhood.

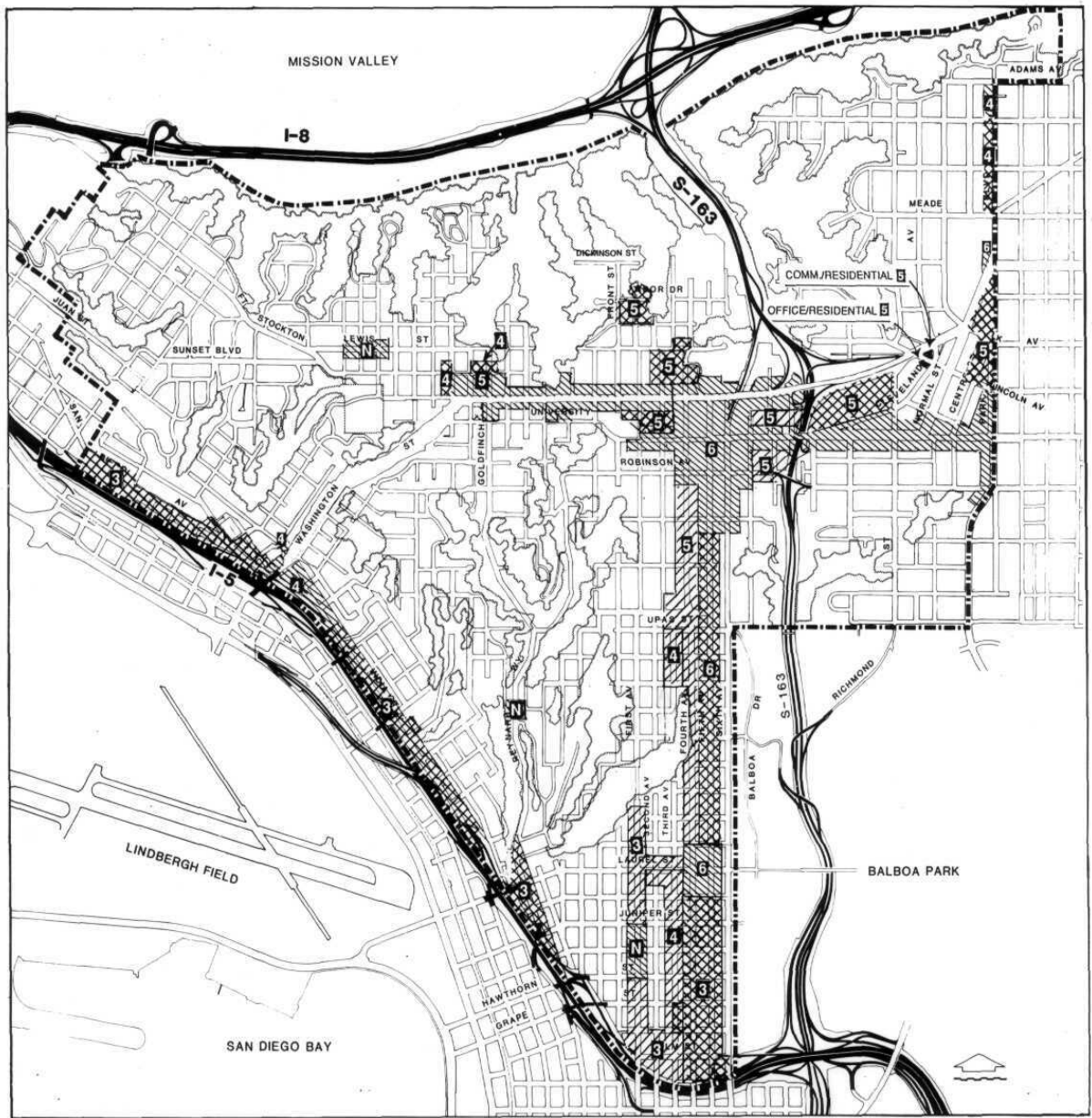
COMMUNITY SHOPPING FACILITIES

This type of facility provides convenience goods, shoppers goods and specialized retail goods including personal, professional, repair, business and financial services. They usually contain between 15 to 50 establishments about three miles apart, and are intended to serve a population between 10,000 and 25,000 persons.

Hillcrest constitutes the most predominant community commercial district in Uptown.

- Hillcrest Business District - this area is the primary commercial area for Uptown.

This pedestrian oriented area provides a wide variety of shopping and convenience goods as well as cultural and entertainment facilities.



COMMERCIAL PERMITTED USES	DENSITY RANGES
MIXED USE	Residential 4 5 or 6
COMM./RESIDENTIAL	Residential 3 4 5 or 6
OFFICE/RESIDENTIAL	Residential 3 4 or 5
NEIGHBORHOOD COMM.	Residential 3



COMMERCIAL LAND USE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
6

SPECIALIZED COMMERCIAL

This type of commercial activity offers retail activity such as discount and freestanding stores not typically found in shopping centers. These uses include photography studios, furniture stores, bicycle shops, automobile repair stores, secondhand merchandise stores and plant nurseries, discount stores, boutiques, night clubs, movie theaters, etc.

There are five main areas within Uptown that provide specialized commercial uses.

1. University Avenue - this area easterly of Interstate 163 (I-163) and westerly of Park Avenue is primarily an entertainment-artisan district. There are nightclub type facilities and other evening time activities as well as several interesting building facades and architectural features.
2. India Street - this area is primarily an automobile-oriented specialized commercial center. Freestanding commercial uses oriented to the freeway provide services community wide. In addition, the India Street art colony provides a second entertainment area within the community with theaters and restaurants.
3. State Street - this commercial strip south of Laurel Street includes a variety of small-scale offices and other specialized uses.
4. Washington Street - this area is a major automobile-oriented commercial thoroughfare that offers a range of goods and services not provided by the Hillcrest shopping area.
5. West Lewis Street Planned District Area - this area is one-block area that meets the needs of the nearby residents. It also contains a number of antique specialty shops. This area was designated as a planned district in April, 1985, in order to maintain the character of the area and compatibility of the commercial development with the surrounding single-family residential area.

MEDICAL FACILITIES

There are two major hospitals located in Uptown north of Washington in the vicinity of the Fourth and Fifth Avenue corridor.

1. Mercy Hospital Medical Center - this facility is located in the southeast quadrant of the medical complex area just north of Washington Street and just west of Sixth Avenue. Mercy Hospital owns approximately 14.3 acres of land in this area. Mercy Hospital offers a wide range of acute care, including medical, surgical, obstetrical/pediatrics, psychiatric and laboratory and radiological services. They also provide a broad spectrum of outpatient services such as medical, surgical, pediatric, gynecologic and rehabilitative services. The hospital serves as the City's paramedic base station. The outpatient clinic is located on the south side of Lewis Street east of Fourth Avenue. The hospital intends to locate additional medical facilities north of Washington Street between Fourth and Fifth Avenues.

2. UCSD Medical Center - this facility is located in the northwest portion of the medical complex area at Dickson Street and Front Street. The medical complex consists of approximately 51 acres of land of which 32 acres are undeveloped canyons north and west of the medical center. It offers a wide range of health services including acute and ambulatory care, and provides teaching and research facilities for medical students and the School of Medicine.

Objectives

- Provide a wide range of commercial goods and services to the Uptown community.
- Preserve and expand the development of pedestrian-oriented commercial uses, especially those which generate activity after business hours.
- Enhance the vitality of commercial strips through the stimulation of a variety of commercial and mixed-use development.
- Require new development to provide adequate off-street parking.
- Improve pedestrian safety, access, and circulation within commercial areas.
- Concentrate neighborhood commercial activity in areas accessible to neighborhood residents.
- Improve the appearance of commercial activity in areas accessible to neighborhood residents.
- Provide for the development of convenience shopping facilities within or adjacent to higher density residential neighborhoods.
- Undertake a program of economic commercial revitalization to improve existing business and stimulate the development of new businesses, employment and housing.
- Stimulate the clustering of complementary uses in commercial areas to create a highly functional center.

Recommendations

In order to provide appropriately located, attractive retail and office facilities that offer a wide variety of goods and services this plan recommends the consolidation and intensification of commercial activities. Mixed-use and multiple use projects incorporating residential use should be encouraged. It is recommended that all or most of the commercial areas be rezoned from the existing outdated zones to an appropriate planned district zone to implement the following recommended development patterns. Table 3 illustrates the full array of commercial designations described below. Commercial rezonings beyond the designated areas should not be permitted.

MIXED-USE: Areas designated for mixed-use development are the higher intensity neighborhood and specialized commercial nodes. These are the areas of focused retail and pedestrian activity, located at major street intersections.

The mixed-use designation generally indicates that pedestrian-oriented retail service uses are required on the ground floor, with either office or residential uses on the upper floors. These areas are recommended to be the higher intensity use areas, acting as both visual and activity focal points. Building heights should range from high-rise to two stories, depending upon the intensity of use designated on the land use map and upon guidelines contained in the Urban Design Neighborhood Elements.

There are three mixed-use designations, which differ in the intensity of permitted uses.

Very-High Intensity - This designation permits up to 109 dwelling units per acre (one dwelling unit per 400 square feet of lot area). A variety of commercial uses at high intensities or high floor area ratios are also permitted.

High Intensity - This designation allows up to 73 dwelling units per acre (one dwelling unit per 600 square feet of lot area). A relatively wide range of commercial uses should also be permitted under this designation.

Medium-High Intensity - The residential component of this designation is limited to 44 dwelling units per acre (one dwelling unit per 1,000 square feet of lot area). Commercial uses should focus on neighborhood and community needs, and the intensity of use should be limited.

Commercial/Residential Use - This designation is generally applied to linear areas between the mixed-use commercial nodes. Permitted uses include either general commercial, office or residential at densities ranging from very high to medium. Developments with a mixture of uses are also encouraged. These areas tend to be less intense in use and more automobile oriented. In contrast to areas designated for mixed-use, single-use residential projects are permitted in areas designated for commercial/residential use. A range of intensities of use is described below.

Very-High Intensity - This designation permits residential densities as high as 109 dwelling units per acre (one dwelling unit per 400 square feet of lot area), and/or general commercial and office uses.

High Intensity - Residential density is limited to 73 dwelling units per acre (one dwelling units per 600 square feet of lot area). A wide range of commercial and office uses are also permitted.

Medium-High Intensity - Up to 44 dwelling units per acre (one dwelling unit per 1,000 square feet of lot area) are permitted, as well as community oriented commercial and office uses.

Medium Intensity - Community and service oriented commercial uses should predominate over residential use, which is limited to 29 dwelling units per acre (one dwelling unit per 1,500 square feet of lot area).

OFFICE/RESIDENTIAL USE: This designation is generally applied adjacent to commercial use areas, on or near major streets. It allows projects to be either office or residential. Commercial retail and service uses are limited to support services. Mixed-use developments are also encouraged. There is a high intensity, medium-high intensity and medium intensity designation within this category of use. Discretionary approval for particularly large office projects should be required to ensure compatibility with surrounding uses.

High Intensity - Residential use is limited to 73 dwelling units per acre (one dwelling unit per 600 square feet of lot area). The intensity of office use should also be relatively high.

Medium-High Intensity - This designation is designed for areas with a greater mix of residential use. The residential component is 44 dwelling units per acre (one dwelling unit per 1,000 square feet of lot area). Office use should be limited in intensity to be compatible with residential development, and to encourage the preservation of older, desirable residential structures for office use. Limiting the intensity of office use will also ensure an adequate balance of residential use.

Medium Intensity - Office use is preferred over residential use with this designation. Residential density is limited to 29 dwelling units per acre (one dwelling unit per 1,500 square feet of lot area). A moderate intensity of office use should be permitted.

NEIGHBORHOOD COMMERCIAL: Uses within this designation should generally be limited to neighborhood oriented goods and services. Due to the individual character of the areas designated for this use, the permitted uses should be tailored for each neighborhood. Residential use should be limited to 30 dwelling units per acre.

Existing neighborhood markets in areas not designated for commercial use should be allowed to expand in a manner which is consistent with the needs of the neighborhood, the architectural scale of the surrounding residences, and with a minimum of parking which should be located either on-street and/or towards the rear half of the lot with adequate screening. Any such expansion should be in character with the existing commercial use and should not provide for an expansion of the number of businesses or type of services provided. A noticed public hearing should be required.

**TABLE 3
COMMERCIAL LAND USE DESIGNATIONS**

Permitted Uses	Medium (15-29 du/ac)	Medium-High (29-44 du/ac)	High (44-73 du/ac)	Very-High (73-109 du/ac)
Mixed-Use		X	X	X
Commercial/Residential	X	X	X	
Office/Residential	X	X	X	
Neighborhood	X			

PROJECTS WITHIN BOTH COMMERCIAL AND RESIDENTIAL DESIGNATIONS

It may be appropriate for a portion of a mixed-use commercial project to be permitted to be located in an area designated for residential use. Examples of such areas are between Fifth and Sixth Avenues adjacent to Balboa Park and along portions of Washington Street. In such cases, a Planned Commercial Development Permit (or its equivalent) should be required which addresses the following:

1. The project should be a mixed-use project which includes a residential component.
2. The project should not intrude into exclusively residential areas.
3. Traffic generated by commercial uses should not impact neighboring residential uses.
4. Commercial uses should be compatible in character with surrounding uses, such as hotels, offices and sit-down restaurants. Uses which should generally not be permitted include retail or fast-food restaurants. Traffic generation, noise, glare, and aesthetics should be criteria used to determine compatibility.

COMMERCIAL REVITALIZATION RECOMMENDATIONS

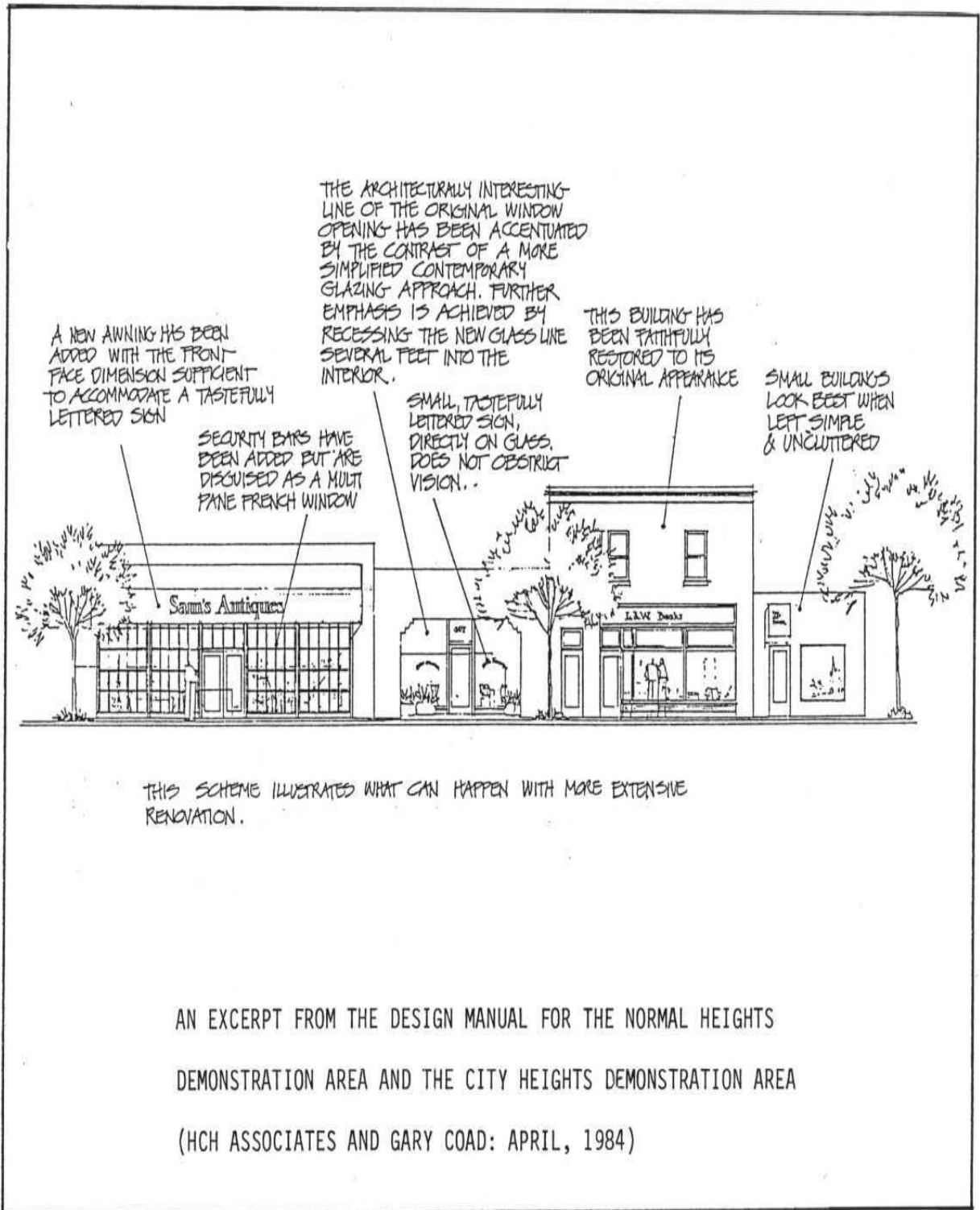
A commercial revitalization program should be initiated in targeted areas to rehabilitate the commercial districts in Uptown. Such a program should encourage the improvement of structures, facades, landscaping, signage, and streetscape to encourage interest in the development of a vital commercial element in Uptown.

Target Areas - Recommended initial target areas for commercial revitalization are Park Boulevard north of Meade Avenue and University Avenue east of Highway 163 to Park Boulevard.

Rehabilitation Guidelines - The rehabilitation of commercial structures should focus on restoring facades to their original integrity and providing quality, tasteful signage (see also Figure 7). Any attempt to introduce a different architectural character should completely cover the original facade in order to hide any possible incongruity, and should only be undertaken on structures with no architectural or historic significance. Regular maintenance to eliminate signs of physical neglect is essential. Display windows which offer visibility to the interior are an important ingredient to a successful shopping environment, as is well designed, professionally executed signage.

Financing - Financing programs should be established to meet the financial needs of the community. The objective of these programs should be to encourage the participation of property and business owners in revitalization with the overall goal of improving the business climate. A loan program and rebate program funded by Community Development Block Grants should be considered in specific areas as needed.

1. Loan Program - This program should provide affordable property improvement financing at reduced interest rates. These loans can be used to make facade and certain interior improvements consistent with design guidelines provided in this plan or in separate revitalization studies. Adherence to rehabilitation guidelines should be a condition of approval.
2. Rebate Program - This program would reimburse participants for a portion of the cost of facade improvements in targeted areas. Rebates should also be subject to rehabilitation guidelines.
3. Business Improvement Districts (BID) - The expanded use of BID should also be implemented to assist business in their efforts to organize and upgrade their properties. The Mission Hills business community should pursue a BID given the cohesive character of that commercial area.



Transportation

TRANSPORTATION ELEMENT

STREETS AND FREEWAYS

Existing Conditions

The Uptown planning area is bounded by two major freeways and traversed by a third. Interstate 5 forms the southwest boundary of the community, with access to the community provided at Washington Street, Sassafras Street, Hawthorn Street and Sixth Avenue. Interstate 8 parallels the north boundary of Uptown within the Mission Valley community, with no direct access to Uptown. State Route 163 (SR-163) bisects Uptown through the easterly portion of the community, connecting Interstate 8 to Interstate 5 and providing access to Uptown at Sixth Avenue, Washington Street, Tenth Street, Robinson Avenue, Richmond Street and Quince Street. Most of these access points do not provide full interchanges.

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 on Park Boulevard. This focusing effect contributes to the congestion found on most of these streets.

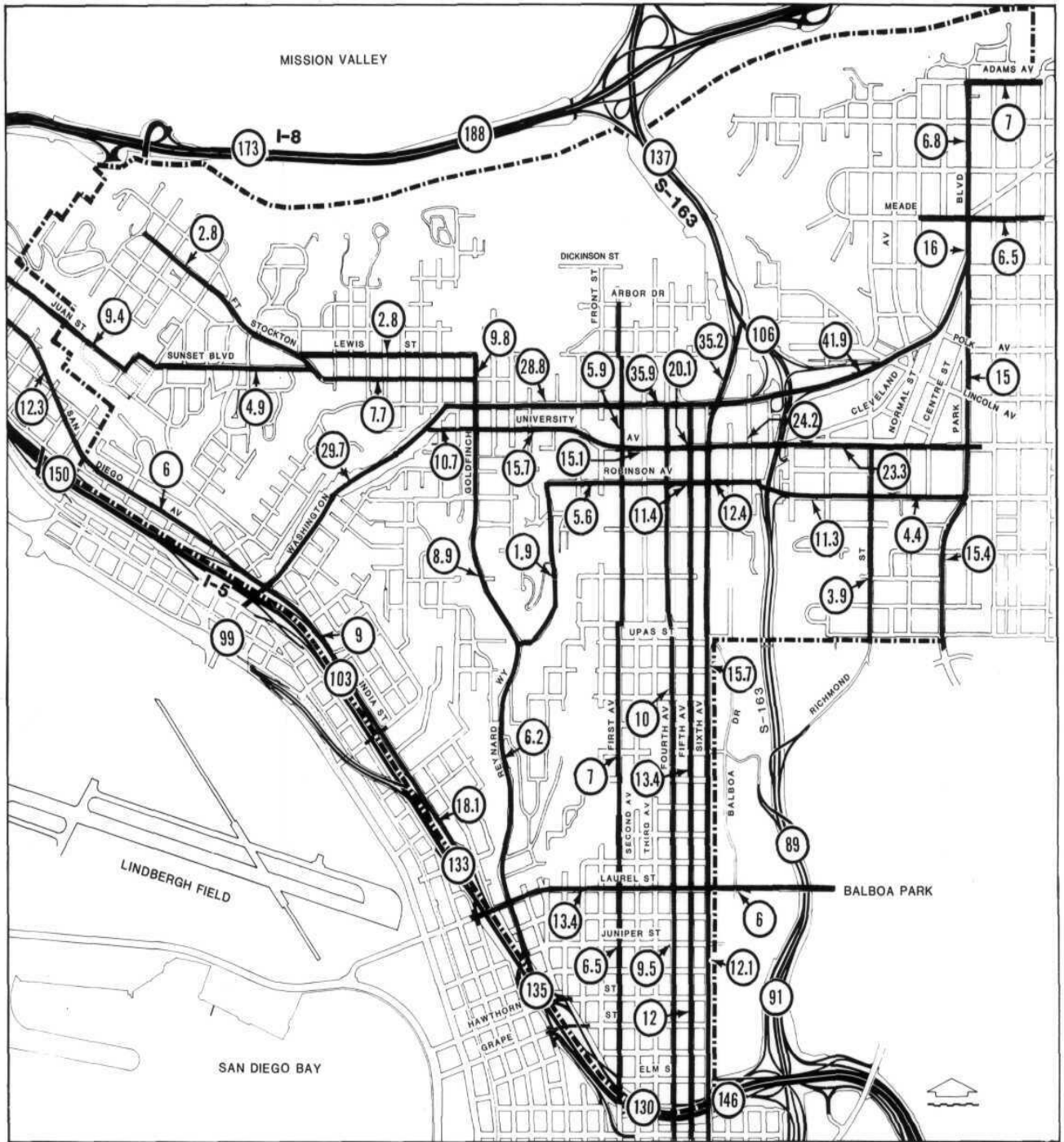
The high volume of traffic in Uptown results from both a high intensity of use within the community and from a significant amount of through traffic generated by Centre City and other surrounding regional facilities such as Balboa Park (Figure 8).

Objectives

- Give highest priority to improving local traffic circulation and enhancing the pedestrian environment.
- Route through traffic onto freeways and onto major arterials such as Washington Street.
- Redesign specific access ramps to and from State Route 163 to reduce congestion and traffic hazards.
- Facilitate the use of alternative modes of transportation.

Recommendations

The following recommendations will not fully resolve existing or future congestion in Uptown, but rather are considered the minimum necessary to prevent complete stagnation of traffic. Street widenings beyond these recommendations are not desirable due to the disruptive effects on the pedestrian environment, landscaping or community character. Many of the recommendations are consequently limited to operational improvements to achieve more efficient use of the existing roadways. All major operational improvements, including but not

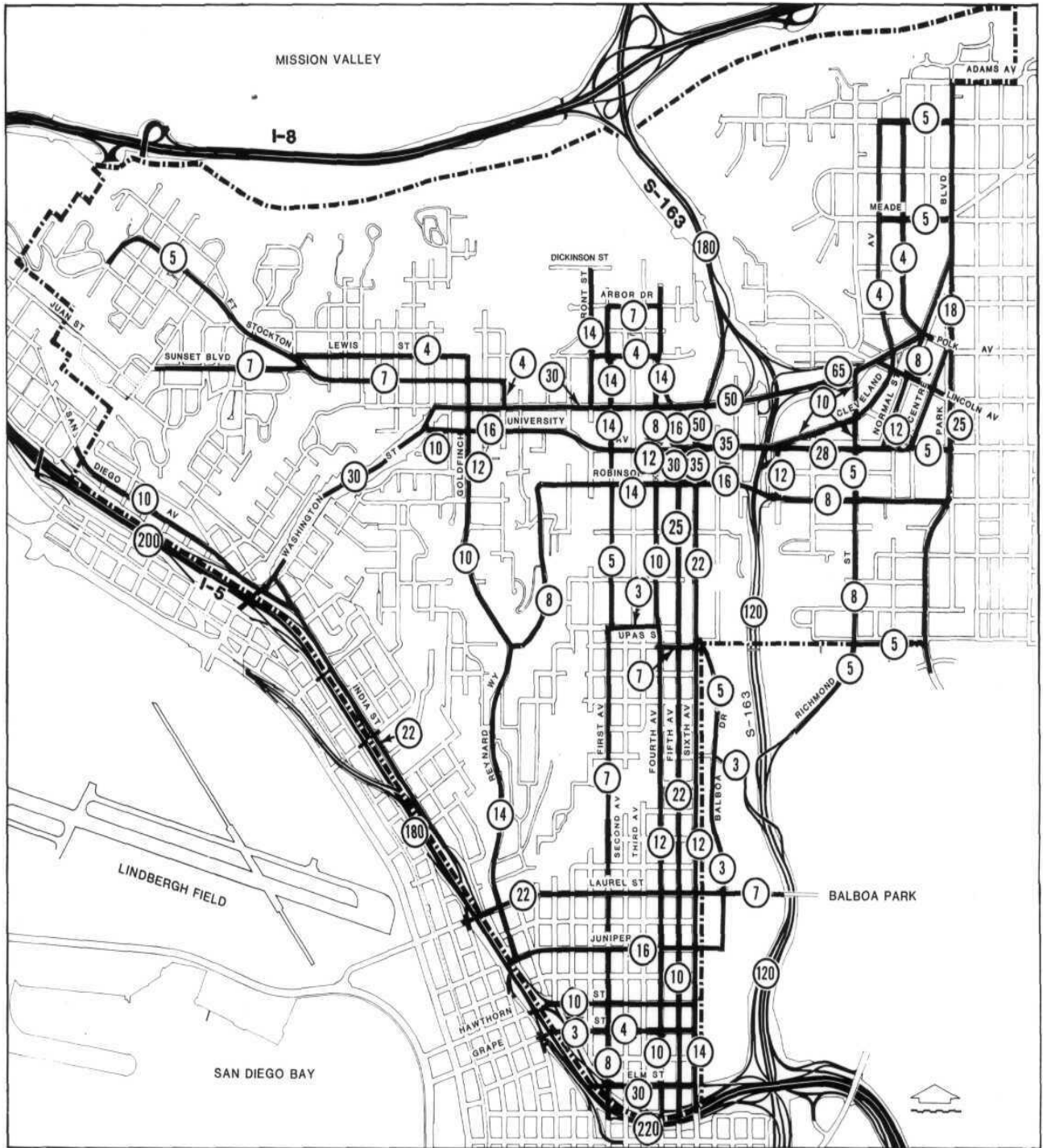


Average Weekday Traffic in 1000's



1987 TRAFFIC VOLUMES
UPTOWN Community Plan
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FIGURE
8



⓪⓪ = Average Weekday Traffic in 1000's



FUTURE TRAFFIC VOLUMES

UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

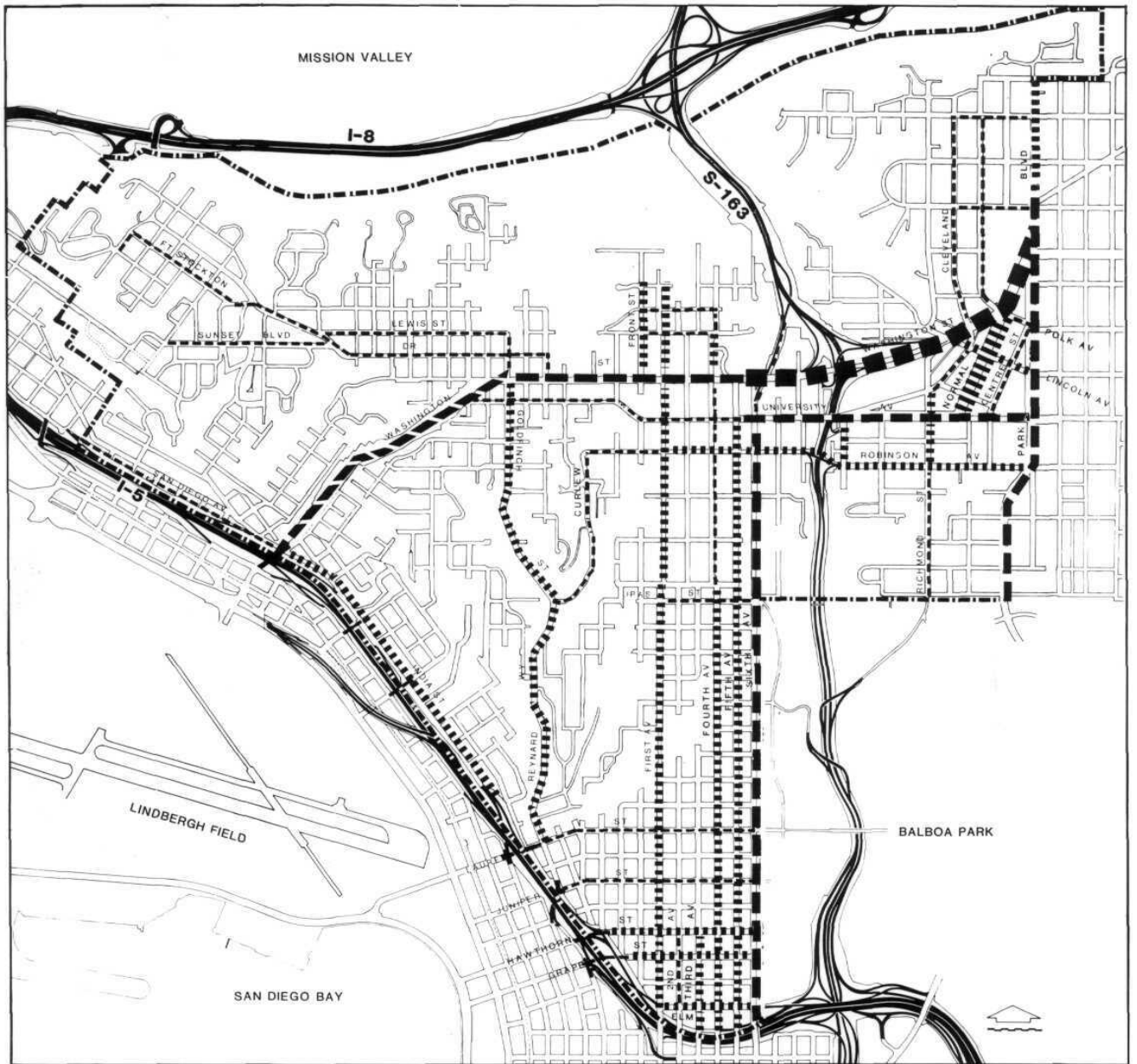
FIGURE

9



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

FIGURE
10



- | | | | |
|---|---|--|-------------------------|
|  | FREEWAY |  | 4 LANE COLLECTOR |
|  | 6 LANE MAJOR |  | 3 LANE COLLECTOR |
|  | 4 LANE MAJOR |  | 2 LANE COLLECTOR |
|  | 4 LANE MAJOR (RESTRICTED ACCESS) | | |



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

FIGURE
11

limited to those listed below, should be reviewed by the Planning Department and Uptown planners prior to implementation.

1. WASHINGTON STREET

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

2. ROBINSON AVENUE

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

3. UNIVERSITY AVENUE

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

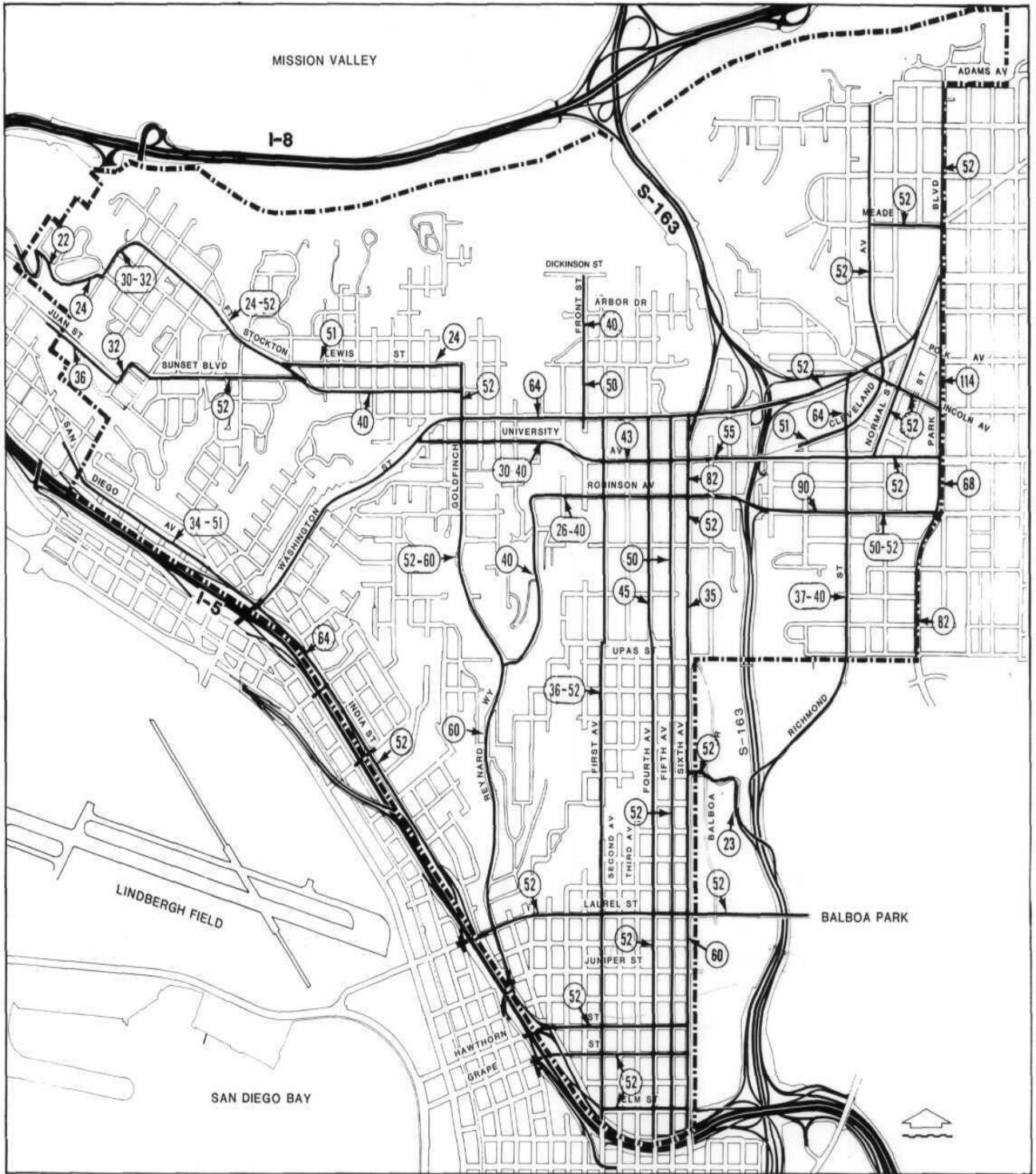
Recommended Operational Improvements

4. LINCOLN AVENUE

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

5. UNIVERSITY AVENUE

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



1987 STREET WIDTH (feet)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
12

6. ROBINSON AVENUE

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

7. GOLDFINCH STREET

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

8. FRONT STREET/FIRST AVENUE

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

9. FIFTH AVENUE

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

10. SIXTH AVENUE

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

PARKING

Existing Conditions

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

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

Objectives

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

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

Recommendations

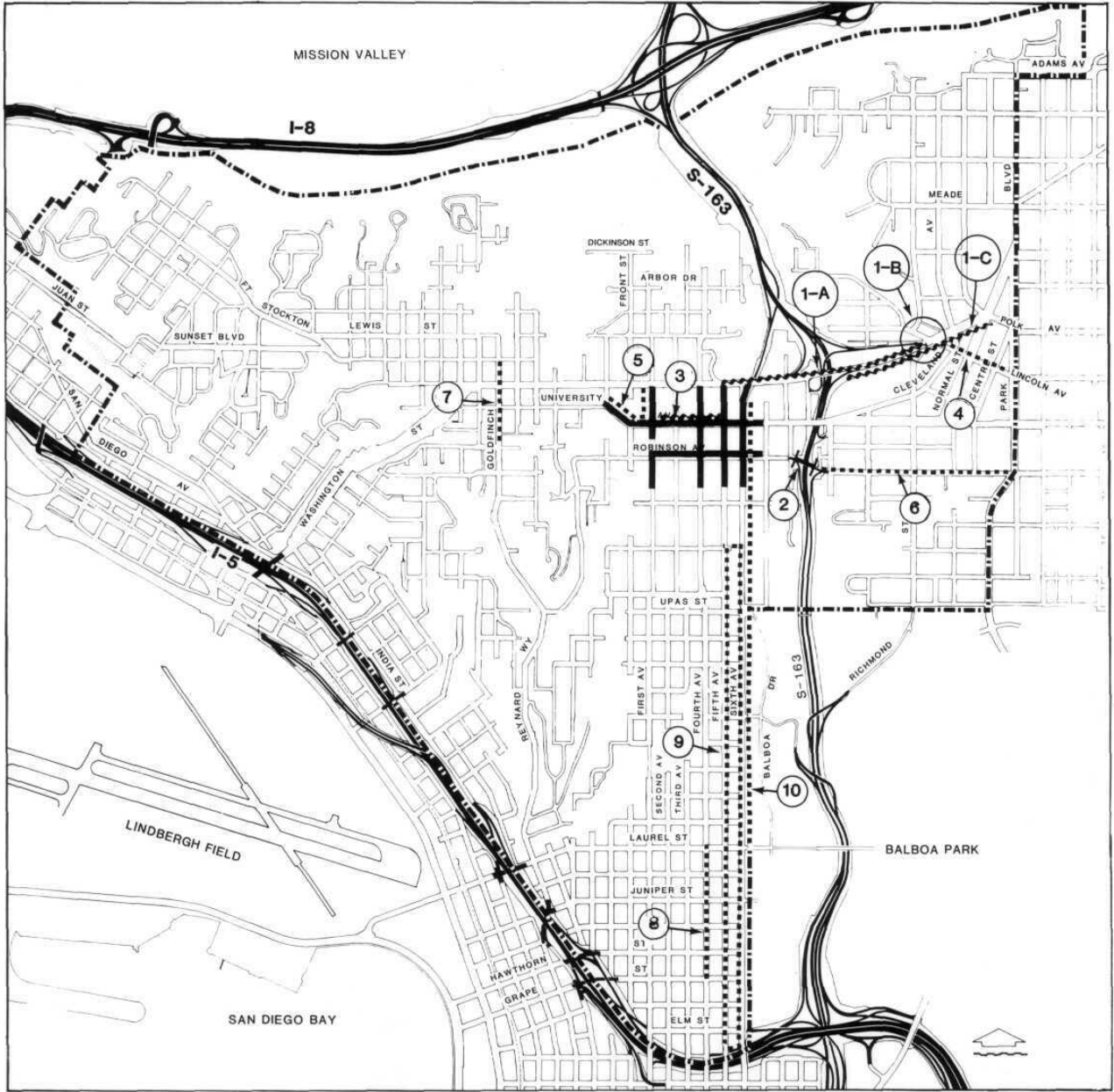
1. Off-Street Parking Requirements - Modify parking requirements using input from the citywide parking study, the Mid-City Communities Planned District, and the Sears study. Both commercial and residential parking requirements would be generally increased, and could be adjusted based upon some or all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

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

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

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

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



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



STREET RECOMMENDATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
13

4. On-Street Parking - Optimize the use of street rights-of-way for parking:
 - a. Minimize parking prohibitions
 - b. Provide diagonal parking where feasible
 - c. Establish time limits for parking where appropriate
 - d. Expand the use of residential permit parking if needed
 - e. Modify right-of-way development standards

TRANSIT

Existing Conditions

The major trip attractors in and around Uptown provide support for major transit links within the community. The high number of elderly persons in the area also lends support to the transit system. The major east-west and north-south transit corridors include Washington Street and University Avenue; and First, Fourth, Fifth and Sixth Avenues and Park Boulevard (Figure 14).

A transit study of the Uptown area was conducted in 1986 by the Metropolitan Transit Development Board (MTDB). The purpose of this study was to identify and prioritize transit-related improvement projects which could best alleviate existing or potential transportation problems resulting from the area's near-term (five-year) development.

Objectives

- Provide improved transit service, efficiency and route coordination.
- Promote transit use to and within the community, in particular by major employers.
- Provide shuttle services for neighborhoods with either no or inadequate transit services and for those persons with special needs such as the elderly and handicapped.
- Provide transit improvements through both public and private participation, particularly from development proposing a reduced ratio of off-street parking.

Recommendations

1. TRANSFER FACILITY

Provide a focal point to coordinate transit activity on University Avenue between Fifth Avenue and Sixth Avenue. This facility will be a catalyst for other transit improvements, enhancing transfer coordination and providing a base for shuttle service (if implemented), and should include a shelter, seating, posted timetables and route maps. The facility should not interfere with other pedestrian activities. Funding should be from development impact fees and/or assessment districts.

Depending upon the final design of this facility, the traffic and land use recommendations should be reassessed in the immediate area as appropriate.

2. TRANSIT ROUTES AND SCHEDULES

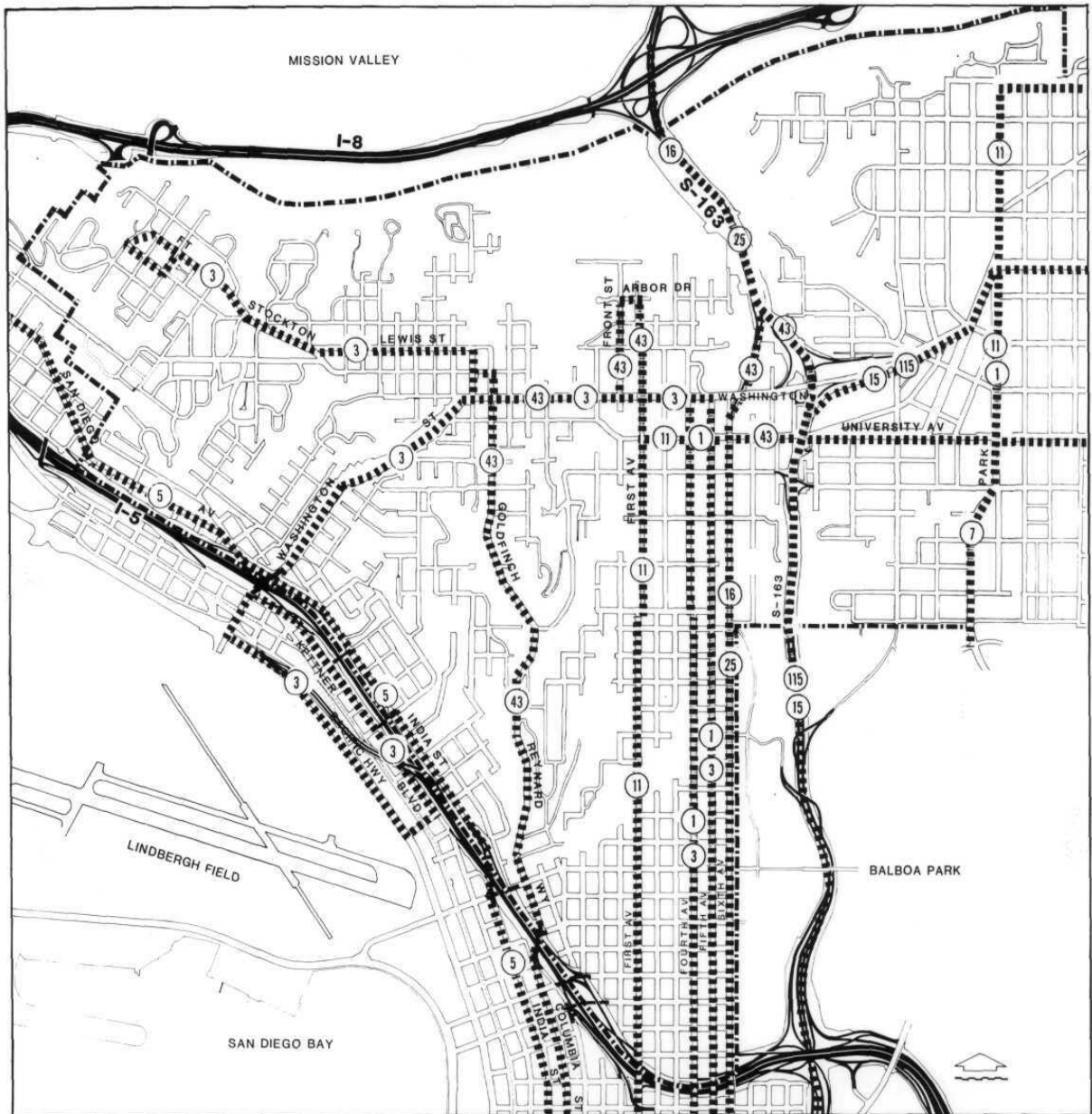
Adjustments to transit routes, schedules and stops should be undertaken to reduce travel times, even out headways, reduce headways during peak hours and facilitate transfers.

A. The following service improvements are programmed in the "San Diego Short Range Transit Plan FY 88-92" (Metropolitan Transit Development Board, 1987):

- Route 1: Improve peak service direction frequency from 30 minutes to 15 minutes.
- Route 11: Improve weekend service frequency from 45 minutes to 30 minutes.
- Route 43: Improve weekday service frequency from 60 minutes to 30 minutes.

B. The following proposals are recommended for implementation:

- Improve service frequency on Route 3 to 15 minutes.
- To enhance transfer opportunities, reroute Route 3 to serve the proposed transfer facility on University Avenue between Fifth and Sixth Avenues.
- Delete the Route 3 loop to UCSD Hospital (it takes through passengers out of direction) and replace service to UCSD with a shuttle from the transfer facility. The shuttle would also serve Mercy Hospital and possibly other locations in the medical complex area. Passengers could transfer to the shuttle at the transfer facility from all routes serving Uptown, thereby improving access to the hospital area.
- Coordinate service between Uptown and downtown along the Fourth, Fifth and Sixth Avenue corridor. Possibilities include operating all routes along Fourth and Fifth Avenues to improve service frequency on these streets and spacing buses more evenly to minimize wait times.
- Implement a cross-town route from the Euclid Avenue Trolley Station, along University Avenue Transfer Facility and along Washington to the future Old Town Transit Center (trolley station). This route will provide a direct transit connection to Mid-City/North Park and Old Town/Point Loma that is currently possible only with one or more transfers.



ROUTE/APPROXIMATE SERVICE POINTS

- 1** DOWNTOWN - KENSINGTON
- 3** MISSION HILLS - CENTRE CITY - SOUTHEAST
- 5** UNIVERSITY CITY - SAN DIEGO STATE - COLLEGE GROVE - UTC - CENTRE CITY
- 11** SAN DIEGO STATE - UPTOWN - SOUTHEAST
- 15** CENTRE CITY - UPTOWN - LA MESA

ROUTE/APPROXIMATE SERVICE POINTS

- 15/115** CENTRE CITY - SAN DIEGO STATE - PARKWAY PLAZA
- 16** COLLEGE GROVE - SOUTHEAST - CENTRE CITY - UPTOWN - MISSION VALLEY - MISSION VILLAGE
- 25** CENTRE CITY - UPTOWN - MISSION VALLEY - CLAIREMONT
- 43** CLAIREMONT - DOWNTOWN - SAN DIEGO STATE



BUS ROUTES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
14

- Create an Uptown Transit Task Force comprised of representatives from the community, Caltrans, the City of San Diego and MTDB to promote the transit (and transportation improvements) recommended in the Uptown Community Plan, the Metropolitan Transit Development Board's "Uptown Transit Study" and the "Short Range Transit Plan."

3. CROSSTOWN TRANSIT ROUTE

Provide a new transit route through Uptown along the Washington Street/University Avenue corridor. This route could improve regional service to Old Town and Point Loma to the west; and to North Park, Mid-City and Southeast San Diego to the east.

4. SHUTTLE SERVICE

Implement shuttle service; initial routes could include the UCSD Medical Center and Mission Hills. Appropriate adjustments to other routes would improve service for all riders.

5. MOBILITY PLANNING

A major component of the City's Urban Design Program is mobility planning. The goal of this effort is to optimize personal mobility and minimize traffic congestion through the coordination of policies for the management of traffic, transit, trip demand, parking and land use. Examples of programs include employer transit pass subsidies and flexible work hours to reduce peak hour traffic.

6. BUS SHELTERS

Provide bus shelters at appropriate locations. The design and location of the shelters should be coordinated with community and business groups.

7. FINANCING

Sources of financing for proposed transit improvements should include developer contributions and/or an assessment district based upon development impact on the community and degree of benefit from transit improvements. Trade-offs between the provision of off-street parking and transit contributions should be considered, as well as property owner assessments for transit operating costs. Major employers such as hospitals should also participate in public transit programs or provide their own shuttle service.

FIXED RAIL TRANSPORTATION

Existing Conditions

Long range planning for the expansion of the trolley system currently calls for a north extension from the Santa Fe Depot to Old Town San Diego and an eastern extension from Old Town

through Mission Valley. The alignment of this route would be generally west of Interstate 5 and north of Interstate 8, outside of the Uptown community plan area.

Preliminary efforts are underway to develop a Bay-Park link, joining San Diego Bay with Balboa Park. This linkage may include the extension of the proposed Gaslamp trolley along Fifth Avenue to Laurel Street.

A possible trolley route linking Centre City with Mid-City via El Cajon Boulevard has been analyzed but is considered infeasible at this time.

Objective

- Provide a fixed rail transit linkage to Centre City.

Recommendation

Explore the feasibility of extending the Gaslamp trolley to the Hillcrest commercial core.

BIKEWAYS

Existing Conditions

Uptown is a very popular biking area due to its proximity to major recreation and employment centers. The often-congested traffic also encourages bicycling to work, to the store or for pleasure.

There are several existing bikeways in Uptown. These include both Class II facilities, which are striped lanes with signage; and Class III facilities, which provide signage only. An east-west route connects Presidio Park to Balboa Park via Fort Stockton Drive, University Avenue, Third Avenue and Upas Street. Existing north-south routes include Goldfinch Street/Reynard Way, Fourth and Sixth Avenues south of Upas Street, and Fifth Avenue south of Juniper Street (Figure 15).

Objective

- Develop a comprehensive bikeway system which would not only provide a safe connection between neighborhoods, schools and commercial areas, but which would connect with bikeways in neighboring communities and Centre City.

Recommendations

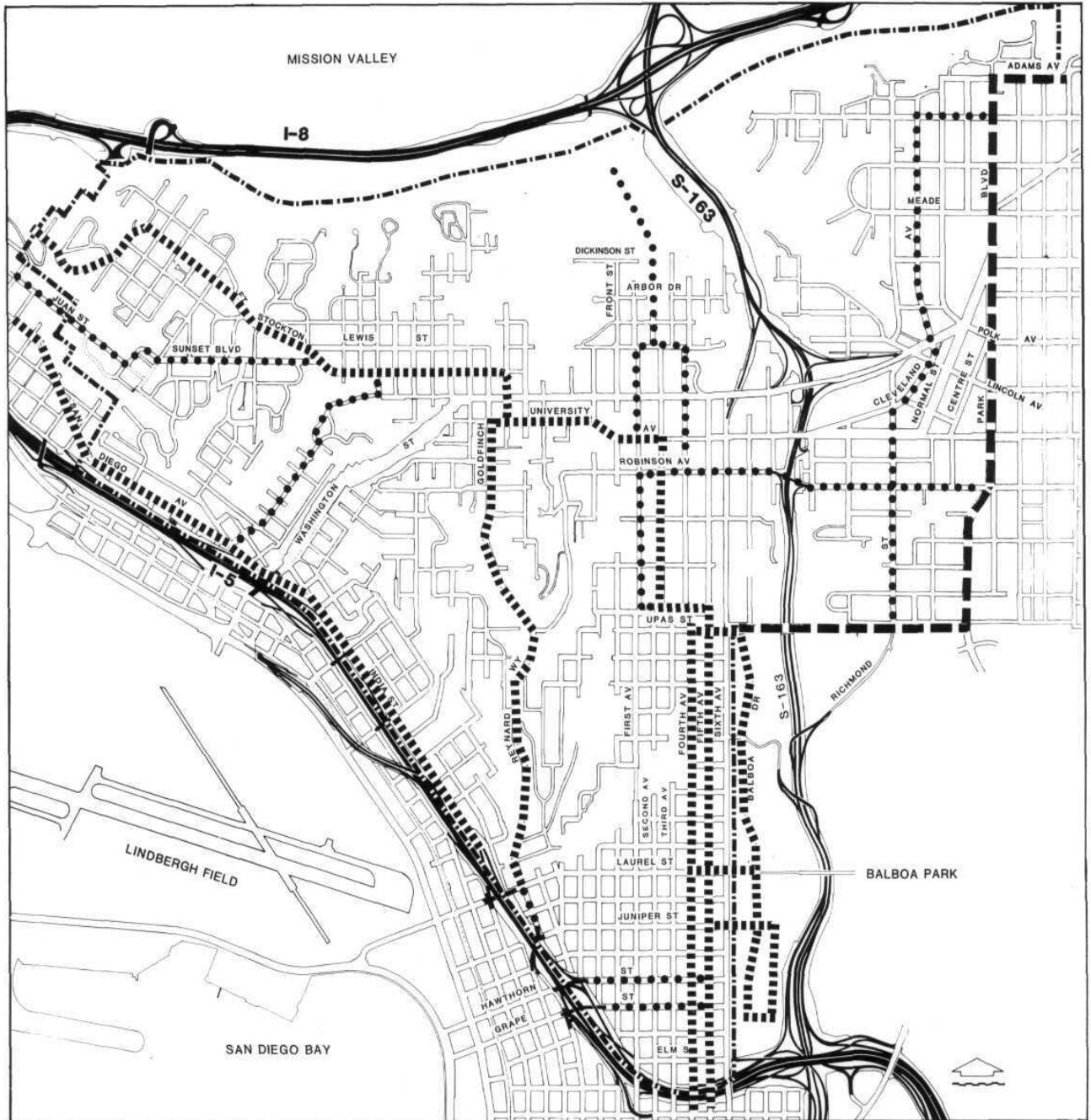
A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Uptown's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will continue to be an important alternative means of personal transportation.

The proposed bikeways shown in Figure 15 provide additional linkages throughout the community. The San Diego Avenue bikeway provides a connection between Old Town and Centre City, as well as access to the Middletown area. The Washington Street, University Avenue and Robinson Street bikeway provides cross-town access from the Pacific Highway corridor to North Park. A direct route from the bay to Balboa Park is provided by the Hawthorn Street and Grape Street routes. Access from University Heights to Balboa Park is provided by the Park Boulevard bikeway. And finally, a bikeway system in the medical complex area provides access to that area and to Mission Valley via Bachman Canyon.

Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation. The bicycle racks should be of a secure and stable design. Small signs should identify the bicycle parking areas.

Employer incentives such as flexible hours to avoid peak traffic congestion should be considered for bike commuters.

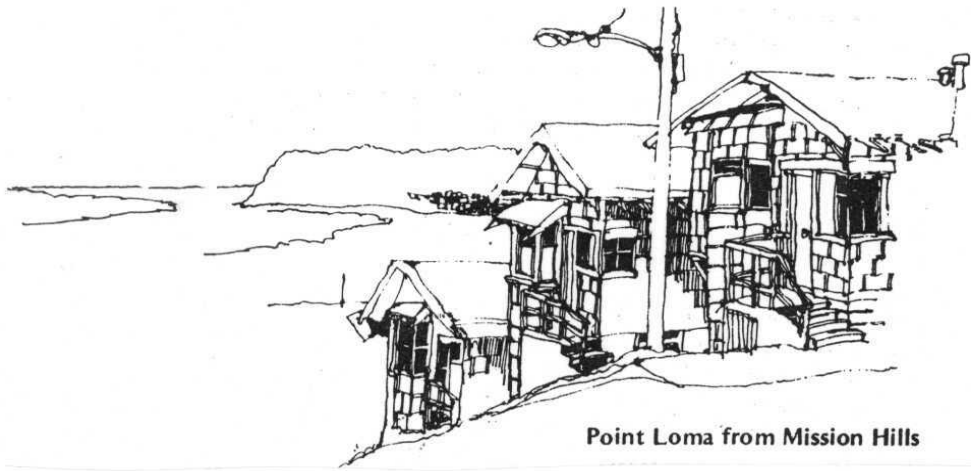


- ▬▬▬▬ Existing Class III
- Proposed Class II
- ▬▬▬▬ Proposed Class III



UPTOWN BIKEWAYS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
15



Point Loma from Mission Hills

Urban Design

URBAN DESIGN ELEMENT

Urban design is not a physical entity in and of itself which can be isolated from the other elements of this community plan. Urban design deals with all the issues examined elsewhere in the plan, yet it is also concerned with more detailed features such as architectural and site design. The definition of urban design provided in the General Plan is as follows: To deal with the preservation, rehabilitation and re-use of existing man-made facilities as well as the integration of new development with the natural landscape or within the framework of an existing community, with minimum impact on that community's physical and social assets.

For the purpose of analysis, the Urban Design Element will begin by addressing the issues on a community-wide basis. Subsequent sections will provide more detailed analysis and recommendations for each of the six subareas within the Uptown community. While each subarea is described as a neighborhood for ease of analysis, the boundaries between the designated neighborhoods are often overlapping and not distinct.

Within the City of San Diego, and particularly in the Uptown community, exist many older neighborhoods which have evolved unique characteristics of their own. These neighborhoods range from having a majority of low-density single-family housing to incorporating dense multifamily developments, and from small commercial districts to large-scale development such as the dominant medical center complex. The following objectives and design guidelines should be considered as a part of improving urban design character and appearance of the Uptown community.

Objectives

- Preserve the diverse and unique character of each neighborhood in the Uptown community.
- Develop design standards and guidelines with incentives which will maximize quality development that is compatible in both character and scale.
- Ensure that canyon rim and hillside development is unobtrusive and of the same character and scale as the surrounding quality development.
- Create neighborhood identities through coordinated street plantings.
- Preserve existing street trees and increase the quality and quantity of landscaping in the public rights-of-way and open spaces.
- Maintain and reinforce mixed-use commercial cores that are urban in character and pedestrian in orientation.
- Improve the pedestrian and vehicular quality of the streetscape through the design of new development, public improvements, landscaping, and coordinated street plantings.

- Eliminate visual clutter through the use of unified signs, coordinated lighting and street furniture, and the removal of overhead utilities.

Urban Design Guidelines

SITE PLANNING AND ARCHITECTURE

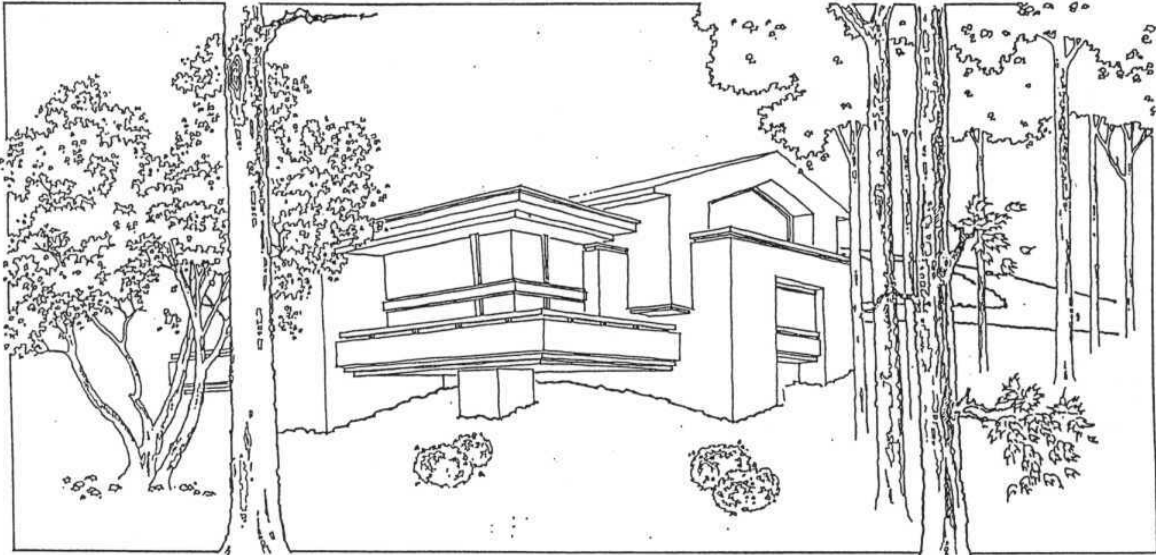
1. Incorporate appropriate site planning, landscaping and architectural design to preserve the function and architectural character of the existing single-family neighborhoods.
2. New construction and improvements to existing structures should be compatible with the existing architectural detail and overall appearance of the quality development in the surrounding neighborhood.
3. Multifamily development should incorporate wall texture variations, facade off-sets, upper floor setbacks and the utilization of varied roof forms.
4. Patios, balconies, courtyards, pools or other recreational amenities should be required for all residential projects to maximize usable open space.
5. Enhance the urban quality in commercial and retail activity nodes by encouraging individual buildings to be designed to contain a mixture of land uses and larger projects to be designed with physical linkages between structures to help integrate the building functions.
6. As an alternative to new construction, restore or adaptively re-use existing structures either by themselves or as elements of larger development projects.
7. Articulate the design of buildings so they relate to the form and scale of surrounding structures through the use of compatible setbacks, building coverage and floor area ratios.
8. New construction and improvements to existing structures should be compatible with the color, texture, architectural detail and overall appearance of the historically significant and/or higher quality buildings in the surrounding neighborhood.
9. Large flat rooftops should be considered as usable outdoor space which can be designed to accommodate commercial or recreational activities.
10. Visually distracting rooftop appendages such as stairway towers and mechanical equipment should be screened from public view.
11. Structures should be designed to utilize shade and breezes. Solar heating and cooling and improved insulation techniques should be employed.

HILLSIDES AND OPEN SPACE

1. Maintain the existing scale and character of the community, in addition to retaining public vistas and access to open spaces and pedestrian bridges, through the use of appropriate setbacks, building coverage, floor area ratios and unit clustering.

The permitted floor area for lots partially within open space areas should be based only upon that portion of the lot outside of the open space designation. As a minimum for lots predominantly or entirely within open space, the permitted floor area should assume a lot depth of 100 feet rather than the true lot depth in computing the lot area. In designing the project, the garage should not be eliminated in an effort to reduce the floor area. These recommendations should be implemented through the Hillside Review Overlay Zone permit procedures.

2. Require that hillside developments complement the natural character of the land, minimize disturbance of the topography and ensure minimal danger to human life and property.
3. Developments which are on any portion of a property within designated open space should maintain existing views and public access to canyon areas, and adapt to the natural terrain.
4. Developments on corner lots of existing streets which serve as public view corridors for vistas and open space need special design considerations such as being required to setback from the corner or terrace away from the street.
5. Limit the development intensity in hillside locations where emergency access may be hampered by narrow, curving streets.
6. Large commercial projects should incorporate public open space areas such as plazas, fountains, benches, tables and arcades. Art exhibits, displays, and small performances can be held within these open spaces depending upon the size of the space.



Hillside Guidelines

Require that hillside development complement the natural character of the land, minimize disturbance of the topography and ensure minimal danger to human life and property.



Residential Guidelines

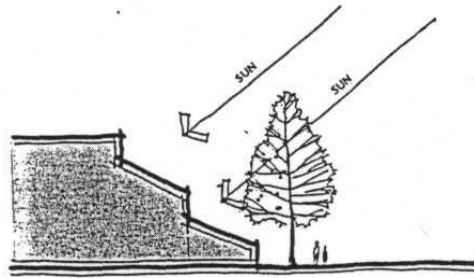
Medium to high density development should incorporate height, depth and wall texture variations, facade off-sets and upper floor setbacks.



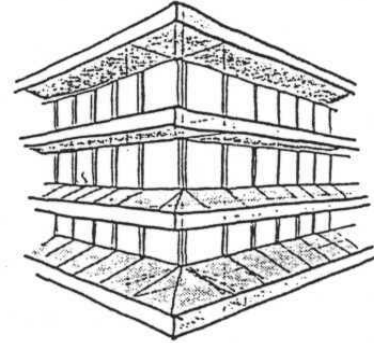
HILLSIDE & RESIDENTIAL GUIDELINES

UPTOWN Community Plan
CITY OF SAN DIEGO PLANNING DEPARTMENT

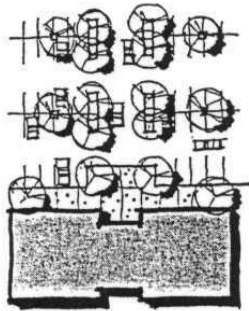
FIGURE
16



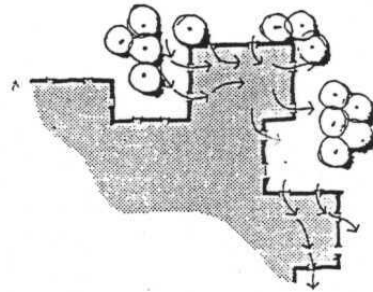
ORIENT THE MAJORITY OF GLASS AREAS ON BUILDINGS TO THE SOUTH & LOCATE DECIDUOUS TREES ADJACENT.



BUILDING FACADES SHOULD INCORPORATE OVERHANGS TO SHADE DIRECT SUN & REDUCE HEAT GAIN.



INCORPORATE DECIDUOUS TREES INTO PLANTING PLANS NEAR BUILDINGS & LARGE PAVED AREAS.



BUILDINGS SHOULD BE DESIGNED TO ENCOURAGE NATURAL VENTILATION.



STREETSCAPE DESIGN AND LANDSCAPING

Detailed design studies should be initiated for special treatment areas, such as the Hillcrest commercial area, Washington Street, Park Boulevard, Laurel Street, and Reynard Way, to implement the following recommendations:

1. Street trees should be provided and existing trees preserved with all new development as appropriate; trees which must be removed should be replaced. Examples of appropriate tree types are Mexican Fan Palm, Queen Palm, Jacaranda, Southern Magnolia, Fern Pine Podocarpus, Ficus, Lemon Scented Gum Eucalyptus and Silver Dollar Gum Eucalyptus.

The following should be considered in selection tree type:

- a. The predominant existing street tree.
 - b. Potential conflicts with overhead or underground utilities, or with adjacent structures.
 - c. Compatibility with the scale and style of the development.
 - d. Parkway width.
2. Street furniture, coordinated signage and lighting, planters, kiosks, public art, and plant material should be incorporated whenever possible to add to the vitality of the streetscape.
 3. Require street trees and other landscaping which is compatible with the existing species within each neighborhood.
 4. Medians should incorporate landscaping and/or decorative paving.
 5. Street trees, lighting, bollards and/or sidewalk textures should be provided along major streets to create a pleasing pedestrian environment, in addition to providing a separation between pedestrian circulation and vehicular movement. The coarseness of sidewalk surface treatments should not be so great as to create difficulty in walking.
 6. Enrich the pedestrian quality of all areas by increasing sidewalk widths when appropriate, identifying street tree themes, providing cohesive street furniture, unifying signage, increasing lighting, varying pavement materials and providing nodal points at strategic locations.
 7. The citywide landscape ordinance should be utilized to increase the amount of landscaping in and enhance the appearance of the streetscape, private yard areas and off-street parking lots. Low maintenance, drought tolerant plant material should be utilized.
 8. Specimen trees in key locations can be designated as a natural resource and become a community focal point. New development should be sited and built so that harmful impacts to all major trees and other significant resources are mitigated.

9. Above ground utility boxes and trash receptacles should be screened from view and located away from public sidewalks when feasible.
10. Excessive use of pavement within front yard areas should be avoided.
11. Enforce existing signage regulations to minimize "sign clutter."
12. Lighting fixtures should be geared to the specific use of the areas and forms to be illuminated.

VEHICULAR CIRCULATION

1. Access should be taken from the alleys whenever possible and where traffic problems are not created. Where alley access is unavailable, street curb cuts should be minimized in number and width.
2. The design bus shelters should relate to the overall form of the streetscape. At minimum, they should provide protective seating areas and information kiosks.
3. Off-street parking should be placed underground and/or amply screened from the public right-of-way and adjacent residences. Access should be taken from the alleys whenever possible.
4. Curb cuts and entrances to off-street parking areas should be minimal and designed so that conflicts between pedestrian and vehicular traffic are minimized.
5. Alley access should be retained for public vehicular use, emergency access and secondary pedestrian paths. Lighting standards and trash receptacle placement should be supportive of this statement.
6. Improve the flow of traffic on arterial streets without reducing the area for pedestrian circulation by pursuing alternatives to street widening.
7. Use pavement variations whenever possible to guide traffic and control auto speed.
8. Required parking spaces should not be utilized to accommodate trash receptacles. Provisions should be established to provide for refuse collection areas in a manner that will retain required parking, in addition to cutting down on litter in the street and alleys. These collection areas should be screened from public view.

PEDESTRIAN CIRCULATION

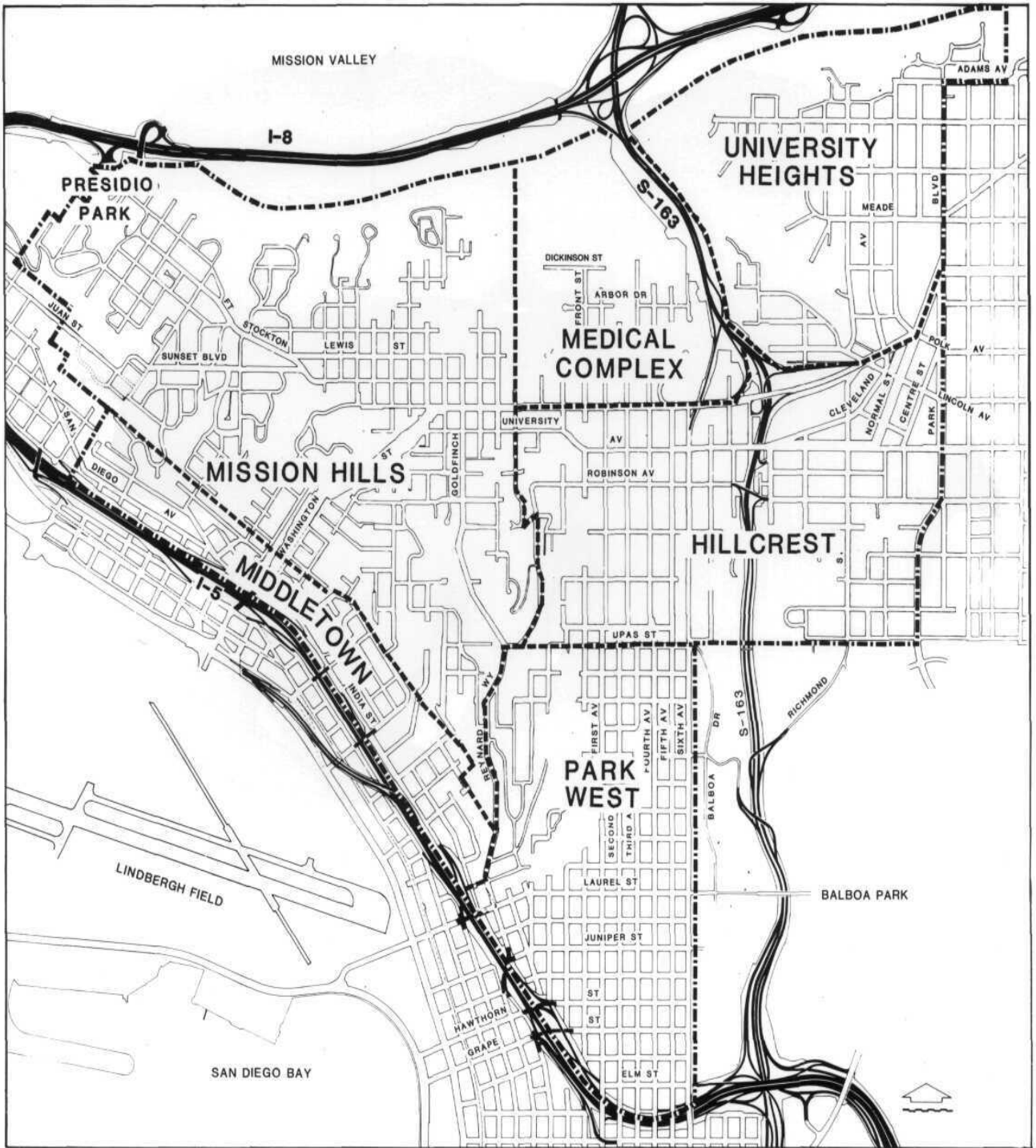
1. Enrich the pedestrian experience within the commercial areas by designing buildings and outdoor spaces which are visually stimulating and include activities that create a sense of excitement. Banks and offices which generate low levels of pedestrian activity should

not be developed as the predominant use along pedestrian streets. Sidewalk cafes, retail shops, entertainment establishments and similar uses should be permitted.

2. Adequate sidewalk and parkway areas should be provided. Except where there are physical or topographical constraints, the minimum curb-to-property line along width should be ten feet; twelve to fourteen feet or more should be provided in high activity areas. Any street widenings should also maintain these minimum dimensions.
3. Sidewalks should be contiguous to the curb in commercial areas and noncontiguous in residential areas where adequate right-of-way exists.
4. Large developments in high activity areas should provide open space in the form of widened sidewalks and usable plazas visible from adjacent streets. Plazas should respect the established street wall in commercial areas.
5. Special consideration should be given to those buildings that face pedestrian streets so that visual interest is created at the street level. Building facades incorporating variations in texture and form create interest, street level arcades create indoor/outdoor spaces, recessed storefronts add to the spatial form, awnings and canopies provide shelter and add to the human scale, elevation changes provide an interface between the building and outdoor space, storefront transparency creates an interrelationship of indoor/outdoor space, and landscape features buffer and add interest.
6. Encourage both daytime and nighttime activities to extend the usage of the commercial activity areas.
7. Pavement textures can be used at street crossings to clearly mark and improve the appearance of the intersection. Care should be taken, however, to ensure that pavement textures indicating pedestrian crossings are used only in situations where proper traffic controls are in place so as not to create unsafe pedestrian crossings.
8. Increase pedestrian traffic by appropriately locating street furniture so that it is not in conflict with pedestrian movement.
9. Pedestrian paths that provide variety and views should be encouraged. The recreational value of a path can be increased by providing a series of rest stops.
10. Retain unimproved street rights-of-way when they serve as pedestrian access routes, provide vistas, play areas, open space, or parking areas. Improvements such as benches and play and exercise equipment should be provided as appropriate.
11. Maintain the existing fluted post-style streetlights as redevelopment occurs, to maintain mid-block lighting for pedestrians.

ENVIRONMENTAL CONSIDERATIONS

1. Optimize passive solar opportunities wherever possible. Locating the long axis of a building in an east-west direction provides for a more even heat distribution year-round. Generally, a building's axis which runs perpendicular to the lot for north-south lots and parallel to the lot for east-west lots will have better solar access.
2. Site planning and building design should take into consideration environmental factors such as sun, wind, noise, shadow and reflection as they relate to the quality of outdoor space. A public space located on the south side of a block, for instance, will have sunlight most of the day and be a more comfortable space than one located on the north side of a block.
3. The physical design of a development should provide surveillance opportunities of the neighborhood by its residents and of the commercial areas by merchants, employees and visitors to the area. All projects should provide adequate lighting in all areas, avoid hidden "pockets" within landscaped areas, and eliminate long, narrow hallways or passageways. Parking areas, pedestrian pathways and entrances should be well marked and open to visual surveillance. Mixed-use and other developments providing daytime as well as nighttime activities in the commercial areas should be provided to encourage use by a variety of people and extended hours of usage.



UPTOWN NEIGHBORHOODS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
18

THE NEIGHBORHOODS

The following sections provide more detailed existing conditions, objectives and recommendations for each of the six neighborhoods in the Uptown community. The following is a description of the location of these neighborhoods (See Figure 18).

1. Mission Hills includes the area of Uptown generally west of Reynard Way, Curlew Street and Dove Street. This neighborhood includes the areas known as South Mission Hills.
2. Hillcrest is bounded by Washington Street on the north, Curlew Street and Dove Street on the west, Upas Street and Balboa Park on the south and Park Boulevard on the east. The area known as Marston Hills near Balboa Park and University Avenue east of State Route 163 is included in this neighborhood.
3. The medical complex consists of the area north of Washington Avenue between Dove Street and State Route 163.
4. Park West is located south of Upas Street, east of Reynard Way, west of Balboa Park and north of Interstate 5. It includes the areas known as Bankers Hill, Crescent Knoll and Reynard Hills.
5. University Heights includes the area north of Washington Street and east of State Route 163. The Uptown Community Plan boundary at Park Boulevard actually bisects University Heights before extending easterly into the Greater North Park community plan area.
6. Middletown is bounded by Horton Avenue and Titus Street to the east, Laurel Street and Reynard Way to the south, Interstate 5 to the west and Witherby Street to the north. Historic Middletown is also found in adjacent community plan areas across Interstate 5.

MISSION HILLS

The Mission Hills area is generally defined as the area south of the Mission Valley community plan area, west of Curlew Street and Reynard Way, north of Horton Avenue and east of the Old San Diego community plan area.

Existing Conditions

Mission Hills is primarily a residential community consisting of single-family residences interspersed with multifamily dwellings. Figure 19, the Image Inventory, highlights the features in Mission Hills which combine to form its existing image. Due to the numerous canyons, the community is characterized by curvilinear, non-continuous streets. Some of the streets are very narrow and have limited sight distance. Several through streets, however, do exist and are frequently traveled. It is along these streets that various neighborhoods emerge. Architectural styles include neo-classical which was popular during the early 1900s, and large hacienda-type structures of the 1920s and 1930s Mission Revival style. The majority of residences, although

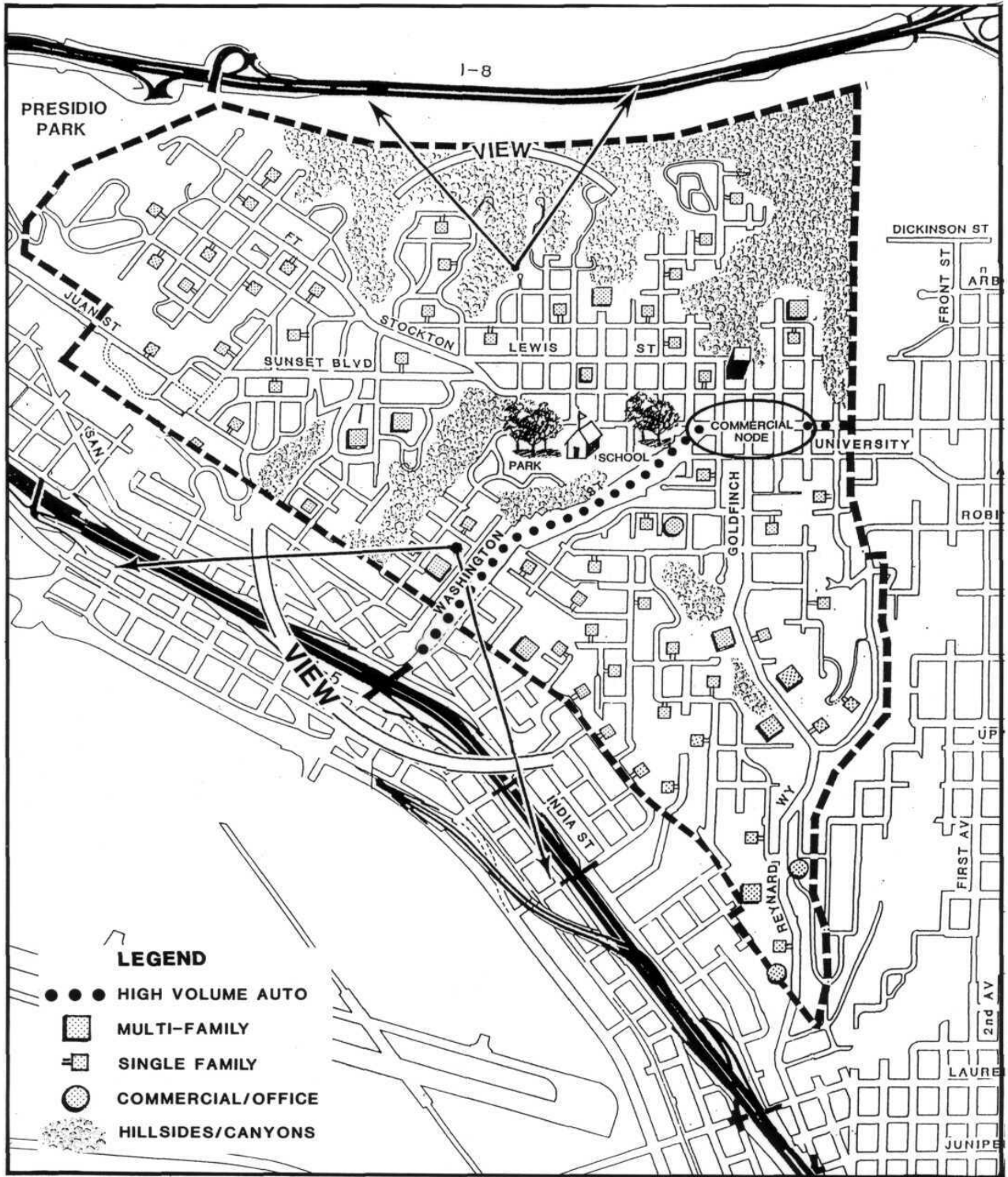


Image Inventory - MISSION HILLS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
19

old, are well maintained; in fact, some fine examples of San Diego's most elegant homes are located in Mission Hills. In addition, small-scale bungalows can be found in every neighborhood. Many of these bungalows are now being used as rental properties.

The majority of multifamily developments have been built within the last 10-15 years. Most contain approximately 6-10 dwelling units and are located primarily along through streets and at the canyon rims. A senior citizen residential high-rise exists at Ibis Street and Fort Stockton Drive.

Landscaping in the area, both within the public right-of-way and on private property, is mostly well established and carefully maintained. Some neighborhoods have developed a street tree theme which is based upon the primary tree found within the area. For instance, the homes set back into the eroding hillsides along Reynard Way and Curlew Street are interspersed with Eucalyptus trees. Palms are the primary street tree found along the neighborhood streets on the mesa near Fort Stockton Street. Large Fig trees and California Pepper trees can also be found scattered throughout the neighborhoods. Beautiful, established stands of Eucalyptus trees exist in Pioneer Park and near the intersection of Washington Street and Washington Place. The commercial node along West Lewis Street has a well-developed street tree theme of Jacaranda trees.

Several small office and commercial areas exist throughout Mission Hills. A few small businesses are located along the higher vehicle intensity neighborhood streets; some of these businesses are contained in renovated and converted houses. Washington Street from Dove Avenue to Washington Place, having a high intensity of both vehicular and pedestrian traffic, provides the hub of commercial activity in Mission Hills. This activity center extends south on Goldfinch to University Avenue and north to Fort Stockton Drive. A variety of neighborhood services are provided including drug stores, florists, gift shops and clothing stores along with various professional offices. These shops, in addition to a variety of restaurants, attract both residents of the area and those from outside Mission Hills. There are a few commercial businesses at the west end of Washington Street.

Washington Street is a major entrance into the Mission Hills area. Traffic flows at a relatively high speed on this somewhat barren section of roadway. On the canyon rim overlooking this roadway and with views toward the bay are residences and the Ulysses S. Grant Elementary School.

On-street parking is available on both sides of most residential streets. Most of the narrow, curving streets, however, do not provide on-street parking and a minimum of off-street parking is available. Parallel parking is available on both sides of Washington Street within the commercial node, in addition to a large surface lot at the corner of Fort Stockton and Goldfinch. Several churches in the area have relatively small surface lots which have impacted on-street parking in the adjacent neighborhoods. Metered parking is common in the commercial nodes; this assists in monitoring short-term parking.

Amenities include four- to five-foot-wide pedestrian sidewalks throughout much of the residential areas. Curb to storefront walks exist in both the Washington Street and India Street

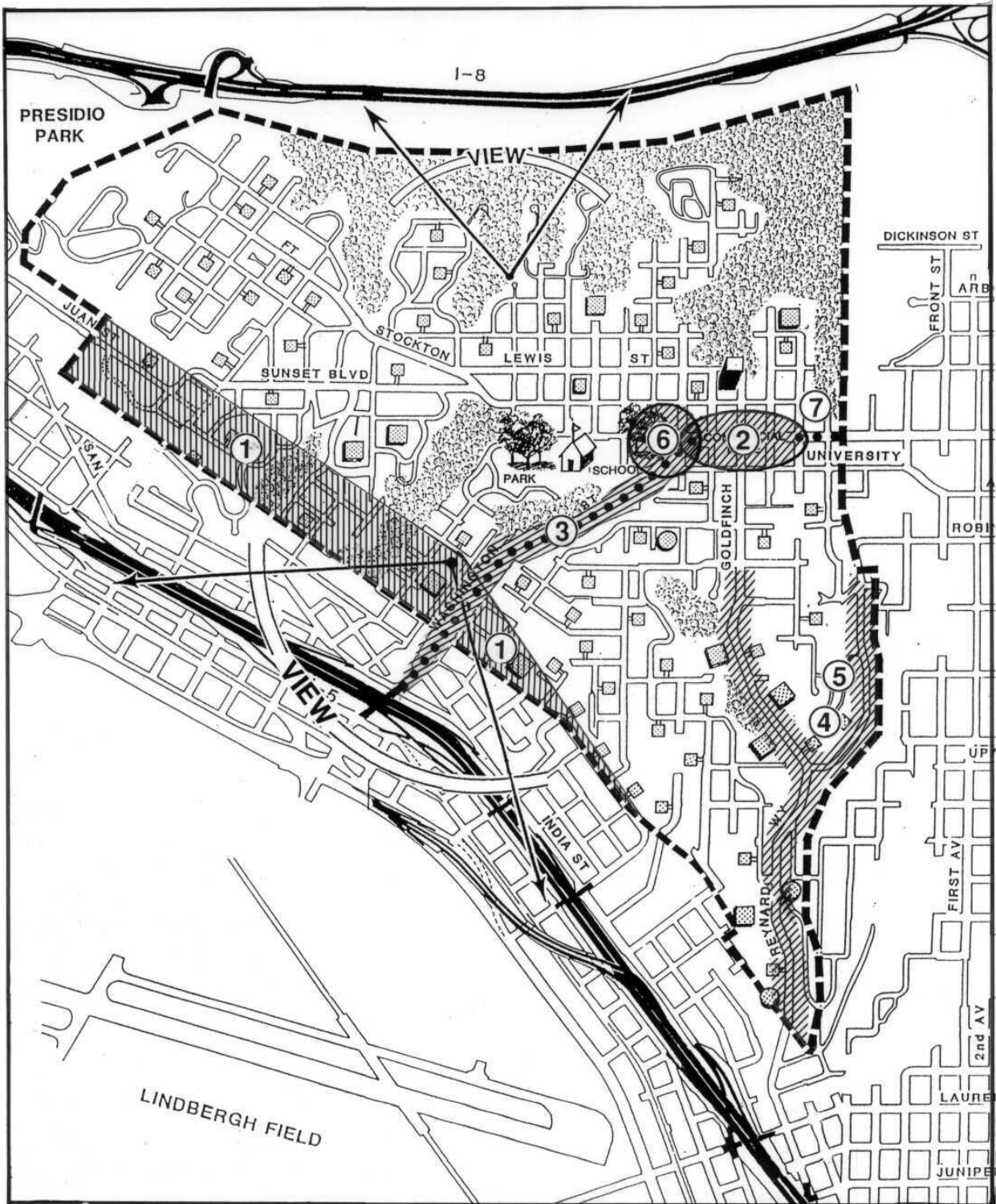
commercial nodes. Established, well-maintained vegetation and large street trees provide greenery throughout most of the area.

Numerous canyons provide open space and enable many residences to remain relatively secluded. While a limited number of homes can enjoy locations along the ravines, views into most canyons are available by vehicle and foot. Views of downtown are accessible from several locations throughout the area. The west sloping hillsides provide magnificent views of San Diego Bay, and the canyon rims to the north produce wide sweeping views of Mission Valley. To preserve public views, the 30-foot Uptown Height Limitation Zone was adopted in August, 1985 for that area northwesterly of the Interstate 5 and Washington Street interchange.

Objectives

The following objectives are specific to Mission Hills and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Improve the appearance of existing commercial structures throughout Mission Hills and mitigate the visual conflicts found within the commercial areas.
- Promote smooth traffic flow along Washington Street in the commercial node and reduce auto/pedestrian conflicts.
- Preserve views from the western slopes.
- Increase the number of public parks in Mission Hills by supporting mini-parks.



Recommendations - MISSION HILLS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
20

Recommendations

The following recommendations are specific to Mission Hills and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Tailored zoning should incorporate a 30-foot height limit for both commercial and residential uses on the westerly slopes of Mission Hills, in addition to other design controls such as setbacks, building coverage, bulk limitations and unit clustering to preserve the natural slopes, maximize the design quality and retain public views (Figure 20). General boundaries are Interstate 5 on the west; Old Town on the north; the existing interim height limit boundaries on the east, and Washington Street on the south. The method of measuring building height should preclude altering of existing grade for the purpose of achieving greater height.
2. Expand the neighborhood commercial services and mixed-use development within the commercial node surrounding Washington and Goldfinch Streets, in addition to improving the pedestrian quality of this area.
3. Develop a landscaping plan and implementation strategy to visually upgrade Washington Street from Washington Place to India Street.
4. Increase the landscaping in the public right-of-way along Reynard Way and Curlew Street to add interest and minimize erosion.
5. Establish pocket parks on available public land along Reynard Way and Curlew Street to expand and connect the current open space system.
6. Explore the feasibility of providing a pedestrian bridge over Washington Street in the area west of Goldfinch Street.
7. Methods should be explored to eliminate billboards, such as to require the removal of existing billboards when a property redevelops or in conjunction with any discretionary review of the property.

HILLCREST

The Hillcrest area is generally bounded by Washington Street on the north, Curlew Street on the west, Upas Street on the south and Park Boulevard on the east.

Existing Conditions

The Hillcrest commercial core generally consists of the area south of Washington Street, north of Robinson Street, east of Third Avenue and west of Sixth Avenue. This area serves as a pedestrian-oriented commercial/retail center. It also acts as the central node of community activity for Uptown as it features a myriad of mixed uses and entertainment activities. The street trees and potted shrubs, awnings and large window facades along the street frontage assist in effectively creating a stimulating pedestrian-scale ambiance. Upper-story residential uses are quite prevalent in this commercial area.

Automobile traffic is particularly heavy in an east-west direction along both Washington Street and University Avenue and in a north-south direction along Fourth and Fifth Avenues. Alleys within the business district are used for delivery service, pedestrian pathways, secondary access for automobiles and emergency vehicle access.

The community contains a wide variety of multifamily residential developments, with some single-family homes located along the fringes of both the commercial and higher density residential areas.

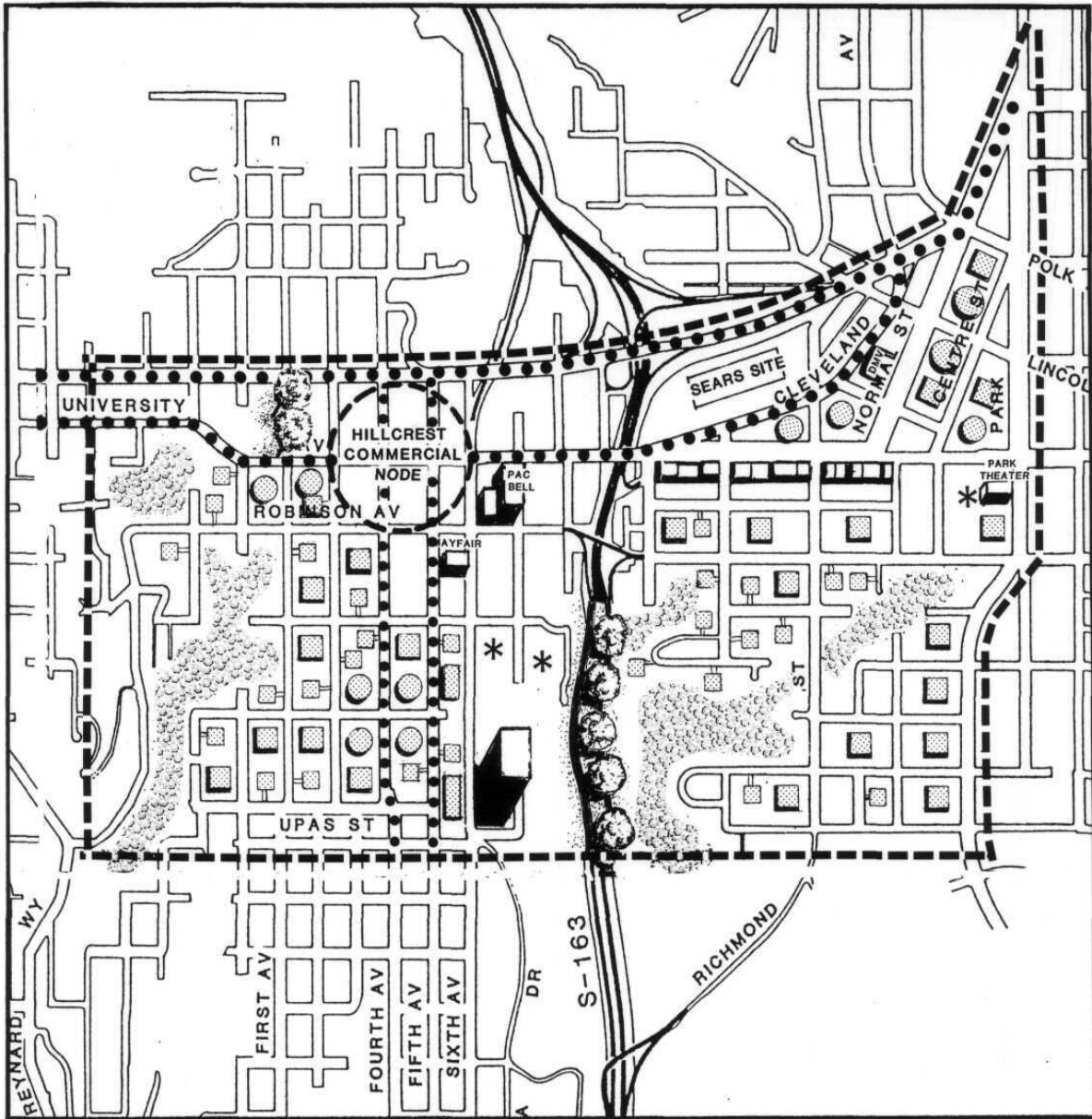
A significant parcel of land is available at the site of the former Sears store located at Cleveland Avenue and Richmond Street. This 12-acre site is currently owned by the City and is being studied for possible mixed-use development.

Figure 21, the Image Inventory, highlights the features in Hillcrest which combine to form its existing image.

Objectives

The following objectives are specific to Hillcrest and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Strengthen the commercial vitality of the Hillcrest business district.
- Preserve and enhance the pedestrian scale and human orientation within the Hillcrest area.
- Develop guidelines ensuring high quality redevelopment of the former Sears site so that it becomes an amenity to the Hillcrest area and produces minimal impacts on the commercial sector and on traffic circulation.



- ● ● HIGH VOLUME AUTO
- ▨ MULTI-FAMILY
- * HISTORIC
- ▩ SINGLE FAMILY
- (with dots) COMMERCIAL / OFFICE
- (stippled) HILLSIDES / CANYONS



Image Inventory - HILLCREST
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

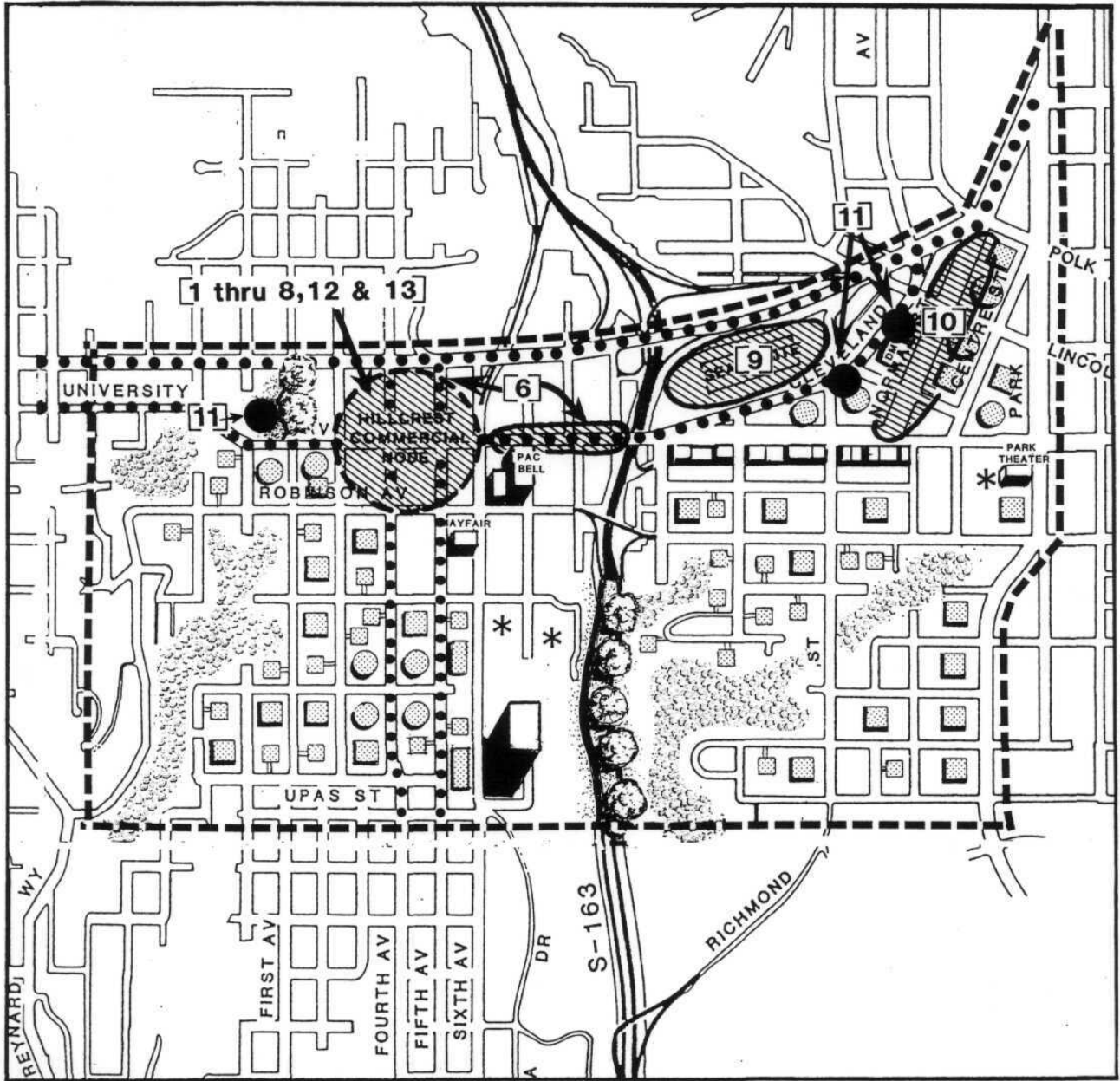
FIGURE
21

- Maintain the historic facades in the Hillcrest area by promoting their restoration or adaptive re-use as alternatives to new construction.
- Preserve and promote the alleys in the Hillcrest area to be used as service pick-up locations in addition to their other uses.

Recommendations

The following recommendations are specific to Hillcrest and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Permit high intensity pedestrian-oriented commercial and mixed-use development in the Hillcrest commercial core surrounding University and Fifth Avenues.
2. Projects over three stories should include a stepback of the streetwall to reflect the historical scale of development.
3. The street facade of projects should be subdivided into sections approximately 50 feet wide. This sectioning may be achieved through changes in height, depth, or the rhythmic pattern of architectural detailing. Multiple pedestrian entrances from the street should also be provided for larger projects.
4. To encourage the rehabilitation, expansion and redevelopment of existing commercial structures, additional off-street parking should only be required for additional floor area.
5. Within the Hillcrest commercial core, projects of over three stories should include a residential component.
6. Develop a pedestrian-oriented promenade between the Hillcrest commercial district and: 1) the medical complex area to the north; and 2) the former Sears site to the east.
7. Restrict the use of offices at the ground floor level in the Hillcrest commercial node.
8. Prohibit the development of "drive-through" commercial facilities in the Hillcrest commercial node.
9. Implement the recommendations of the Sears Site Study immediately upon adoption of the study.
10. Develop the excess Normal Street right-of-way as a linear mini-park.
11. Apply the Institutional Overlay Zone to the post office, the Department of Motor Vehicles, and to Florence Elementary School.



- ● ● HIGH VOLUME AUTO
- MULTI-FAMILY
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- ▣ SINGLE FAMILY
- COMMERCIAL / OFFICE
- ☼ HILLSIDES / CANYONS
- SPECIFIC RECOMMENDATIONS (see text)
- ▨ AREA OF RECOMMENDATIONS



Recommendations - HILLCREST
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
22

12. Establish an assessment district to provide streetscape improvements in the Hillcrest commercial node.
13. In the vicinity of the Fifth Avenue and University Avenue intersection, street trees should be chosen that will complement and reinforce the street tree theme of Ficus nitida which currently exists.
14. At the southeast corner of Third Avenue and Robinson Street, retail uses should only be permitted within the existing structure, the "Thackery Gallery." Parking for retail uses should be provided at a ratio of one space per 400 square feet of floor area. The Community Plan Implementation Overlay Zone Type A should be applied to this site to enforce this provision.

MEDICAL COMPLEX

The medical complex area is bounded by Interstate 8 on the north, Washington Street on the south, State Highway 163 on the east and the Dove Street Canyon on the west.

Existing Conditions

A significant portion of the medical complex area consists of steep canyons and hillsides which border the south rim of Mission Valley. Forty percent of the area is occupied by canyons having slopes in excess of 25 percent. Approximately 106 net acres are available in this area for public and private development. Figure 23, the Image Inventory, highlights the features in the medical complex area combine to form its existing image.

Medical uses account for approximately 44 of the 106 net usable acres within the medical complex area. Two major hospitals occupy a majority of that land. Mercy Hospital is developed on approximately 11 net acres of land and the UCSD Medical Center on about 19 acres. Expansion of these hospitals beyond their existing sites is possible, but somewhat limited due to the surrounding canyons.

A hospice has been approved for development on Vauclain Point, the peninsula of land which extends north beyond Third Avenue. A pedestrian pathway and scenic overlook available for use by the public will be provided in conjunction with this project.

Retail commercial uses occupy only a small portion of the area and are located along and immediately north of Washington Street. Most of these businesses are freestanding and auto-oriented.

Residential uses range from older single-family units, duplexes and garden apartments to recently constructed high density apartments and condominiums ranging up to five stories high.



- ● ● HIGH VOLUME AUTO
- MULTI-FAMILY
- * HISTORIC
- SINGLE FAMILY
- COMMERCIAL / OFFICE
- ☼ HILLSIDES / CANYONS



Image Inventory - MEDICAL COMPLEX
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
23

Objectives

The following objectives are specific to the medical complex area and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Encourage a limited expansion of professional offices and medical services near UCSD Medical Center and Mercy Hospital.
- Establish boundaries for the expansion of UCSD Medical Center and Mercy Hospital.
- Encourage a mix of commercial, medical and residential uses in designated areas.
- Encourage pedestrian-oriented development by merging residential and commercial uses in the blocks between Washington and Lewis.
- Improve the appearance of the businesses fronting Washington Street.
- Develop a jointly coordinated signage system between the major institutions and private developments to facilitate public access to major land uses, parking, and parks and open space.
- Reduce parking impacts generated by the medical facilities.
- Facilitate pedestrian access across Washington Street.
- Establish a system of pedestrian and bicycle paths linking activity centers, open space areas and Mission Valley.
- Preserve the vegetated canyons, steep slopes and other natural open spaces surrounding the medical complex area.

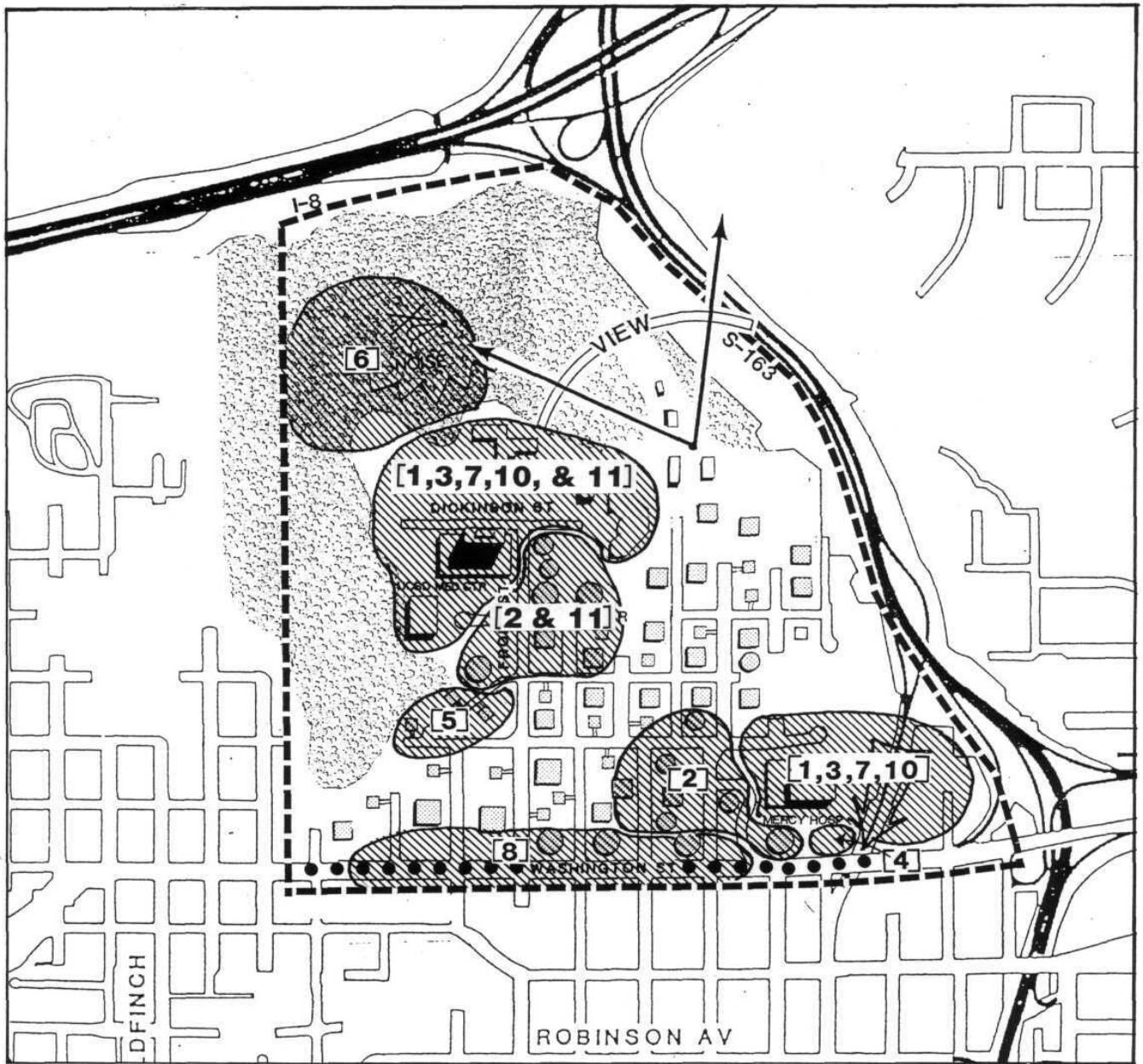
Recommendations








The following recommendations are specific to the medical complex area and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Develop design standards and guidelines which ensure a balanced land use policy that provides for the needs of the hospitals, support facilities and employees, in addition to protecting established neighborhoods.
2. Provide locations for the expansion of uses related to Mercy Hospital and the UCSD Medical Center which are consistent not only with the institutional and office designations of the land use map, but with all other elements of this plan. Zoning

for hospital related uses south of Arbor Drive near the UCSD Medical Center should be granted on an individual basis as needed.

3. Any expansion or redevelopment of hospital facilities should incorporate intensified usage of the existing designated hospital sites rather than expand into new areas.
4. Allow development of up to 99 dwelling units per net acre on the site north of Washington Street between Fifth and Sixth Avenues.
5. Maintain Albatross Drive in single-family use.
6. Prohibit development in designated open space. Restrict any further vehicle access through the open space areas to Mission Valley.
7. Improve the appearance of existing hospital facilities through the use of landscaping, screening and architectural design. 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 project adjacent to Mercy Hospital need improvement.
8. Initiate a general clean-up/painting program for those businesses fronting Washington Street, in addition to increased landscaping and other pedestrian amenities in this area.
9. Improve the ease and convenience of pedestrian crossings between the medical complex and Hillcrest neighborhoods through the use of crosswalks, signalization and pavement variations.
10. Parking and traffic impacts generated by the hospitals should be addressed as follows:
 - a. A parking study should be conducted prior to any expansion.
 - b. The hospitals should employ transportation systems management techniques such as encouraging employees to use car pools by providing reduced parking rates for those who car pool and increase employee use of transit by providing reduced-cost transit passes.
 - c. Expand the on-street permit parking area if the parking impact spreads beyond its existing boundaries.



- | | | | | | |
|---|-------------------------|---|------------------|---|---------------------|
|  | AREA OF RECOMMENDATIONS |  | HIGH VOLUME AUTO |  | SINGLE FAMILY |
| [#] | SEE TEXT FOR SPECIFICS |  | MULTI-FAMILY |  | COMMERCIAL / OFFICE |
| | |  | HISTORIC |  | HILLSIDES / CANYONS |



Recommendations - MEDICAL COMPLEX
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
24

UNIVERSITY HEIGHTS

The University Heights area is incorporated into two community planning areas, the Greater North Park plan area and the Uptown community plan area. The portion of University Heights within the Greater North Park area is generally defined as the area north of El Cajon Boulevard, west of Texas Street, south of the Mission Valley plan area and east of Park Boulevard. The portion of the University Heights neighborhood in the Uptown plan area is considered to be north of Washington Street, east of State Route 163, south of the Mission Valley community plan area and west of Park Boulevard.

Existing Conditions

Existing land uses in University Heights include commercial and higher density residential uses along and near Park Boulevard, with residential densities decreasing west of Park Boulevard. Commercial uses are also located along the Washington Street corridor at the southern portion of this neighborhood. The San Diego City Schools Education Center and Alice Birney Elementary School are located at Park Boulevard and Normal Street. The northerly terminus of Park Boulevard also served as the terminus of the San Diego Cable Railway (1890-1892) and later trolley car systems; the related trolley car barn and Mission Cliffs Garden sites are located nearby. Figure 25, the Image Inventory, highlights the features in University Heights which combine to form its existing image.

Objectives

The following objectives are specific to University Heights and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Preserve and enhance the single-family neighborhoods that exist along the canyon rims and at the western portion of the medical complex area.
- Ensure that new development along the canyon rims overlooking Mission Valley and State Route 163 is unobtrusive and of the same character and scale as the surrounding higher quality development.
- Buffer the commercial activity along Washington Street and along Park Boulevard from the adjacent residential uses.
- Improve the pedestrian quality and general appearance of the existing Park Boulevard commercial node.
- Improve walkways to enhance pedestrian access between the University Heights and the Hillcrest areas.



- ● ● HIGH VOLUME AUTO
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- SINGLE FAMILY
- COMMERCIAL / OFFICE
- HILLSIDES / CANYONS



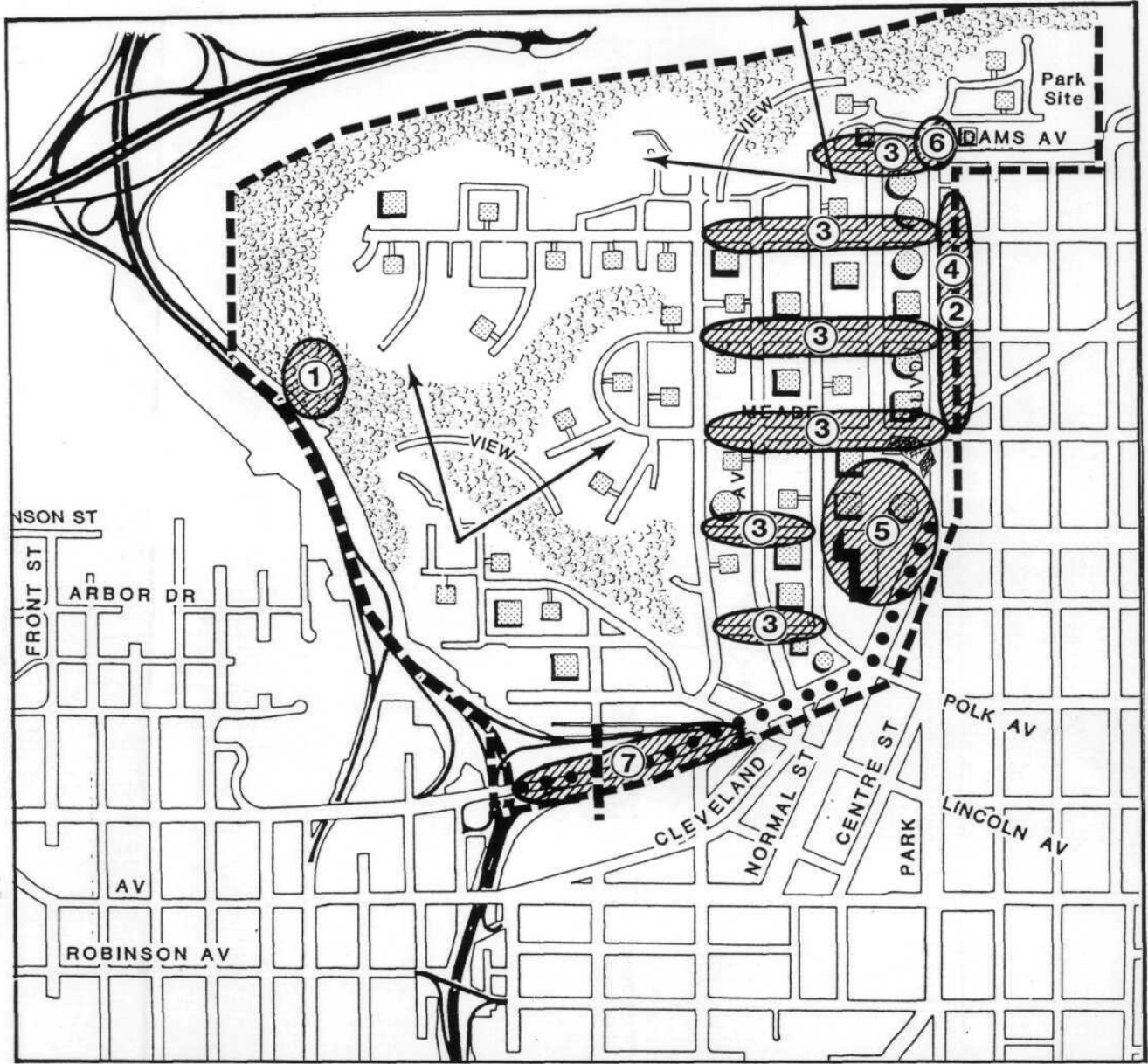
Image Inventory - UNIVERSITY HEIGHTS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
25

Recommendations

The following recommendations are specific to University Heights and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Ensure that commercial development in the Mission Valley community plan area does not extend southerly along State Route 163 into the University Heights area.
2. Implement commercial revitalization programs on Park Boulevard (Page 106).
3. To conform to the historic development pattern, a lower scale of multifamily residential development should be maintained for parcels at the end of blocks, facing the east west oriented streets.
4. A mixed-use development of commercial and residential uses should be concentrated along Park Boulevard and Normal Street with medium-high density development permitted. Open space amenities should also be included.
5. Any change in use of the school property at Park Boulevard and Normal Street should be addressed at a public hearing and incorporate the Institutional (I) Overlay Zone with required Planned Development Permits to ensure compatibility with surrounding uses.
6. Preserve the still-existing gateway and wall for the former Mission Cliffs Garden at the northerly terminus of Park Boulevard.
7. Replace the Vermont Street bridge over Washington Street if funding can be obtained. In the interim, pedestrian access across Washington Street at Lincoln Avenue and Campus Avenue should be improved. Sidewalks should also be provided on Washington Street east of the Highway 163 overpass.



- ① SPECIFIC RECOMMENDATIONS (see text)
- HIGH VOLUME AUTO
- ▣ SINGLE FAMILY
- ▨ AREA OF RECOMMENDATIONS
- ▣ MULTI-FAMILY
- COMMERCIAL / OFFICE
- * HISTORIC
- ▨ HILLSIDES / CANYONS



Recommendations - UNIVERSITY HEIGHTS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
26

PARK WEST

The Park West area is generally bounded by Upas Street on the north, Balboa Park on the east, Interstate 5 on the south, and Curlew Street and Reynard Way on the west.

Existing Conditions

Park West serves as a major gateway to Balboa Park, which is the location of the San Diego Zoo, several museums, and many other regional cultural and entertainment facilities. The Park West area is characterized by a historic grid street pattern and a variety of land uses ranging from older urban, single-family neighborhoods isolated by canyons to multifamily residential units and professional offices. These neighborhoods contain many historic buildings which exemplify a variety of unique architectural styles. This community is the location of Banker's Hill and Crescent Knoll, which contain many historic homes that were originally built during the nineteenth century for some of the City's most prestigious and influential residents. While many buildings in the Park West area have recently been renovated, the area does contain a number of deteriorating structures which are in various phases of disrepair. Figure 27, the Image Inventory, highlights the features in Park West which combine to form its existing image.

Pedestrian amenities throughout the community include wide sidewalks, several pedestrian bridges over open space canyons, many conveniently located transit stops and well-established street trees. Landscaping throughout the area is particularly noteworthy as it includes numerous mature plant species including jacaranda trees and various palms, in addition to many other plant varieties.

Neighborhood commercial centers 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 central nodes of neighborhood activity and provide a variety of neighborhood services including grocery stores, dry cleaning businesses and entertainment establishments.

A variety of medical offices are located along the Fifth, Fourth and First Avenue corridors. These offices complement the hospital and medical areas north of Washington Street and are easily accessible to many public transit stops.

Traffic, which is either destined for or originating from the Centre City area, is particularly heavy along Park Boulevard, Fifth Avenue and Fourth Avenue. Due to the historic development pattern and street design, many of the older residential neighborhoods have little, if any, off-street and rely heavily on available street parking.

Airport traffic typically impacts this area with jet fuel pollution and significantly high levels of noise. The San Diego Unified Port District has estimated that the range of Community Noise Equivalent Levels in this area is from 60-80 decibels, with the major impact being on the area located south of Laurel Street. The Port District is developing a Federal Aviation Administration Part 150 Study which will address airport operations and their effect upon the surrounding land uses. Preliminary recommendations include purchase of residential properties in some areas for



- ● ● HIGH VOLUME AUTO
- MULTI-FAMILY
- * HISTORIC
- 🏠 SINGLE FAMILY
- COMMERCIAL / OFFICE
- 🌳 HILLSIDES / CANYONS



Image Inventory - PARK WEST
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
27

possible conversion to commercial use and requiring installation of sound proofing for all new and improved structures. Currently, approximately two-thirds of the community is subject to the airport approach overlay zone which limits building height for the purpose of public safety.

Objectives

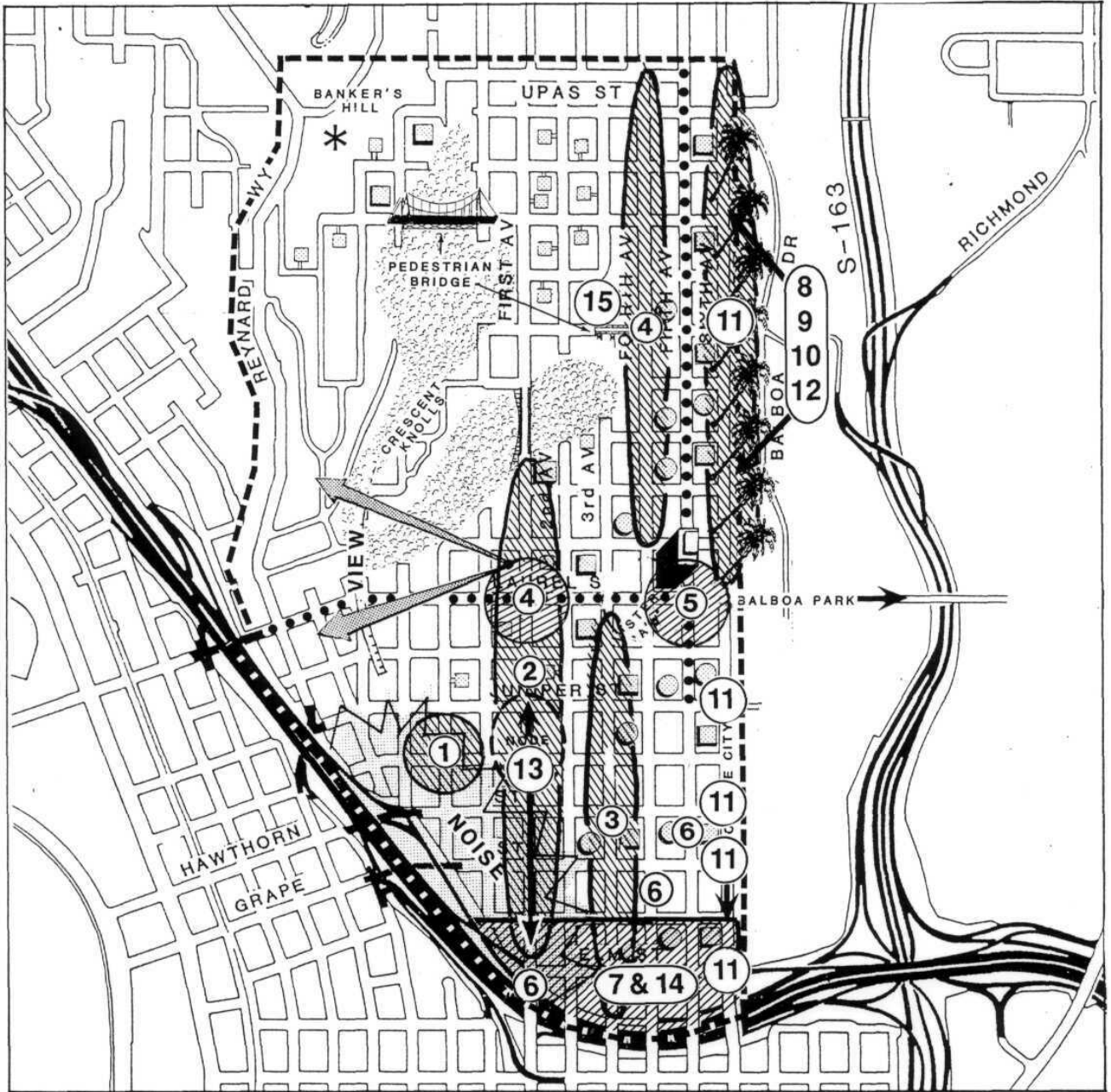
The following objectives are specific to Park West and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Encourage the Port District to reduce noise impacts and airport-related pollution which affects residents and workers.
- Provide for development compatible with airport operations.
- Provide for smooth traffic flows along Fourth Avenue, Fifth Avenue and Park Boulevard.
- Develop the Fourth and Fifth Avenue corridor into a balanced pedestrian and vehicular circulation corridor of the community and link the Hillcrest business district to Centre City. This should include consideration of the proposed fixed-rail Centre City Historic Trolley proceeding north on Fifth Avenue and south on Fourth Avenue.
- Provide opportunities for mixed-use development in designated locations within Park West.
- Enhance the adjacency of Balboa Park to Park West.
- Maintain and enhance pedestrian and auto views of Balboa Park.
- Provide for a transition area to the higher intensity use in the Centre City area south of Interstate 5.

Recommendations

The following recommendations are specific to Park West and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Limit the intensity of development in areas subject to airport noise and where structures may obstruct flight operations.
2. Maintain the historic scale and character on First Avenue south of Maple Canyon.
3. Permit limited office use on Third Avenue south of Laurel Street. Maintain existing residential use and encourage re-use of historically-oriented residential structures for office use in these areas but again, the intensity of permitted office use should be limited.



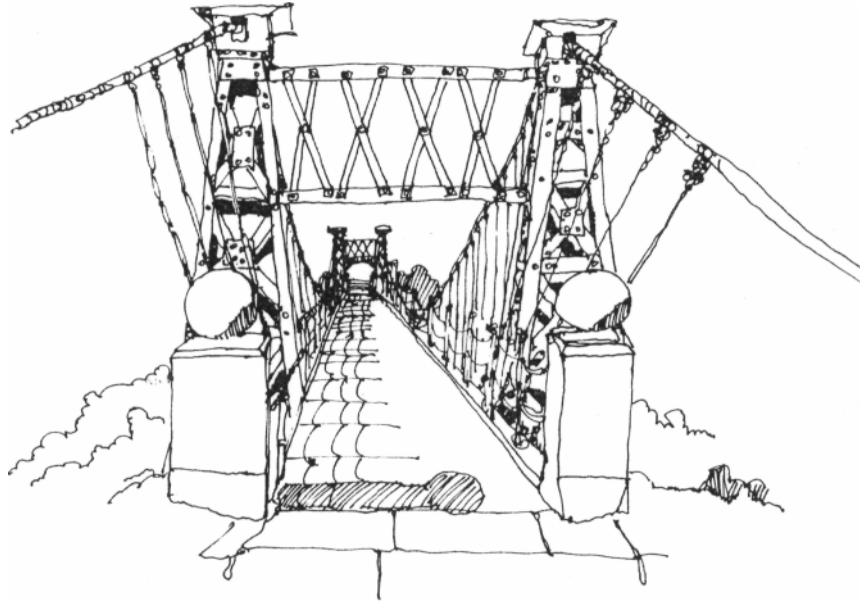
- ① SPECIFIC RECOMMENDATIONS (see text)
- HIGH VOLUME AUTO
- ▣ SINGLE FAMILY
- ▨ AREA OF RECOMMENDATIONS
- ▤ MULTI-FAMILY
- COMMERCIAL / OFFICE
- * HISTORIC
- ☼ HILLSIDES / CANYONS



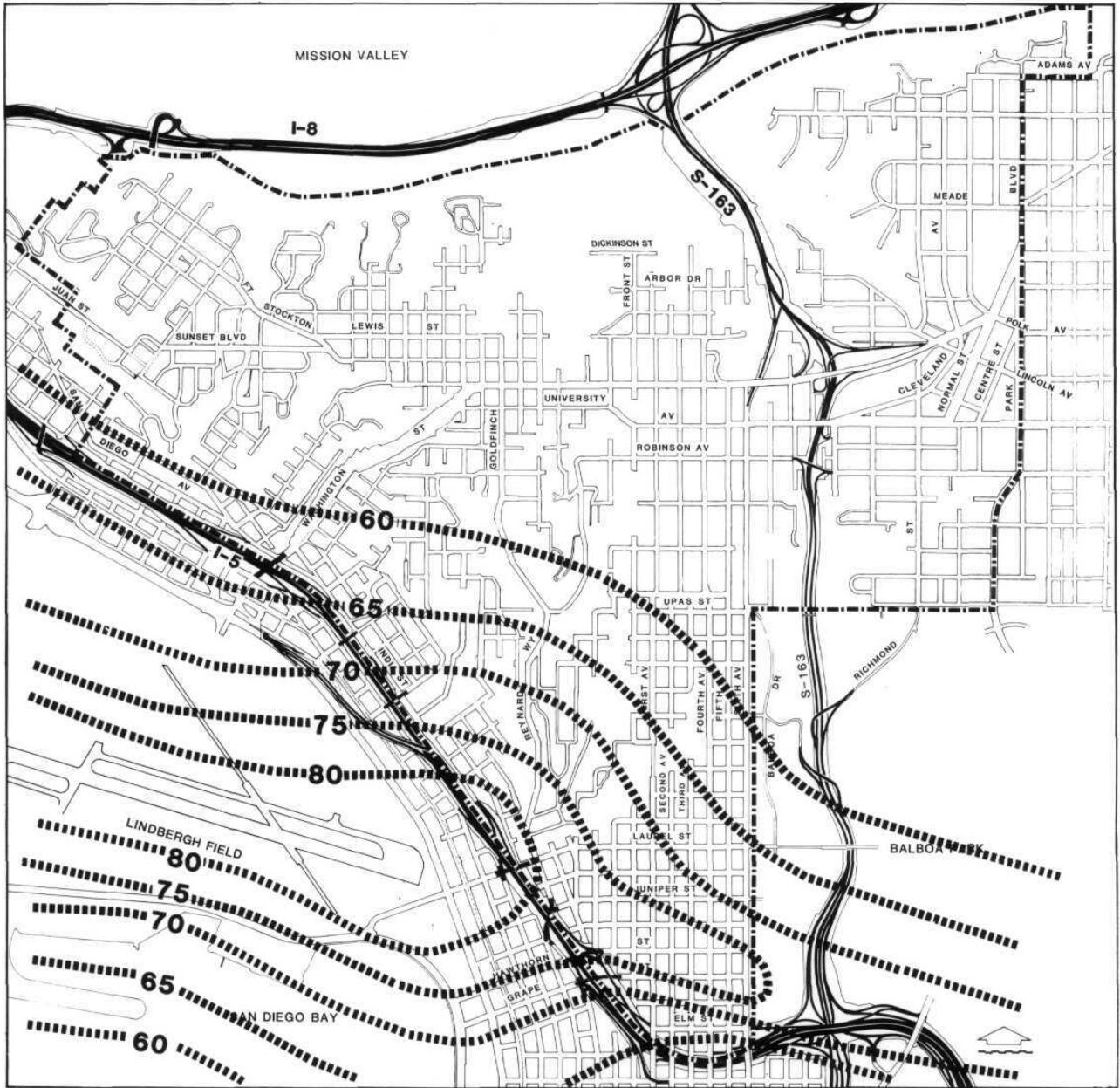
Recommendations - PARK WEST
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
28

4. Concentrate office uses on Fourth Avenue north of Maple Street and First Avenue in the vicinity of Laurel Street.
5. Enhance the pedestrian orientation of the commercial node surrounding Fifth Avenue and Laurel Street.
6. Encourage commercial services to locate on the transit corridors that link Uptown with Centre City and include Fifth Avenue and portions of First and Fourth Avenues.
7. Provide for higher intensity uses south of Fir Street to create a transition between Centre City and the remainder of Uptown.
8. Very-high density residential use with appropriate setbacks, facade articulation, and pedestrian-scale amenities should be permitted in the area along Sixth Avenue from Laurel Street to Upas Street.
9. Create a pedestrian boulevard atmosphere and minimize view obstructions to Balboa Park from the west side of Sixth Avenue by requiring facade articulation through the use of balconies, terraces and/or upper-story setbacks on high-rise buildings.
10. Maintain and enhance pedestrian and auto views of Balboa Park from Fifth Avenue through the articulation of building facades, variations in setbacks and utilization of varied roof forms.
11. Establish a 15-foot setback from the property line for landscaping along both sides of Quince, Laurel, Juniper, Grape, Hawthorne and Elm which will assist in creating visual entranceways to Balboa Park.
12. Establish a 10-foot setback from the property line for landscaping along the west side of Sixth Avenue with palm trees planted adjacent to the sidewalks. This will result in a 30-foot setback from the curb.
13. Upgrade commercial development on First Avenue south of Juniper Street.
14. With the approval of a Planned Development Permit, allow a floor area ratio bonus south of approximately Fir Street to provide a transition to the higher intensity permitted in Centre City.
15. Restore, or if necessary replace the Quince Street pedestrian bridge.



Spruce Street Suspension Bridge



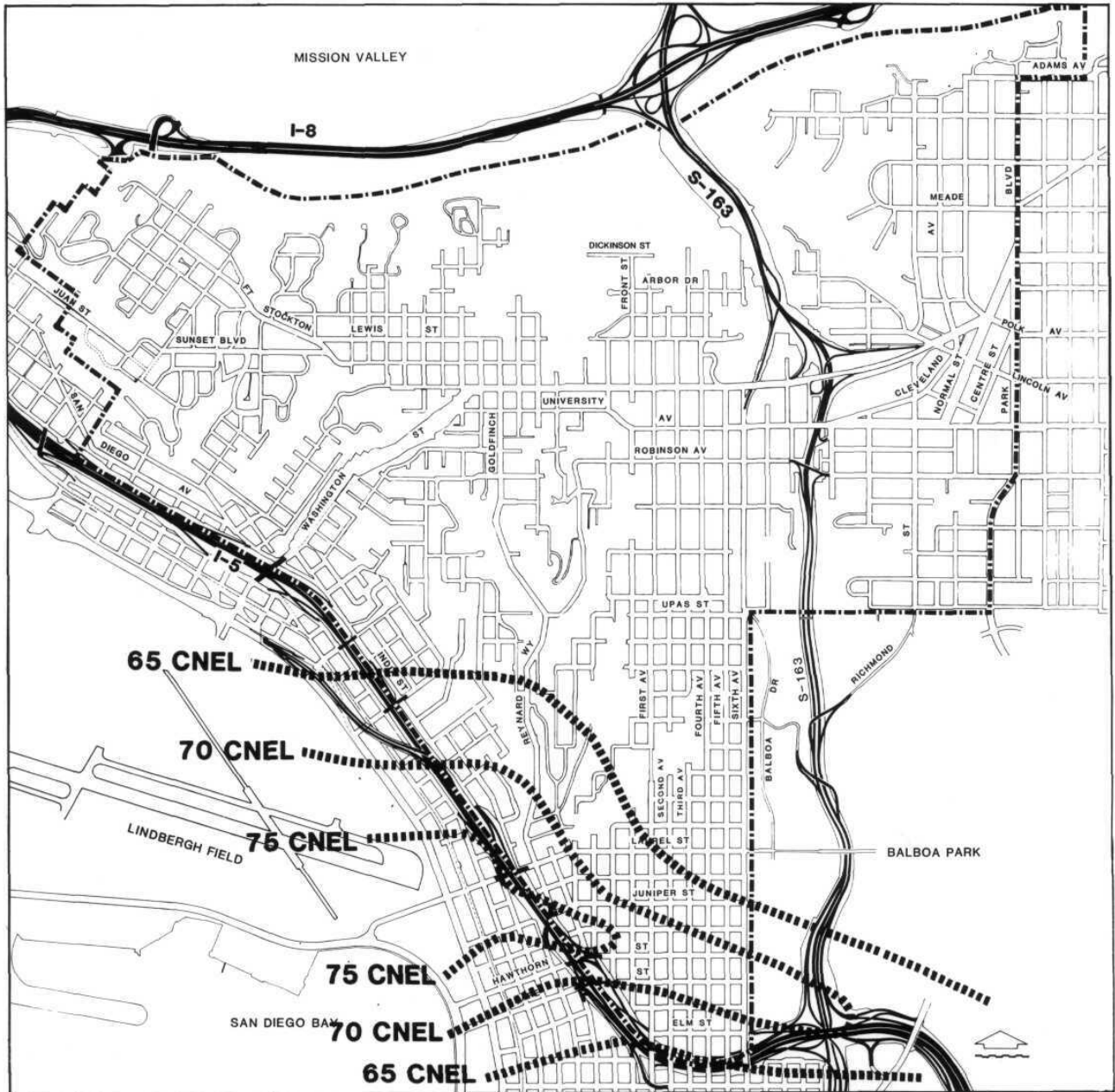
Approximate Community Noise Equivalent Level in Decibels – 1986
 (Source: San Diego Unified Port Dist.)



1986 LINDBERGH FIELD NOISE CONTOURS

UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
29



Estimated Community Noise Equivalent Level in Decibels - 1995
 (Source: San Diego Unified Port Dist.)



ESTIMATED LINDBERGH FIELD NOISE CONTOURS - 1995
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
30

MIDDLETOWN

Middletown is located between Old Town and Centre City, and historically includes areas to the west and south of Interstate 5, outside of the Uptown Community Plan boundary. For the purposes of the Uptown Community Plan, it reaches from the Old Town boundary at Witherby Street on the north to Laurel Street on the south, and from Horton Avenue and Titus Street on the east to Interstate 5 on the west. It was established on May 27, 1850 and the streets still carry the names of the original founders. By the late 1800s large homes were being built along the western hillside ridges overlooking the bay, including Georgian and Mediterranean style structures. The Middletown School was built in 1888. Italian and Portuguese fisherman moved to the area; the Italian heritage in Middletown is still strong, even though the construction of Interstate 5 divided their neighborhood. Today, Middletown is recognized for its magnificent historic buildings, its convenient location to Centre City and its unrivaled view of the harbor.

Existing Conditions

Middletown contains a mix of single-family and multifamily development, along with a variety of commercial uses which front on India Street. The street system is generally laid out in a grid pattern, running parallel to Interstate 5.

The single-family and multifamily development on the western slopes of the community conforms well to the natural topography. This development, in combination with the sloping land, creates a strong urban form which provides both topographical relief and numerous scenic views to San Diego Bay.

At the intersection of Washington Street and India Street there are two theaters and a variety of restaurants clustered into a colony-type setting which also attracts visitors to the area. On-street parking is provided along India Street, however, overflow parking limits the parking available for surrounding residences.

Objectives

The following objectives are specific to Middletown and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- Reduce auto/pedestrian conflicts.
- Preserve views on the western slopes.
- Improve the appearance of businesses along India Street and of the public right-of-way.
- Maintain and strengthen the pedestrian-oriented environment within the Washington Street and India Street commercial node.

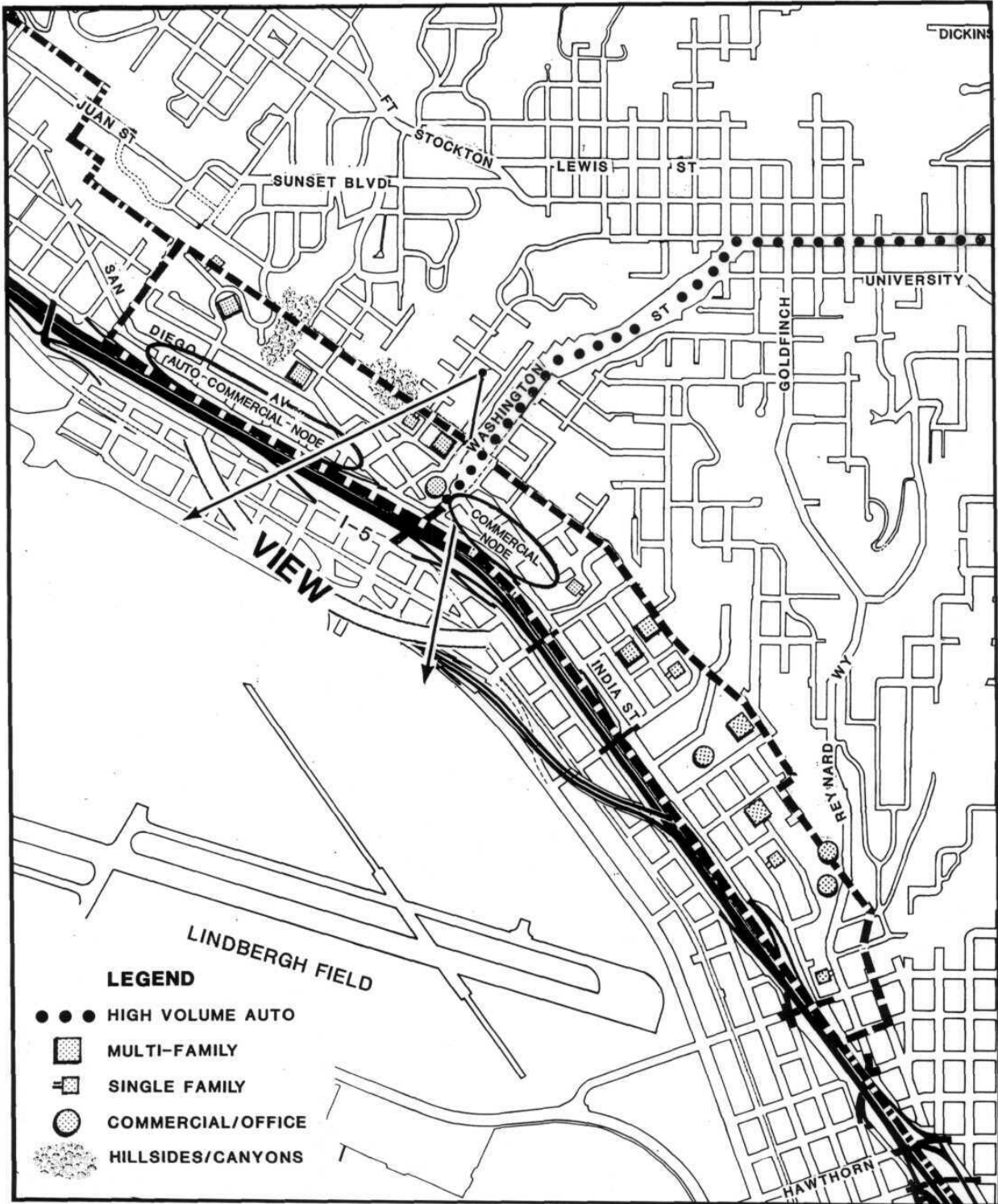


Image Inventory - MIDDLETOWN
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

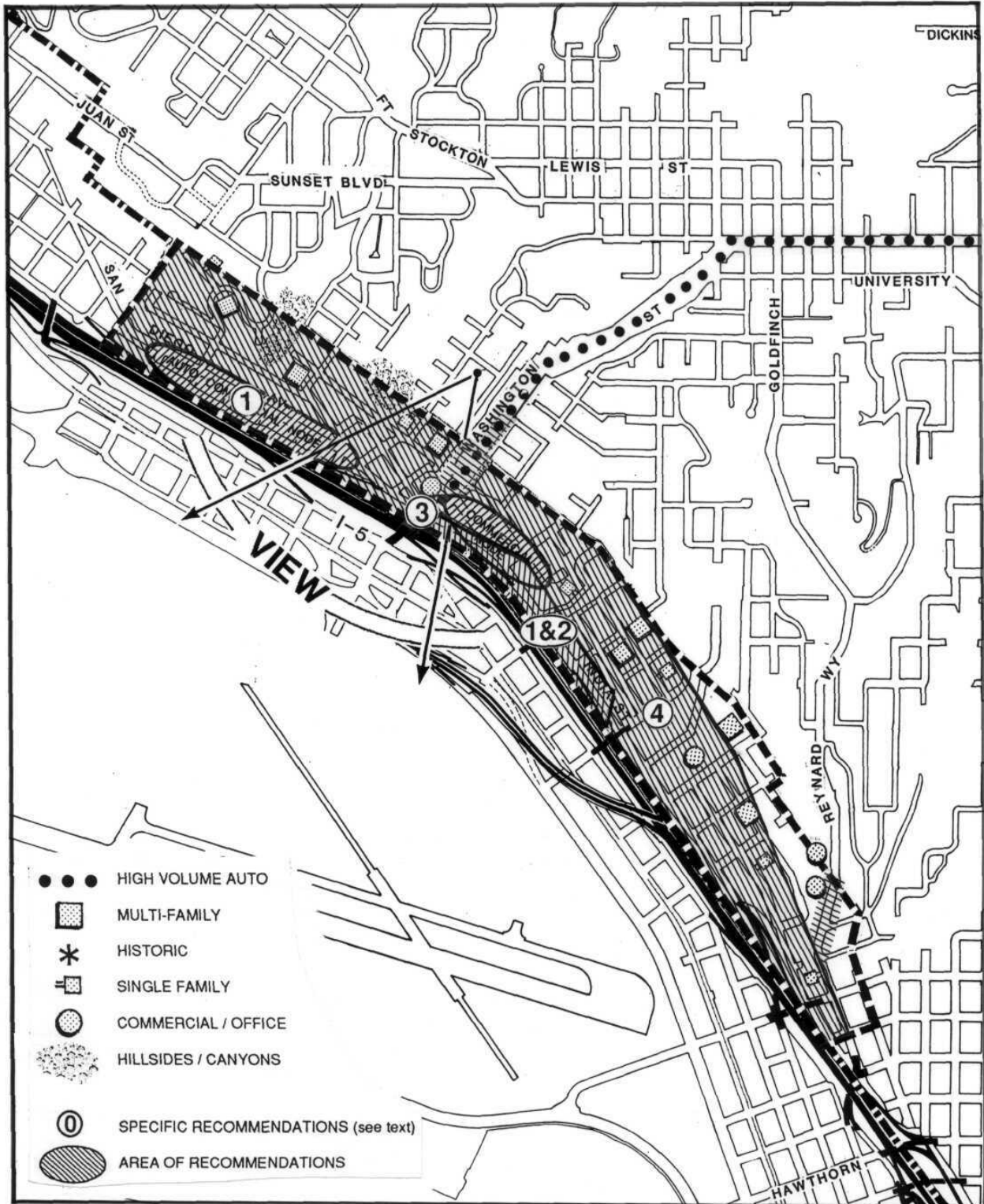
FIGURE
31

- Reduce parking impacts generated by India Street businesses.
- Preserve and enhance steep sloping areas and natural open space.

Recommendations

The following recommendations are specific to the Middletown area and are in addition to the recommendations for the Uptown community found on pages 75 through 83 of the Urban Design Element.

1. Upgrade the appearance of the commercial strip on India Street and San Diego Avenue while continuing to promote commercial use in this area since it is visually and physically accessible to Interstate 5 and aids in buffering the residential units from freeway noise.
2. Accelerate the under grounding of utilities on India Street.
3. Support private efforts to provide additional off-street parking in the area around the Washington Street and India Street intersection. A Planned Development Permit should allow the provision of commercial parking in contiguous residential areas with proper design controls to mitigate impacts.
4. Tailored zoning should incorporate a 30-foot height limit for both commercial and residential uses on the westerly slopes of Middletown, in addition to other design control such as setbacks, building coverage, bulk limitations and unit clustering to preserve the natural slopes, maximize the design quality and retain public views (Figure 32). The method of measuring building height should preclude altering of existing grade for the purpose of achieving greater height.



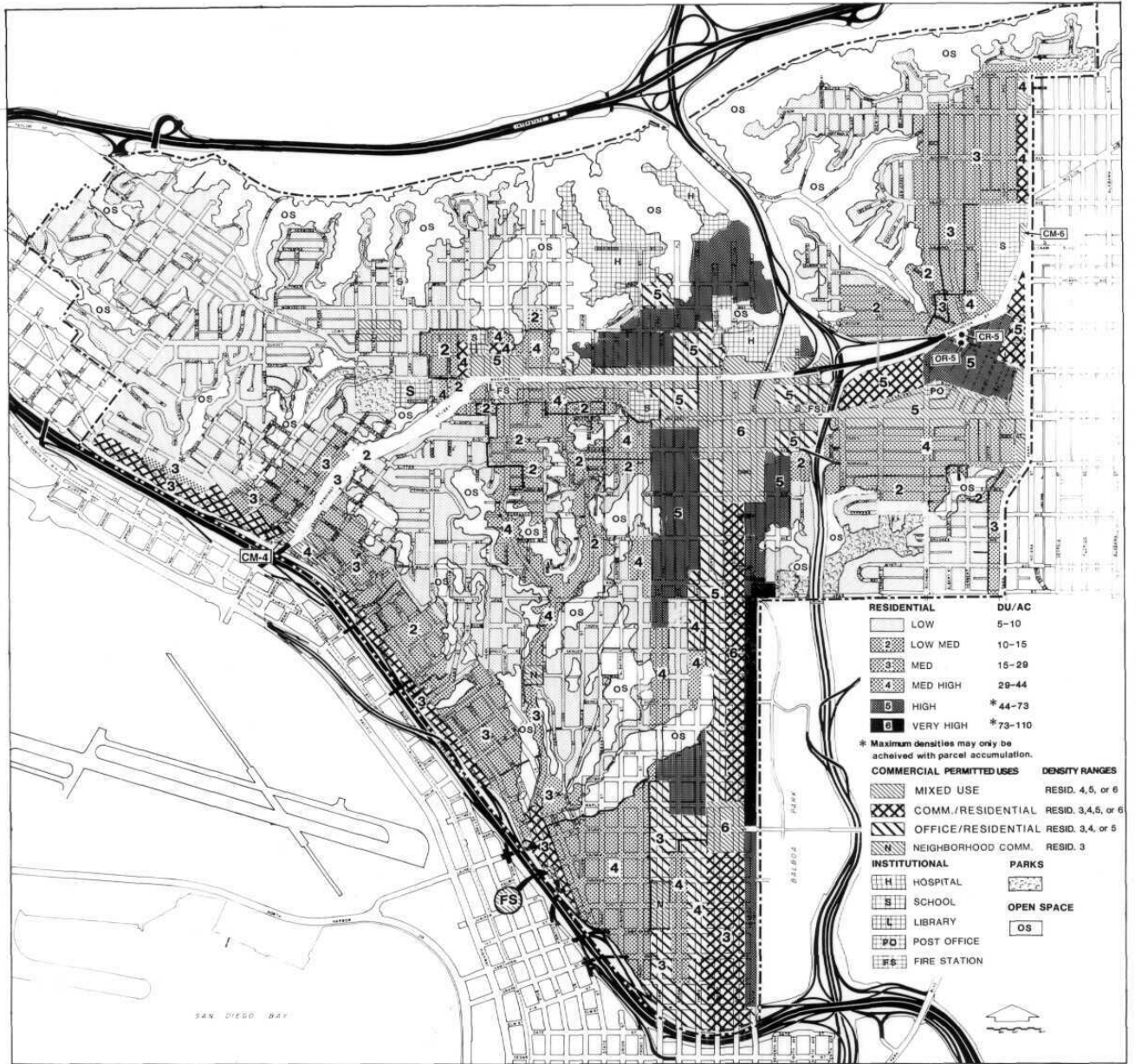
Recommendations - MIDDLETOWN

UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
32

Community Plan Land Use Map



Note: (1) This community plan map is a schematic illustration of the proposals found in the accompanying plan text and the official display map, which should be consulted for more detail. (2) Should there be a conflict between this plan and any other plan located within the Uptown Community Plan document, this Plan shall prevail. (3) The following pages show this map at a larger scale.



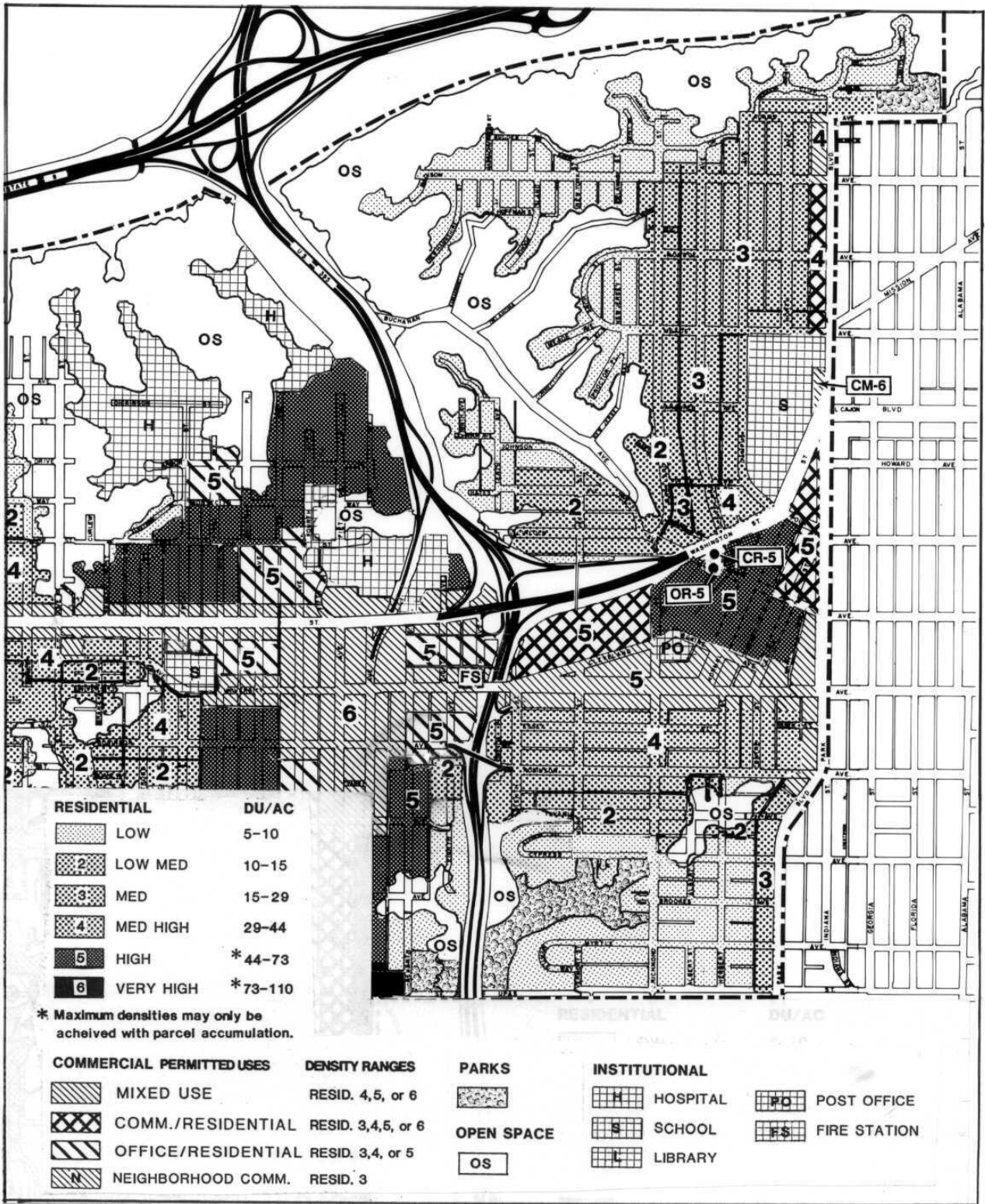
COMMUNITY LAND USE PLAN
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
33



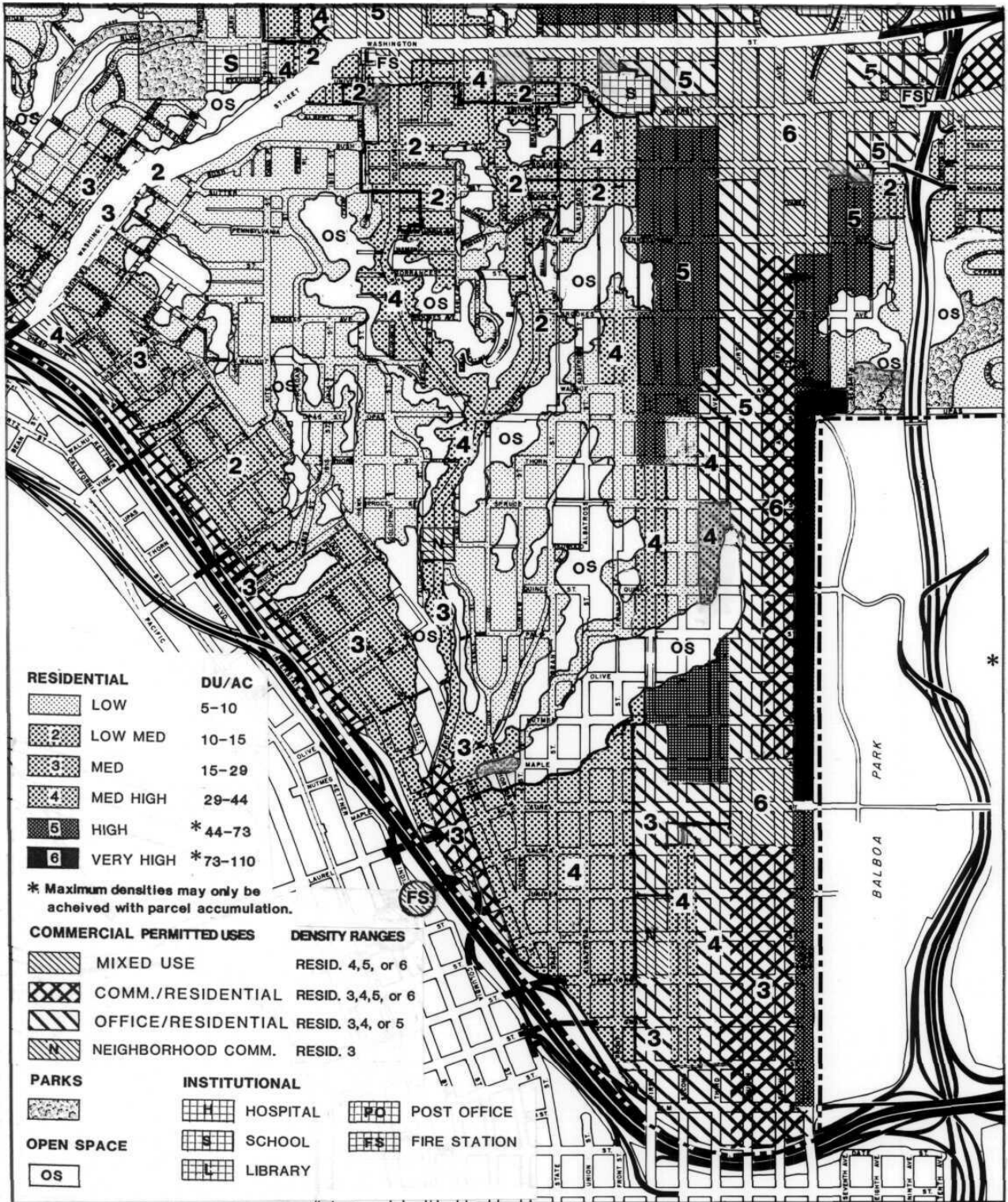
COMMUNITY LAND USE PLAN - West
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
34



COMMUNITY LAND USE PLAN - East
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
35



COMMUNITY LAND USE PLAN - South
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
36

Community Facilities and Services

COMMUNITY FACILITIES AND SERVICES ELEMENT

SCHOOLS

Existing Conditions

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; one Junior High: Roosevelt; one High School: San Diego High; and three private schools. Enrollment figures for public schools are listed in Table 4 together with pertinent characteristics of the physical plants.

**TABLE 4
UPTOWN SCHOOL FACILITIES**

School	Enrollment		Facilities	
	Actual Jan-87	Forecasted Oct-87	Forecasted 1990	Total Capacity
ELEMENTARY:				
Birney	626	650	742	654
Florence	273	275	288	282
Grant	627	666	759	660
JUNIOR HIGH:				
Roosevelt	998	1,120	1,164	1,202
SENIOR HIGH:				
San Diego	1,235	1,461	1,557	1,727

Source: San Diego Unified School District
Long Range Facilities Master Plan: 1986-2000, January 1987.

The San Diego Unified School District provides aggregated forecasts and strategies for facility needs to the year 2000. Although less reliable and more subject to change, these long range forecasts provide general guidelines for district-wide facilities planning. Table 5 shows recommended solution strategies for each school based upon current information.

**TABLE 5
SOLUTION STRATEGIES FOR FACILITY NEEDS BY
SCHOOL AND YEAR**

School	Strategy
ELEMENTARY:	
Birney	Immediately implement double session kindergarten. Between 1991-2000 institute multi-track year-round school.
Florence	Add portables after 1991.
Grant	Grant Projected resident growth and space limitations will require a re-study of the magnet program.
JUNIOR HIGH:	
Roosevelt*	The combined forecast for Roosevelt and Memorial Junior High Schools indicate a need for up to ten portables at both sites.
SENIOR HIGH:	
San Diego*	Up to twelve additional portables will be needed between 1992-2000. An alternative to additional portables is to explore cooperative use of community college facilities.

* Located outside of the Uptown Community Plan boundaries.

Objectives

- Encourage private industry to adopt various schools to enhance the educational programs at each school in the Uptown community.
- Transform school facilities into the neighborhood focal point with a strong image and identity.
- Recognize that architectural excellence and economical construction are not mutually exclusive.
- Provide for the maximum utilization of school facilities while eliminating any overcrowding.
- Encourage full community use of school facilities during non-school hours for educational, recreational and cultural purposes.
- Construct school facilities if necessary to eliminate overcrowded conditions.

Recommendations

1. In conjunction with the school district, continuously monitor school enrollment to determine if overcrowding or underutilization of facilities is occurring and take the necessary actions to correct any imbalances.
2. Pursue joint use agreements whereby school facilities are made available for community use.
3. Any re-use of school sites should be subject to public review through the use of the Institutional (I) Overlay Zone, and should be consistent with the community plan designations for the surrounding area. All school sites should be rezoned as shown below at the time this plan is implemented. Given the key location of the school sites in Uptown, the possible future need for public facilities, and the mixture of surrounding uses, a discretionary permit should be required for new development. Public facility uses such as neighborhood park or community center should be given first priority for re-use of these sites before they are made available for private use or development.
 - a. Grant Elementary School - The non-open space portion of this site should be low medium density (10-15 du/ac).
 - b. Florence Elementary School - A medium-high intensity commercial/residential development should be permitted.
 - c. Alice Birney Elementary School and the Education Center - high intensity mixed-use development should be permitted along Park Boulevard and Normal Street with medium-high density residential on the remainder of the site.

LIBRARIES

Existing Conditions

There are presently two libraries in the Uptown community: the Mission Hills and University Heights libraries, the latter of which is located in the Greater North Park community plan area. The community is also served by the Central Library in Centre City.

The General Plan standards recommend one branch library for every 18,000 to 30,000 residents. While library facilities in Uptown are in conformity with this standard, it would be desirable to continue to maintain and enhance library services. Among such measures might be extended hours, expanded book and periodical collections, and additional staff to provide special programs and more personalized service.

Objective

- Promote a high level of library service that ensures residents access to a comprehensive selection of published materials.

Recommendations

1. Expand the Mission Hills library to approximately 10,000 square feet to meet the current standard for branch libraries.
2. 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 published materials.

POLICE AND CRIME

Existing Conditions

The Uptown community is served by two police substations. The Central Area Substation is at 1400 Broadway in Centre City and the Western Area Substation is at 1222 Gaines within the Mission Valley community planning area.

Crime statistics for 1986 showed a higher crime rate in Uptown as compared to the citywide average. Because Uptown contains numerous canyons and has a high intensity of urban development, additional police service may be required to ensure a safe community.

Objectives

- Reduce incidence of criminal activity.
- Continue Neighborhood Watch Program.
- Continue the high level of police protection in the community.

- Incorporate defensible space considerations into the design of all projects.
- Establish a Community Relations Office in Hillcrest.

Recommendations

1. Neighborhood organizations should maintain a close relationship and have a continuing exchange of information with patrol officers.
2. Promote the development of Community Alert Programs where they do not presently exist.
3. Maintain a Community Relations Program between police and residents.
4. When feasible, introduce foot patrols to districts of high crime.
5. Projects should provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.



SCHOOLS

- 1. SAN DIEGO HIGH
- 2. ROOSEVELT JUNIOR HIGH
- 3. ALICE BIRNEY ELEMENTARY
- 4. FLORENCE ELEMENTARY
- 5. GRANT ELEMENTARY
- 6. SAINT VINCENT'S MIDDLE (Private)
- 7. FRANCIS PARKER MIDDLE (Private)

LIBRARIES

- A. UNIVERSITY HEIGHTS
- B. MISSION HILLS

FIRE STATIONS

- FIRE STATION #3
- FIRE STATION #5
- FIRE STATION #8

POST OFFICE

PO - POST OFFICE



COMMUNITY FACILITIES

UPTOWN Community Plan
CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
37

FIRE PROTECTION

Existing Conditions

Existing fire protection facilities and programs adequately serve the needs of the Uptown population.

There are presently three fire stations serving Uptown. Station #8 is located at Goldfinch and Washington Street and is a standard four-person unit. Station #5 is located at Ninth and University Avenue and is a nine-person unit. Station #3 is located at State and Kalmia Street and is also a standard four-person unit.

The average response time for all three stations is 3-4 minutes, meeting General Plan standards.

A particular fire threat in Uptown is the open space canyons, from which damaging fires have occurred in the past. The Fire Department has an active program which promotes the clearing of canyon vegetation away from structures.

Objectives

- Maintain the high level of fire protection throughout the Uptown community.
- Support regular upgrading of Uptown fire stations as necessary to adequately respond to fires and emergencies.
- Encourage fire prevention programs.

Recommendation

Support the efforts of the Fire Department to educate and inform the community regarding fire prevention techniques.

GAS AND ELECTRICITY

Existing Conditions

Gas and electricity is provided by the San Diego Gas and Electric Company.

Undergrounding - Several gas and electric lines traverse the area. The City is actively involved in undergrounding of existing overhead power lines. Future projects include: First Avenue between Laurel Street and Brookes Avenue; Fourth Avenue between Laurel Street and Walnut Avenue; University Avenue between Washington Street and 3rd Avenue; and India Street between Olive Street and Washington Street.

Street Light Conversions - The City has established priorities for the conversion of street light fixtures which may be owned by the City or by the San Diego Gas and Electric Company. At present conversion programs are underway that will replace incandescent fixtures and mercury vapor fixtures with low-pressure sodium vapor units to achieve long-term energy cost reductions.

Conservation - 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.

Objectives

- Promote the provision of adequate gas and electric service.
- Maintain the compatibility of utility substations and transmission lines adjacent with development.

Recommendations

1. Support the efforts of San Diego Gas & Electric to provide adequate service.
2. Maintain access to energy facilities for repair and maintenance.
3. Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening.

WATER AND SEWER SERVICE

Existing Conditions

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. According to the 1988 Fiscal year budget \$6,000,000 has been budgeted for sewer main replacement citywide with an annual increase of five percent thereafter and \$6,300,000 has been budgeted for water main replacement with an annual increase of five percent thereafter.

Objective

- Encourage the systematic improvement of water and sewer lines in the community; replace lines as needed.

Recommendation

The Water Utilities Department should continue the routine maintenance and replacement of the water and sewer facilities within the community. In addition, capital improvements to the system should be made where warranted.

Open Space and Recreation

OPEN SPACE AND RECREATION ELEMENT

*"A man who wants to live on a
flat lot should not live on a hill."*

-Bernard Maybeck, California Architect (Circa 1900)

OVERVIEW

Recreational and open space resources in the Uptown community are rich and varied. Recommendations and controls in this Open Space and Recreation Element, designed to enhance and preserve these resources, are summarized as follows:

Regional/Resource-based Parks;

Uptown is bordered by Balboa and Presidio Parks which have strong historical and cultural significance to the City as well as recreational value. Adjacent development should be reviewed to ensure that the project's density and design enhances the special character of these parks.

Population-based Parks;

Uptown is deficient in neighborhood and community parks. Mission Hills/Pioneer Memorial is the sole neighborhood park in Uptown, although Balboa and Presidio Parks partially serve a dual function as neighborhood parks. The community must rely heavily on school playgrounds to meet recreational needs. Six new park sites are recommended for acquisition. Existing facilities should be upgraded to provide a wider range of recreational services to all age groups.

Urban Parks;

Uptown needs more pedestrian-oriented amenities in high density areas. Urban plazas should be required to be integrated with larger scale developments. Streetscape should be enhanced through special design guidelines.

Natural Open Spaces;

Uptown open space, concentrated primarily in canyons and hillsides, is being threatened with increasing development pressures. Density and design of new development should be carefully controlled in accord with specified criteria to ensure the preservation of the natural character of these hillsides.

ENVIRONMENTAL SETTING

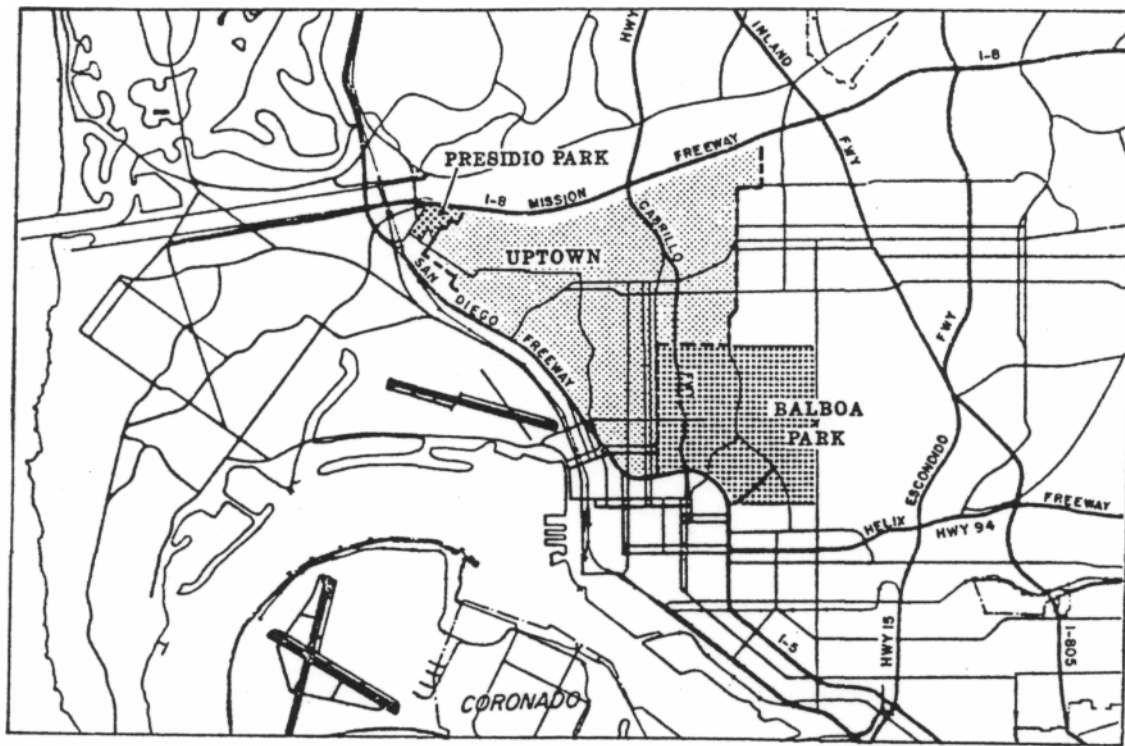
The Uptown community consists of a mesa area overlooking San Diego Bay and Mission Valley (Figure 38). The land slopes gently to the south and west, and steeply into Mission Valley on the north. Major canyons sharply cutting this mesa define the community's neighborhoods.

Regional and Resource-Based Parks

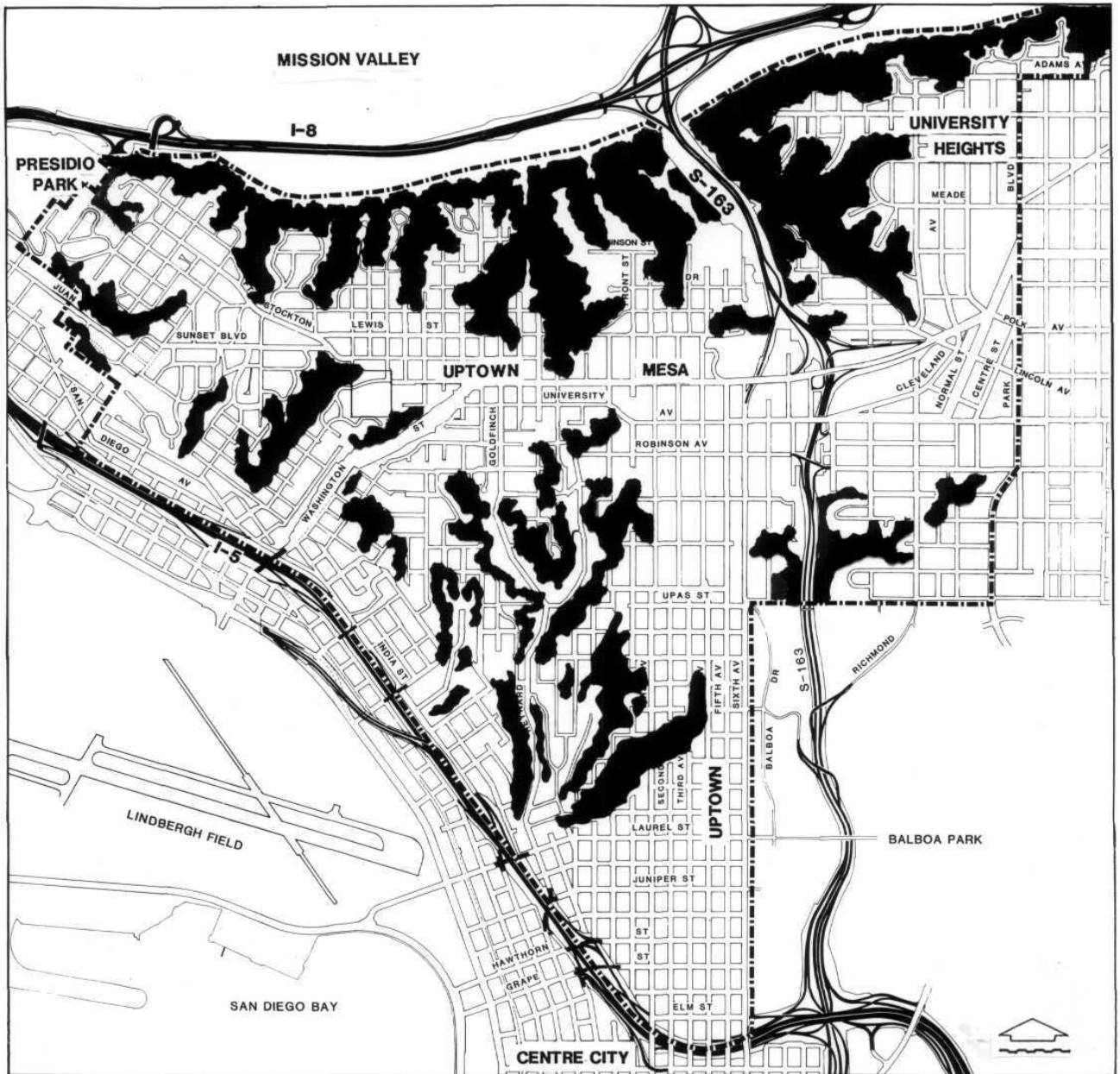
Uptown is bordered by two citywide, resource-based parks: Presidio Park on the west and Balboa Park on the east.

Resource-based parks are located at sites of distinctive scenic, natural or cultural features and are designed for citywide use.

Although intended for citywide use, these parks are used as population-based parks by Uptown residents.



REGIONAL AND RESOURCE BASED PARKS



ENVIRONMENTAL SETTING
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

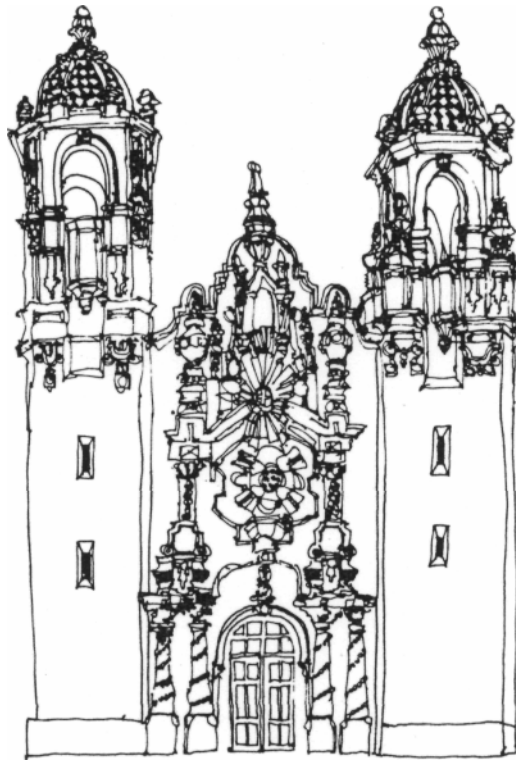
FIGURE
38

- Balboa Park. (1,100 acres) borders Uptown to the southeast. The north-south division of the park by the Cabrillo, Florida and Switzer Canyons has shaped the development of the park. The western part has been extensively landscaped and is devoted primarily to picnicking and various forms of passive recreation including facilities for older persons. The center of the park contains the major developed areas: the Prado area along Laurel Street is mostly a museum use, the Palisades area south of the Prado contains buildings used in both the 1915 and 1935 Expositions and the Balboa Park Bowl is primarily an indoor recreational use. The San Diego Zoo, the Veterans Building, the San Diego High School, the Roosevelt Junior High School, and Boy and Girl Scout Camp area and the Naval Hospital are also found in the center of the park. The schools and hospital land have been legally removed from the park.



Balboa Park

The eastern part of Balboa Park contains a nine-hole golf course, the Golden Hill picnic area and a community recreation center. North of Switzer Canyon is an 18-hole golf course. In the extreme northeast portion of the park is Morley Field area, a partially developed active recreation area.



Casa del Prado

- Presidio Park, a 50-acre park characterized by steep hillsides, is located south of Interstate 8 and is adjacent to the northwesterly portion of Uptown community.

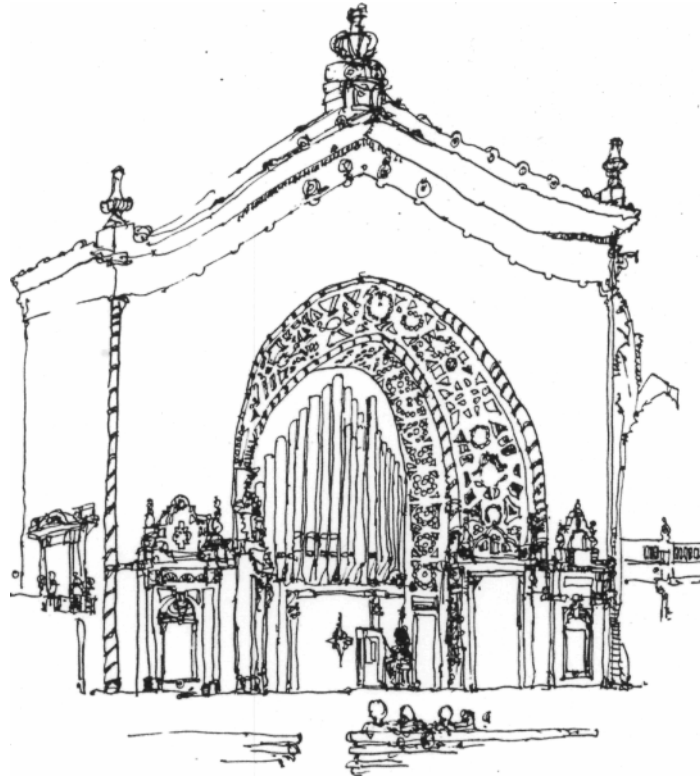
Presidio Park has historical significance for the San Diego area. The Serra Museum's exhibits concentrate on the pre-American era of San Diego's history. Adjacent is the site of the Royal Presidio of San Diego, a natural historic landmark. Up from the Serra Museum is Fort Stockton, the second fortification built on Presidio Hill.

Recommendations

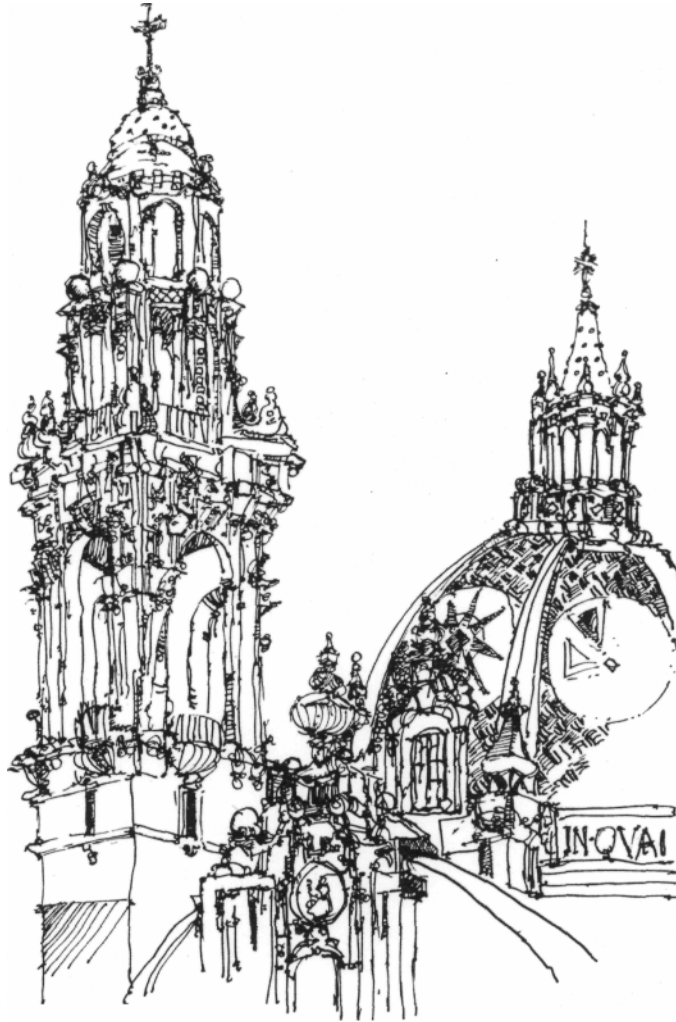
Balboa and Presidio Park have special characters that should be preserved and enhanced by surrounding development. For this reason, all development surrounding Presidio and Balboa Parks should be subject to development permit review, until a permanent zoning ordinance is adopted which will:

1. INTEGRATE AND COORDINATE THE DESIGN OF ALL DEVELOPMENT ADJACENT TO PRESIDIO AND BALBOA PARK WITH THE PARK'S URBAN DESIGN CHARACTER TO ENSURE THAT:

2. Public vistas to the parks are maintained and enhanced;
3. Landscaping and motifs and materials consistent with the parks are incorporated into the project;



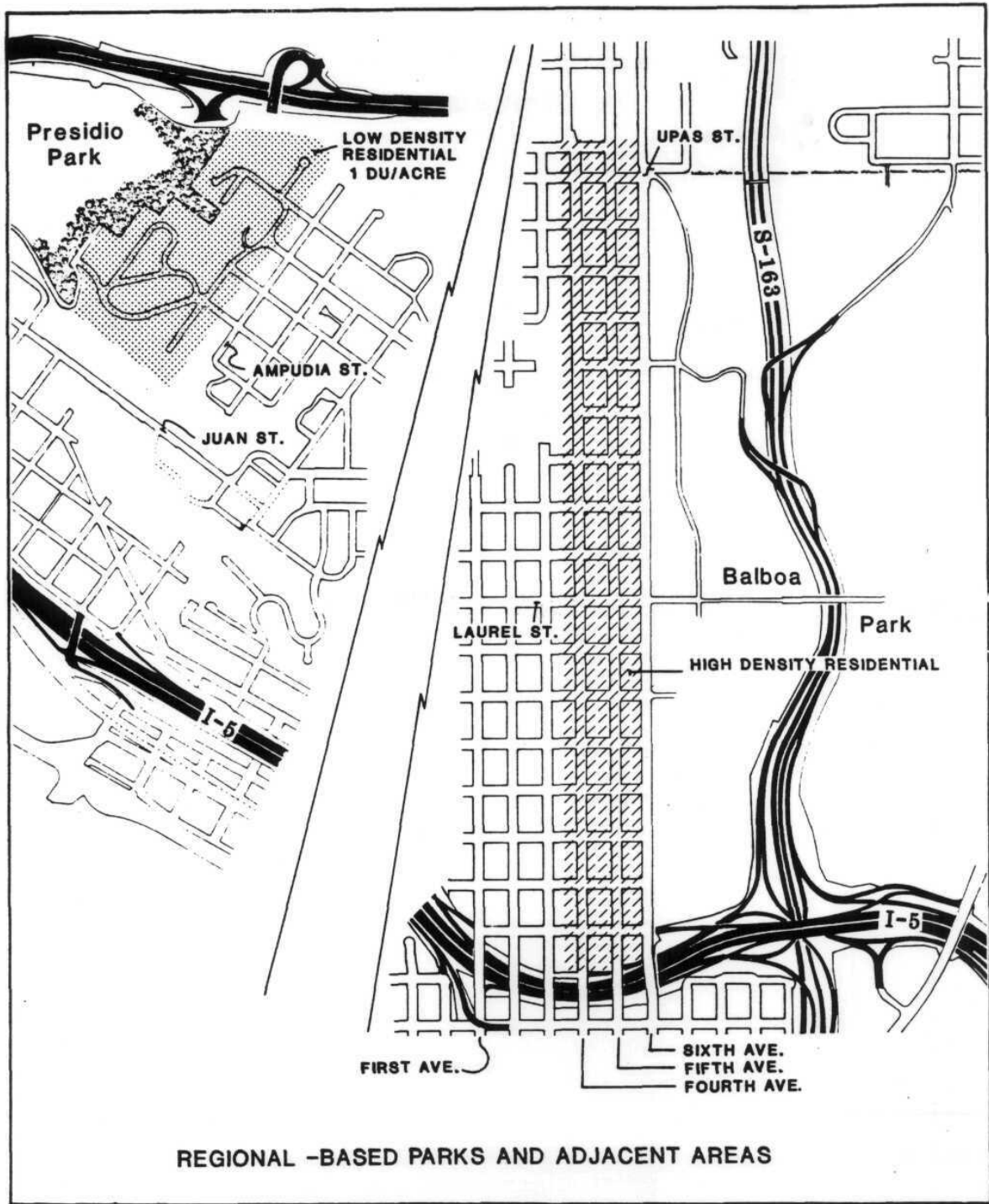
Spreckels Organ Pavilion



California Tower — Balboa Park

4. Development densities are compatible with and preserve the park's topography; and,
5. The traditional character at the park's perimeter is maintained and enhanced.
6. **DEVELOPMENT SURROUNDING PRESIDIO PARK SHOULD BE LOW- DENSITY AND RESIDENTIAL IN CHARACTER (FIGURE 39).**

Development should be very low-density, one dwelling unit per acre and residential in character around Presidio Park. Development should have large landscaped front yards, street trees, and Spanish-Mediterranean architectural design vocabulary.



REGIONAL BASED PARKS & ADJACENT AREAS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
39

7. DEVELOPMENT IN THE SIXTH/FIFTH AVENUE CORRIDOR, ADJACENT TO BALBOA PARK, SHOULD BE PREDOMINANTLY HIGH DENSITY, RESIDENTIAL USES (FIGURE 39).

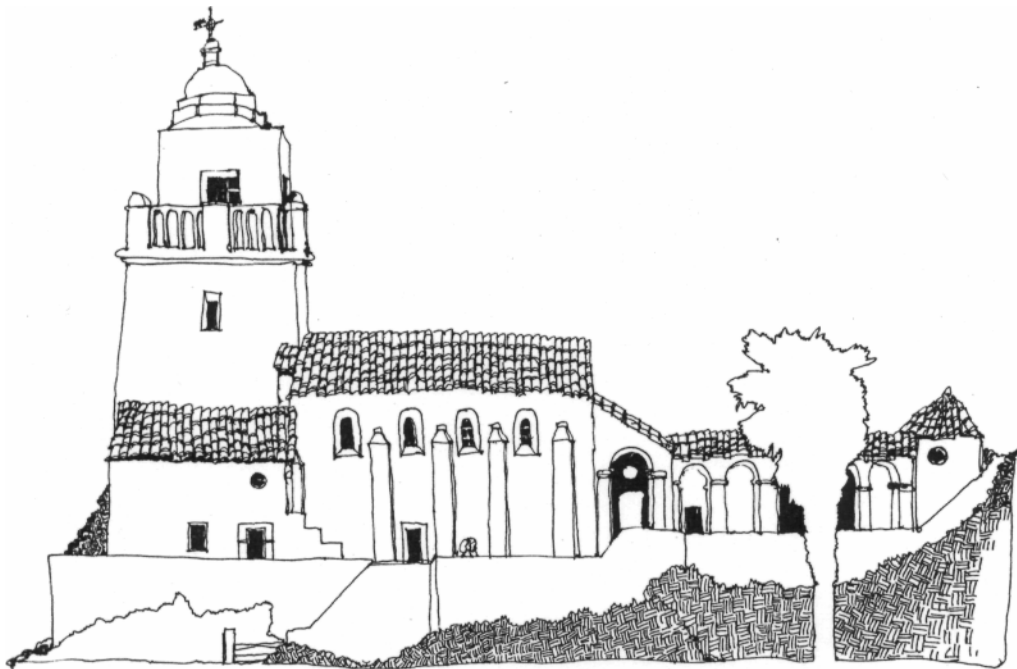
A. Land Use/Development Intensity:

1. Encourage mixed-use development including high density residential, retail, and offices.

B. Retail development:

1. Located at ground level and all levels with direct street access (Page 149).

C. Locate retail services for residential and office development along Fifth Avenue.



Serra Museum - Presidio Park

D. Design Elements:

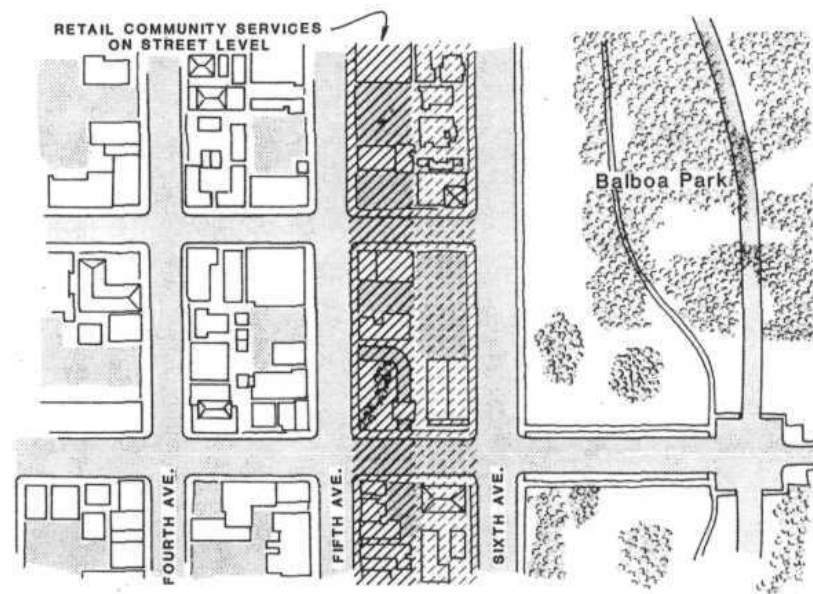
1. Create a pedestrian boulevard atmosphere along the west side of Sixth Avenue by incorporating facade articulation through the use of balconies, terraces, and/or landscaped setbacks on high rise buildings.
2. Create pedestrian/auto views from Fifth Avenue to the park by articulating building facades, street level surface and roof scape.

E. Streetscape:

1. Establish a 10-foot landscaped setback from the property line along the west side of Sixth Avenue with palm trees planted adjacent to sidewalks.

- F. Establish a 10-foot landscaped setback from property line on both sides of Quince, Laurel, Juniper, Grape, Hamilton, and Elm to create visual entranceways to the park.

- G. Preserve and/or replace existing street tree species and treatment.



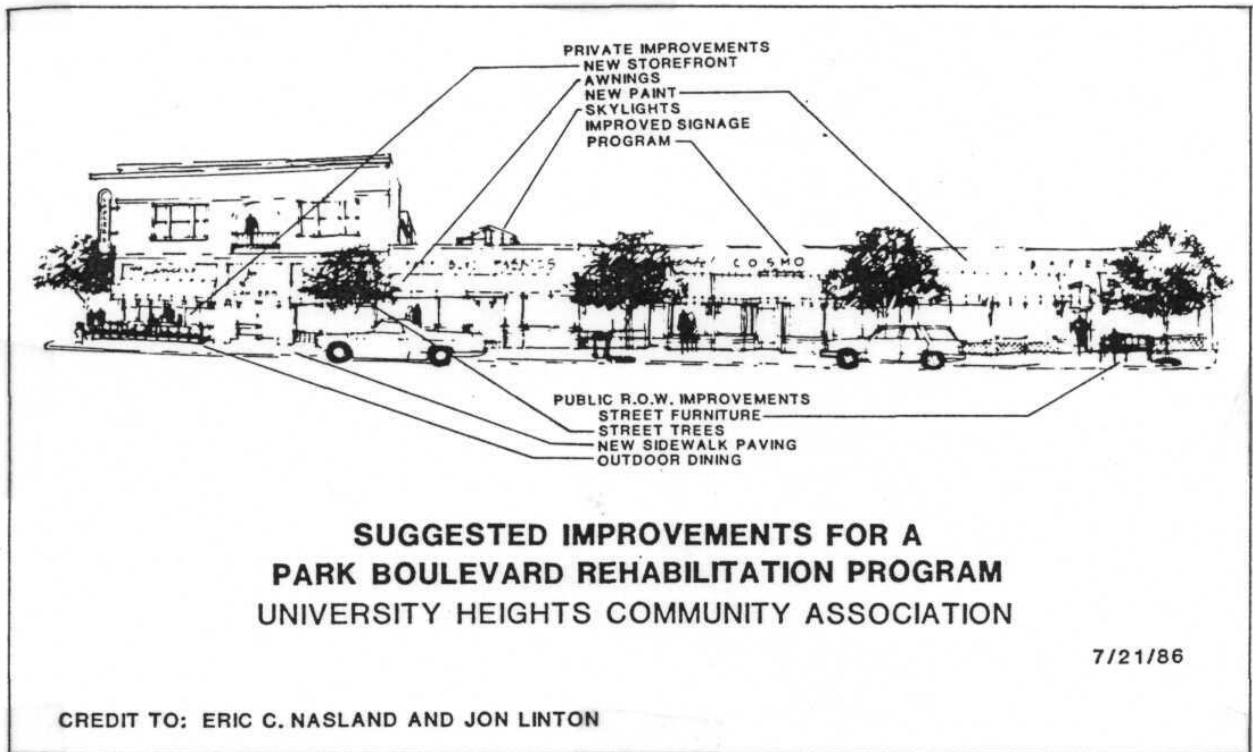
8. DEVELOPMENT ADJACENT TO THE NORTH SIDE OF BALBOA PARK SHOULD BE LOW DENSITY, RESIDENTIAL USES.

A. Land Use/Development Intensity:

1. Maintain very low-density residential character large lot single-family development (one to one quarter acre lots) with front yard landscaped areas, street trees and with designs similar to existing architectural styles.

B. Streetscape:

1. Maintain an open space character with vegetated courtyards and setbacks.
2. Conform landscaped areas and street trees, within the development site to the typical vegetation and tree species in the adjacent park area.



POPULATION-BASED PARKS AND CENTERS

The Uptown community is deficient in neighborhood and community parks. Neighborhood facilities should serve a residential population of between 3,500 to 5,000 persons who live within a one-half mile radius. They should have a minimum useable area of five acres when located adjacent to an elementary school or 10 acres when not so located. Community parks should serve a residential population of 18,000 to 25,000 residents within approximately one and one-half miles. Community parks should have at least 13 useable acres if adjacent to a junior high school or 20 acres if not so located.

The Uptown community has a population of approximately 37,000. This population is projected to increase to 38,700 (SANDAG 1984). By the General Plan standards this population would require 1.5, 13- to 20-acre community parks and six neighborhood parks of five to ten acres each.

Parks

Although Balboa and Presidio Parks are resource-based parks, they also serve to meet the population-based park requirements. Presidio Park (49.71 acres, resource-based) and Presidio Park and Recreation Center (12.71 acres, population-based) share common property lines and are perceived to be one large park. The Park and Recreation Center is 7.3 acres smaller than the 20-acre General Plan standards requirement for a community park, but with the inclusion of Presidio Park's land area, the General Plan standards requirement is satisfied.

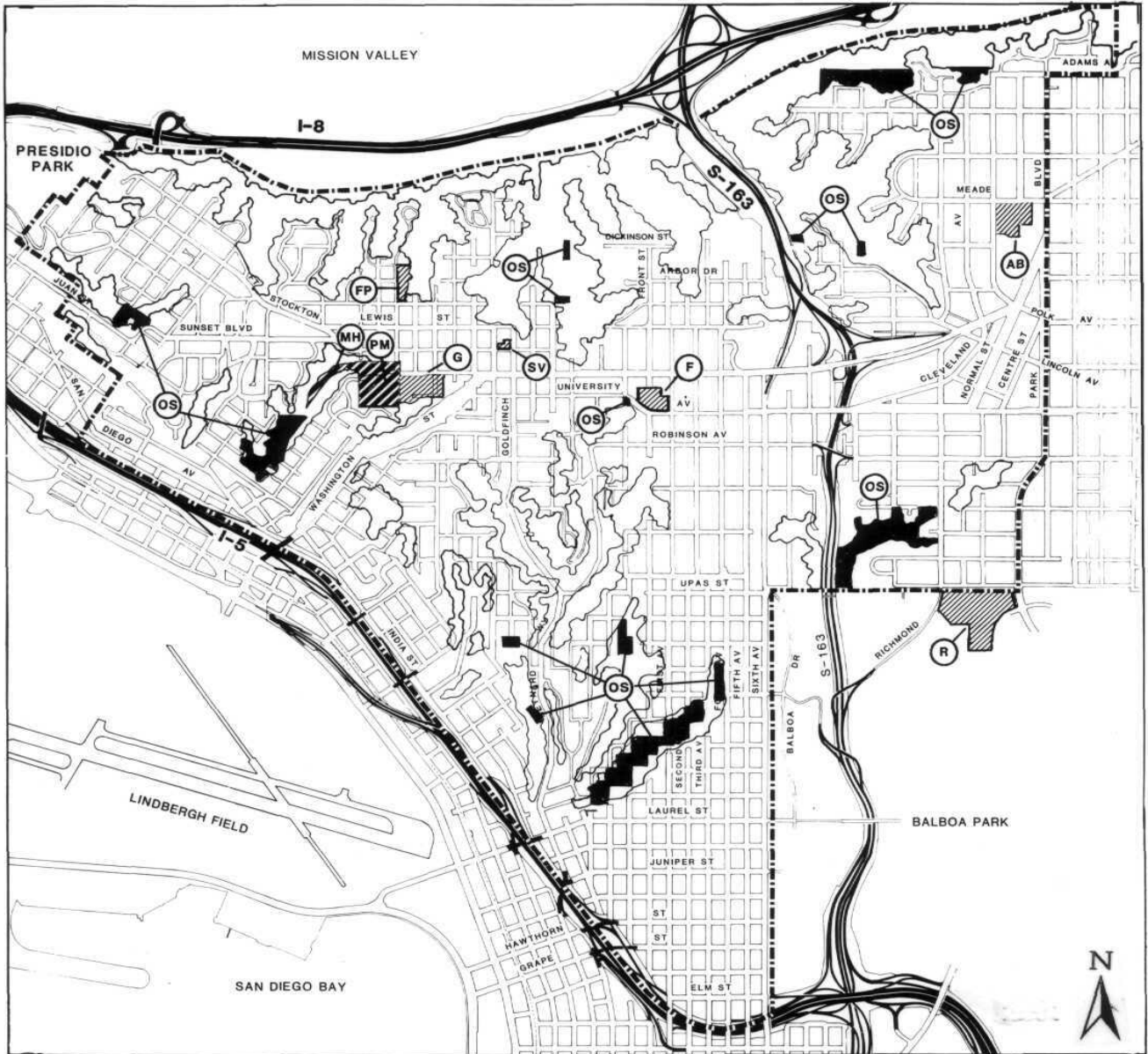
The area along Sixth Avenue in Balboa Park also serves to meet the population-based parks requirements. There are 6,000 linear feet of park along Sixth Avenue and over 100 acres of park area immediately adjacent to Sixth Avenue.

Mission Hills/Pioneer Memorial is the sole neighborhood park in Uptown. This 11-acre park is located in the northwestern portion of Uptown. Pedestrian trails cover six acres and the remainder has been developed for both passive and active recreation (Figure 40).

Other Recreational Areas

Park/recreational activities area also provided by school playgrounds leased by the City of San Diego Parks and Recreation Department. Grant School is leased for community recreational facilities, as well as the athletic field at Alice Birney Elementary School.

Other school playgrounds used by the community for recreational activity but not managed by the City Parks and Recreation Department include the Florence Elementary School playgrounds and Roosevelt Junior High School's open fields and play areas (Figure 40).



PARK, SCHOOL--PARK AND OPEN SPACE INVENTORY - JUNE 30, 1984

-  **NEIGHBORHOOD PARK**
-  MISSION HILLS PARK
-  PIONEER MEMORIAL PARK
-  **OPEN SPACE**
-  OPEN SPACE AREAS/CITY OWNED

-  **SCHOOLS**
-  FRANCIS PARKER ELEMENTARY (Private)
-  GRANT ELEMENTARY
-  ST. VINCENT'S ELEMENTARY (Private)
-  FLORENCE ELEMENTARY
-  ALICE BIRNEY ELEMENTARY
-  ROOSEVELT JR. HIGH



EXISTING PARKS, SCHOOLS & CITY OWNED OPEN SPACE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
 40

OBJECTIVES

- **MAINTAIN AND UPGRADE EXISTING NEIGHBORHOOD PARKS.**
- **DEVELOP NEW PARK SITES IN CONJUNCTION WITH THE PRESERVATION OF THE NATURAL OPEN SPACE SYSTEM (FIGURE 41).**

Six new park sites are recommended to provide half-mile radius access to all residents. The development of these sites can be achieved through the multiple use of school site playgrounds and the purchase of additional sites adjacent to and in canyon areas. It will not be possible to provide neighborhood park site acreages, according to General Plan standards, due to the developed nature of this community and its associated high land values. The development of smaller sites adjacent to natural open space preservation areas should accomplish this objective. Park development should be small scale, pocket parks. The pocket parks would include park benches and/or picnic tables plus tot lots and small play areas for younger children. Partial or total street closings adjacent to the six sites could provide additional area for a playground, parking or other park and recreation support facilities.

- **DESIGN SCHOOL RECREATIONAL FACILITIES TO PROVIDE MULTIPLE SCHOOL/COMMUNITY SERVICES TO RESIDENTS AFTER SCHOOL HOURS (FIGURE 42).**
- **PROVIDE RECREATIONAL ACTIVITIES FOR ALL AGE GROUPS, ESPECIALLY SENIOR CITIZENS.**

Surplus school district sites should be re-used for recreational park facilities. If these sites are found to be undesirable for park uses, based on detailed studies by the City, the community, and the school district, their re-use shall be consistent with adjacent zoning and land use designations.



PROPOSED PARK SITES & SERVICE AREAS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
41

URBAN PARKS

Special streetscape design and urban plaza areas developed in conjunction with commercial and high-density residential development make these areas more attractive, especially for pedestrians.

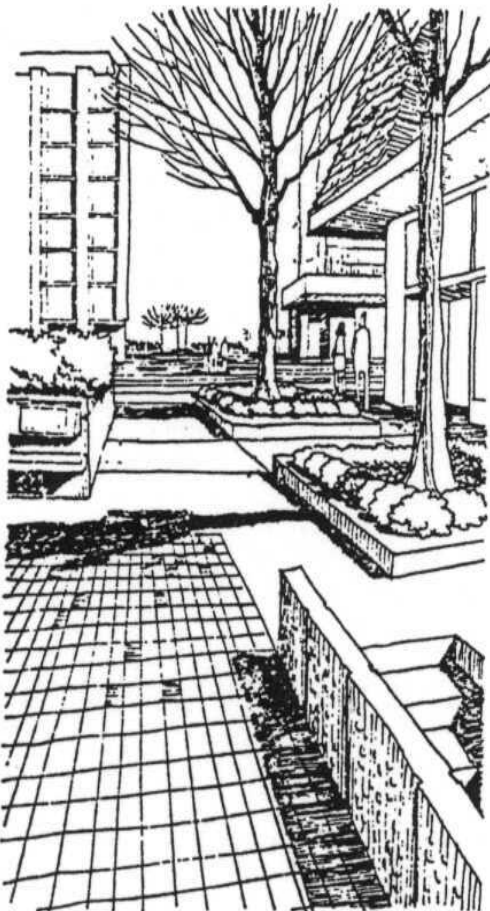
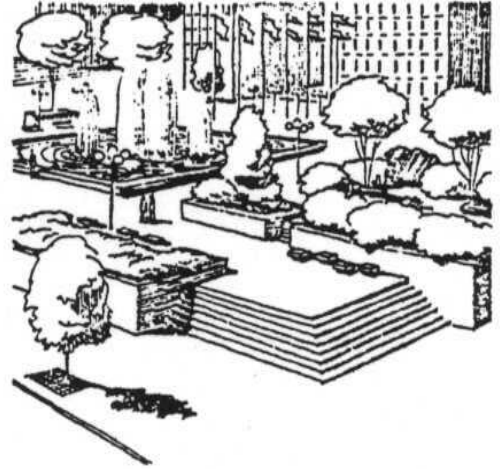
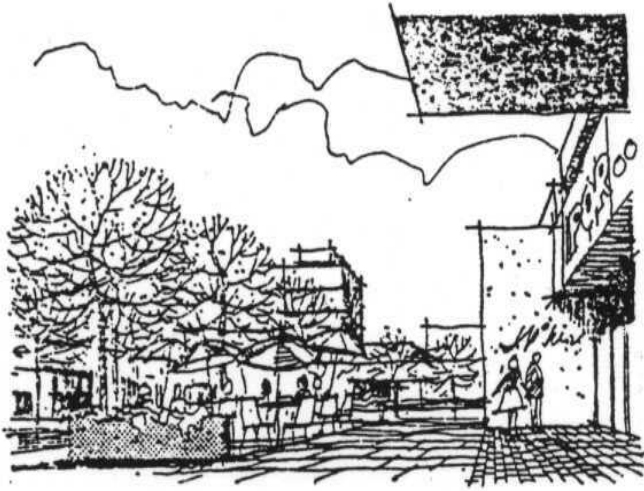
- **REQUIRE STREETSCAPE DESIGNS THAT ENHANCE THE**

Residential sidewalks should be a minimum of eight-feet-wide. Street trees should be located at the curb, in tree grates or five-foot parkway area. Trees should be of the same species that is dominant on the street, and new trees should have a minimum size of 24-inch box or 15-gallon, eight-feet-high when planted.

- **PROVIDE URBAN PLAZAS IN COMMERCIAL AND HIGH DENSITY MULTIFAMILY PROJECTS MORE THAN TWO ACRES.**

Urban plazas should be landscaped, and readily accessible to users.

Urban Plazas



NATURAL OPEN SPACE

The natural open space areas are concentrated in undeveloped canyon areas interspersed throughout the community (Figure 43). These natural open spaces range from the steep, southern hillsides of Mission Valley, which reach 200 feet in height, to the nearly flat mesa in Hillcrest.

The natural canyon systems, originally identified as part of the Uptown Community Plan of 1975, comprised approximately 363 acres. Of the 363 acres, 34.18 acres have been acquired by the City of San Diego. Of this city-owned land, 11.27 acres are in Maple Canyon, 0.9 acres on Sunset Street and Sunset Road near Presidio, 11.29 acres dedicated as a park for open space, "University Heights Park," 6.81 acres dedicated as a park for open space "Mission Hills Park," and 3.91 acres in various canyons in the Uptown area (Figure 43).

Canyons presently placed on the City's Proposed Open Space Retention List are listed in Appendix A. These canyons will be retained through purchase, the subdivision/planned residential development process, open space dedications and easements. If these areas cannot be acquired, they will be allowed to be developed in accord with the guidelines described in this element.

Other open space areas are interspersed throughout the community, primarily as public easements or private open space in planned residential developments (Appendix B).

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.

Recent studies of the Uptown community's open space system have identified additional natural open space areas. Canyons which have slopes between 13 and 25 percent are found in all of the subareas of Uptown but predominantly in the Middletown and Mission Hills subareas (Appendix C). Canyons with slopes exceeding 25 percent are primarily located on the northern slopes of Mission Valley, but also occur in portions of the many smaller canyons in Mission Hills and Middletown.



- | | |
|----------------------|---------------------|
| ① MISSION VALLEY | ④ MAPLE/REYNARD |
| ② UNIVERSITY HEIGHTS | ⑤ WASHINGTON STREET |
| ③ BALBOA PARK EXT. | ⑥ MISSION HILLS |



NATURAL OPEN SPACE SYSTEMS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
43



CITY OWNED OPEN SPACE — (C)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
44

ANALYSIS OF OPEN SPACE

Utilizing biological, geological, and urban form criteria discussed in more detail in Appendix D, the natural open space system was analyzed based on the existing conditions survey of the Uptown Community Plan's designated open space areas, existing hillside review areas, areas of slopes of 25 percent or greater and undeveloped areas with slopes of less than 25 percent.

Land uses in these areas are predominantly single-family and multifamily with some commercial. Some schools and parks are located near the existing natural open space. Canyon properties have often been developed with little regard to the existing topography or environmental factors.

Extensive field surveys were made throughout the canyon and hillside areas of the community. The areas were analyzed (using a matrix process) in terms of environmental and urban form criteria. The matrix data was converted to a computerized point system and then transferred to maps (Appendix D, D-1 and D-2).

The results of this survey and analysis were then compared to a designated open space boundaries from the 1975 plan and Hillside Review District boundaries plus additional land that would meet Hillside Review District criteria.

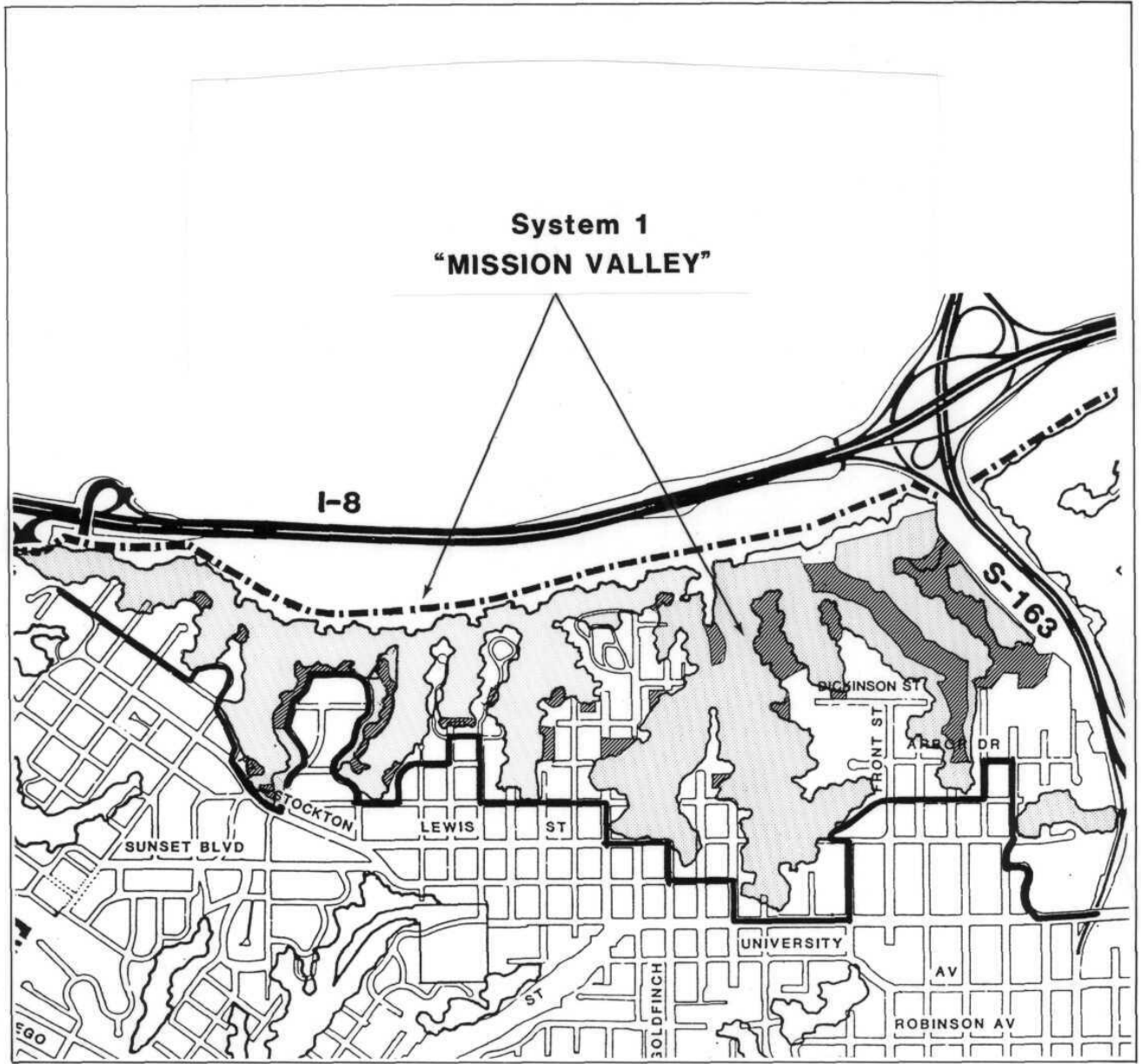
This comparison revealed that there was a high correlation between the Hillside Review District boundaries and Zones 1 and 2 as designated by the current open space evaluation. The correlation between Zone 1 and the Hillside Review District boundaries was particularly high. The boundary of the 1975 designated open space on the other hand, tended to follow unimproved street rights-of-way rather than the canyon rims and included significantly less area than Hillside Review District/Zone 1 and 2 boundaries.

Recommendations

1. **APPLY HILLSIDE DEVELOPMENT CRITERIA IN CONJUNCTION WITH HILLSIDE REVIEW DISTRICT DESIGN AND DEVELOPMENT GUIDELINES TO DETERMINE DEVELOPMENT DENSITIES AND SPECIFICATIONS ON A PROJECT-BY-PROJECT BASIS.**

A set of analytical tools has been developed to aid in establishing the appropriate density and form of hillside projects on a case-by-case basis. These tools include:

- A. Open Space Priority Matrix (see Appendices D, E, and F);
- B. Hillside Evaluation Model described below composed of definitions and schematic maps of Zone 1: Biological/Geological and Zone 2: Urban Design.
- C. Hillside Development Criteria outlined below which define permitted residential development densities by integrating criteria from the Open Space Evaluation Matrix and the Hillside Evaluation Model into an overall evaluation matrix (Table



 OPEN SPACE, BIOLOGICAL & GEOLOGICAL CRITERIA

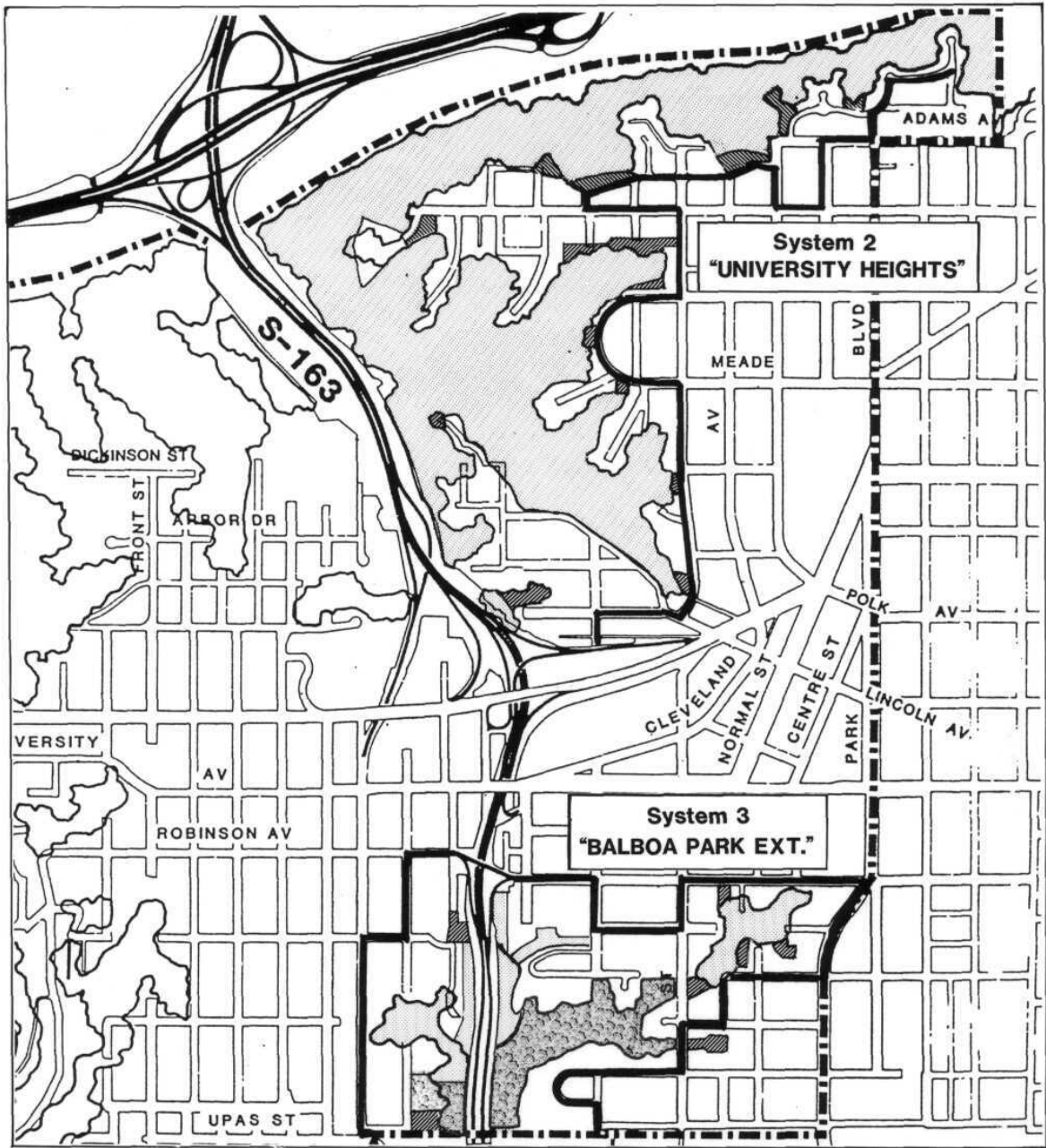
 URBAN DESIGN ZONE

NOTE: ZONES ARE REPRESENTATIVE ONLY



CANYON SYSTEM 1 (Mission Valley)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
45



-  OPEN SPACE, BIOLOGICAL & GEOLOGICAL CRITERIA
-  URBAN DESIGN ZONE
-  DEDICATED PARK LANDS

NOTE: ZONES ARE REPRESENTATIVE ONLY



CANYON SYSTEM 2 & 3 (University Heights & Balboa Park Ext.)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
46



 OPEN SPACE, BIOLOGICAL & GEOLOGICAL CRITERIA

 URBAN DESIGN ZONE

NOTE: ZONES ARE REPRESENTATIVE ONLY



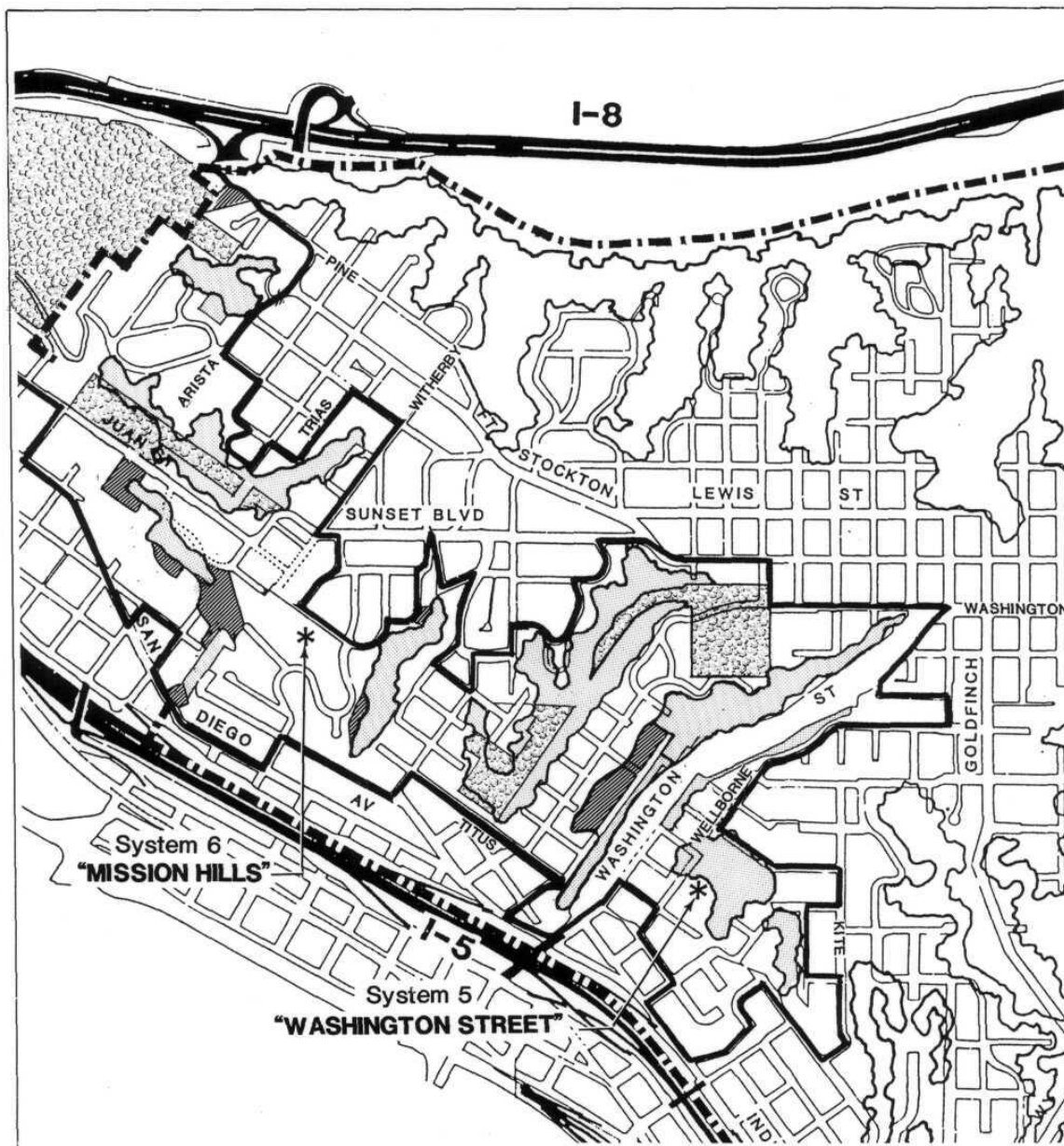
CANYON SYSTEM 4 (Maple/Reynard)

UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE

47



OPEN SPACE, BIOLOGICAL & GEOLOGICAL CRITERIA
 DEDICATED PARK LANDS

URBAN DESIGN ZONE
 NOTE: ZONES ARE REPRESENTATIVE ONLY



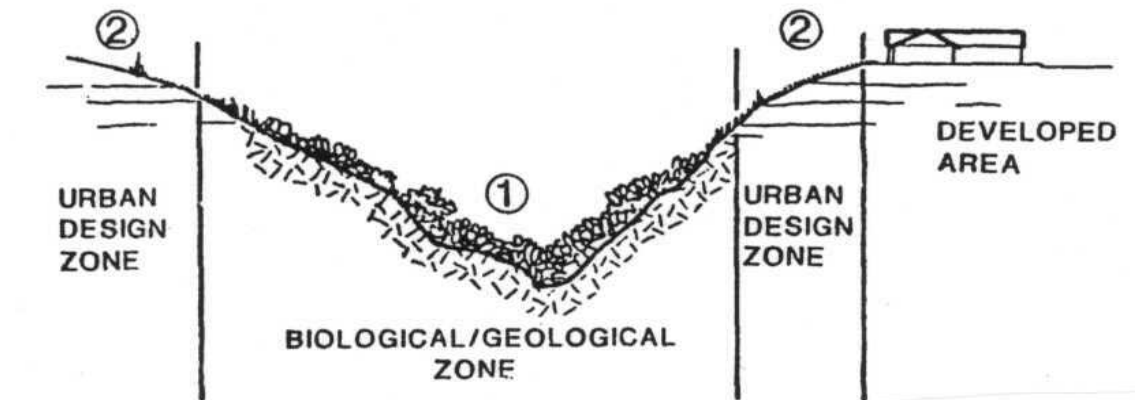
CANYON SYSTEM 5 & 6 (Washington St. & Mission Hills)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
48

The number of dwelling units permitted on a parcel should be based upon an evaluation of: 1) this plan's very low-density (1-4 D.U./acre) designation for open space, and 2) the analytical tools described above.

HILLSIDE EVALUATION MODEL

Components of the Hillside Evaluation Model are defined below and schematically shown on Figures 45, 46, 47, and 48. These maps are representative only and are to be used for illustrative purposes only. The Uptown Community Plan maps defines the open space designated by this plan.



Biological/Geological Zone (Zone 1)

The Biological/Geological Zone (Zone 1) is the highest priority preservation zone (see above). It includes any slope of 25 percent gradient or greater, and the canyon bottoms. Only very low residential development density should be allowed on site (1-2 D.U./acre). Development encroachment and grading on-site should be kept to the absolute minimum.

No grading or vegetation removal should be permitted within the undeveloped portion of this zone, unless required due to the necessity to stabilize other areas on the site.

Grading should be minimized by using the building types, such as houses on stilts, which avoid the typical grading of flat slab/construction.

Any graded areas in this Biological/Geological Zone area should be revegetated with native vegetation mix to minimize erosion and soil instability. (See Appendix I for list of vegetation.)

The remaining vacant Biological/Geological Zone area should be preserved through an open space easement, an open space lot designation, or non-buildable easement.

Urban Design Zone (Zone 2)

The Urban Design Zone (Zone 2) is a transition zone, designed to preserve the open space character of the neighborhood and afford public views to the open space system (Hillside Evaluation Model, Page 165). This zone includes 25 percent and greater slopes at the canyon rim plus other slopes that are not as highly sensitive geologically or biologically as the Biological/Geological Zone.

Development density allowable on-site in this zone should be very low-density (3-4 D.U./acre). Development encroachment into this zone should be moderate, with minimal grading. Grading should be reduced by using building types such as pole houses or houses on stilts. Location of development should be such that public views from public streets into the open space, or surrounding panorama, are not impeded, but rather are enhanced.

Unbuilt natural open space areas within this zone, should be revegetated with native vegetation and subject to dedicated open space easements, open space lots, or non-buildable easements to assure conservation of the open space system.

HILLSIDE DEVELOPMENT CRITERIA

Hillside Development Criteria, summarized in matrix format in Table 6, were formulated to determine appropriate residential dwelling unit densities for any given hillside site. These criteria integrate the results of extensive field surveys, analysis and the Zone 1/Zone 2 conceptual model of a hillside. The criteria should be used in conjunction with the City's Hillside Design and Development Guidelines (December, 1984) in evaluating a given project.

Implementation

It is recommended that rezonings to the R1-10000, R1-20000, and R1-40000 density be applied to open space areas to ensure that only very low-density development occurs in such areas. In the interim, open space densities should be enforced through a Hillside Review Permit and other discretionary permit for all projects where there is encroachment into open space areas by either the structure or grading. These actions will also ensure appropriate development on canyon rims adjacent to open space areas. Whenever such encroachment occurs, the density of the project site would be limited to between 1 and 4 D.U./acre. The appropriate density within the 1-4 D.U. range would be determined based upon the hillside/canyon evaluation criteria in Table 6, and the Open Space Priority Matrix in Appendix D. In no case, however, would the Hillside Review-portion of the site be permitted to be developed at a density greater than 4 D.U./acre. The total number of units permitted on the site could not exceed the sum of the units permitted in the Hillside Review (1-4 D.U./acre maximum) portion plus the number of units allowed by the zoning on the non-Hillside Review portion as illustrated in Table 7. The portion of the property outside the Hillside Review Zone could be developed at the density of the underlying zone. The design of development on canyon rims is addressed in the Urban Design Element of this plan.

**TABLE 6
HILLSIDE DEVELOPMENT CRITERIA
RESIDENTIAL DENSITY PERMITTED**

<u>1 Dwelling Unit/Acre</u>	<u>2-3 Dwelling Units/Acre</u>	<u>4 Dwelling Units/Acre</u>
<u>Community Evaluation</u>		
<ul style="list-style-type: none"> • Highest priority rating on open space matrix¹ (rated greater than 33.0 or in top third of Uptown canyons) • Hillside is on Uptown Community Planners'² Open Space Priority List² 	<ul style="list-style-type: none"> • Medium priority rating on open space matrix (rated 25.0 to 33.0 or in middle third of Uptown canyons) • Hillside is on Uptown Community Planners' Open Space Priority List 	<ul style="list-style-type: none"> • Low priority rating on open space matrix (rated less than 25.0 or in bottom third of Uptown Canyons) • Hillside is not on Uptown Community Planners' Open Space Priority List
<u>Urban Form</u>		
<ul style="list-style-type: none"> • Hillside is predominantly undeveloped • Surround by small scale development • Affects quality of view or vista from public land or right-of-way • Hillside is part of a community separator 	<ul style="list-style-type: none"> • Hillside is partially developed • Surround by low to medium scale development • Affects quality of view or vista from public land or right-of-way • Hillside is part of a community separator 	<ul style="list-style-type: none"> • Hillside is predominantly developed • Surround by large scale development • No views or vistas are affected • Hillside is not part of a community separator
<u>Topography</u>		
<ul style="list-style-type: none"> • Project site slopes are predominantly over 25% 	<ul style="list-style-type: none"> • Project site slopes are less than 25% 	<ul style="list-style-type: none"> • Project site slopes are less than 15%
<u>Surface</u>		
<ul style="list-style-type: none"> • Native largely undisturbed vegetation • Unstable soils, easily erodable 	<ul style="list-style-type: none"> • Non-native vegetation • Some soil instability and erosion potential 	<ul style="list-style-type: none"> • No vegetation and/or graded, disturbed surface • Stable soils not easily erodable
<u>Land Use</u>		
<ul style="list-style-type: none"> • Surrounded by low density/low intensity uses • Not proximate to a high volume roadway • Proximate to historic/cultural resources • Proximate to existing or proposed passive recreation or open sites 	<ul style="list-style-type: none"> • Surrounded by medium density/medium intensity uses • Not proximate to a high volume roadway • Proximate to historical/cultural resources • Proximate to existing or proposed public passive or active recreation or open space sites 	<ul style="list-style-type: none"> • Surrounded by high density or high intensity uses such as commercial, institutional or multifamily development • Proximate to a high volume roadway • Not proximate to historic/cultural resources • Not proximate to existing or proposed recreation or open space sites

¹See Appendix F

²See Appendix I

TABLE 7
TYPICAL DENSITY PERMITTED
BASED ON ENCROACHMENT INTO OPEN SPACE

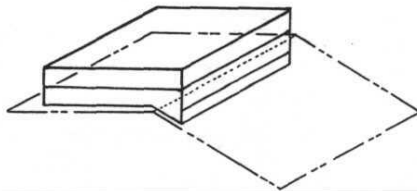
Table 7 applies to property that has not yet been rezoned to RI-1000, RI-20000, and RI-40000 zones.

SITE ASSUMPTIONS

- 20,000-square-foot site
- 50% in designated Open Space/Hillside Review Zone
- Zoning: R-600 (73 dwelling units/acre)
- Plan: medium-high density residential (45-73 D.U./acre)
- Project is a mix of 1 and 2 bedroom apartments averaging 800 square feet/unit

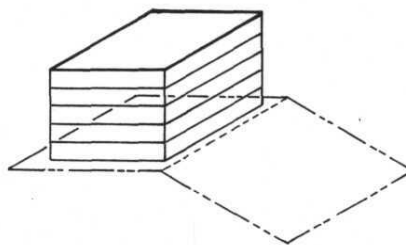
A. Project Encroaches into Open Space

- Open Space: = 0.9 D.U.
 10,000 square feet @ 4 D.U./AC
- Non-Open Space: = 16.7 D.U.
 10,000 square feet @ 73 D.U./AC 17.6 D.U.
= 18 D.U.



B. Project Does Not Encroach into Open Space

- If no part of structure or grading encroaches into designated open space, then density of entire site at R-600 is permitted:
- 20,000 square feet at 73 D.U./AC = 33.3 D.U.
= 33 D.U. total



REMOVAL FROM OPEN SPACE DESIGNATION

Removing a property from designated open space requires a community plan amendment. While the Hillside Review Overlay Zone boundary was used as one basis for determining the Open Space boundary, adjustments to the Hillside Review Overlay Zone boundary (i.e. rezonings) will not affect the plan designation.

Open Space Acquisition/Preservation Guidelines

The following are guidelines for the acquisition/preservation of open space areas.

- **GIVE ACQUISITION/PRESERVATION PRIORITY TO THOSE CANYONS THAT HAVE BEEN GIVEN HIGHEST PRIORITY BY THE OPEN SPACE PRIORITY MATRIX (APPENDIX D: TABLE 11).**

The evaluation matrix was prepared to provide a logical and consistent evaluation method for the biological/geological, urban design and general preservation values of individual canyons. A point system was developed, giving the higher value canyons a higher number of points.

Open Space Acquisition Methods

- **ACQUIRE OR PRESERVE PRIORITY OPEN SPACE BY THE FOLLOWING METHODS WHENEVER FEASIBLE**

- **Purchase**

EXPLORE FUNDING SOURCES FOR THE PURCHASE OF LAND FOR PUBLIC OPEN SPACE.

The Park and Recreation Department citywide is purchasing open space with the proceeds of Proposition C monies approved by the voters. The Uptown community, however, has to compete in funding priorities with other communities.

- **Street Closings**

RETAIN UNIMPROVED PUBLIC STREET EASEMENTS FOR OPEN SPACE WHEN APPROPRIATE.

Numerous public street easements cross Uptown canyon areas due to the original grid subdivision street pattern. Street improvements are often not feasible due to the steep terrain.

STREET RIGHTS-OF-WAY SHOULD BE VACATED ONLY IF THE FOLLOWING FINDINGS CAN BE MADE THAT THE RIGHT-OF-WAY WILL NOT BE NEEDED IN THE FUTURE:

- For public access to individual parcels or to public open space;

- To provide public parking;
- To provide open space for public use; or
- To maintain views of open space from public rights-of-way.
- **Assessment Districts**

ENCOURAGE FORMATION OF ASSESSMENT DISTRICTS BY LANDOWNERS TO PRESERVE OPEN SPACE.

The assessment district method uses tax-exempted bonds paid back by monies collected through an assessment that is financed by the affected landowners adjacent to a particular canyon area. The cost of open space preservation is dispersed with equity and according to benefit. Special assessment districts may be formed under provision of state law or under provisions of the City's own policies and procedural ordinance for the purpose of acquiring open space properties. Assessment districts for open space acquisition are initiated by the City Council. Assessment districts, however, are often difficult to implement because of the necessity to have majority agreement by all participating property owners, combined with the high cost of the land, which makes the individual assessments costly.

- **Development Agreements**

PURSUE DEVELOPMENT AGREEMENTS TO ACQUIRE OPEN SPACE AS PART OF PROJECTS WHICH REQUIRE DISCRETIONARY PERMITS.

Development agreements involve the preparation of a legal agreement between the City and an individual/group/corporation/association, etc., by which the City grants certain rights to the individual or group in return for concessions that provide special benefits to the City. These concessions can include cash, services, or land and should include means for the financing of open space maintenance.

Development agreements can be conditions of hillside development permits, plan amendments and discretionary permits. Development agreements should also be used for any needed additional public park purchases. Such agreements may be applied individually on a development-by-development basis or may be combined by collecting funds from several developments for one single purchase.

- **Donations**

ENCOURAGE OPEN SPACE DONATIONS TO THE CITY THROUGH THE USE OF EXISTING TAX INCENTIVES.

The community should encourage its citizens to consider the tax advantages of cash, services, or land donations for open space and recreational area preservation and maintenance purpose. The City's nonprofit Endowment Corporation should be involved in expanding the donations or endowment program for open space preservation in the Uptown area.

Conservation, Cultural and Heritage Resources

CONSERVATION, CULTURAL AND HERITAGE RESOURCES

EXISTING CONDITIONS

The Uptown community planning area has a rich and varied cultural past which is reflected in many historic structures, streets, places, names, and other cultural features. These cultural and heritage resources represent a significant tie to San Diego's early history dating back to the 1880s. Additionally, some paleontological specimens may exist beneath a highly urbanized section of the community, particularly along the western slopes of the planning area. Evidence of archaeological sites has been discovered in several of the community's canyon hillside areas.

The planning area contains many historic buildings which are culturally significant as individual structures. These are considered historic either because they exemplify the construction techniques and architectural elements of a particular period or architect, or because of their relationship to historic personages or events. There are, however, many structures which may not be culturally significant as individual buildings, but are perhaps even more important than singular structures because they represent a combined physical relationship which contributes to the ambiance of historic San Diego neighborhoods such as Banker's Hill, Park West, Middletown, and Mission Hills.

Designated historic sites in Uptown are not limited to structures, but also include a cemetery, bridges and a tree. Signs such as "Jimmy Wong's Dragon" on University Avenue at Fourth Avenue may also have potential historic significance.

ARCHITECTURAL STYLES

Historic building types currently found in the community planning area include the following architectural styles:

VICTORIAN:

Architectural style of the 1800s utilizing elaborate decorating details including gables and arches to accentuate height and towers capped with peaked roofs.

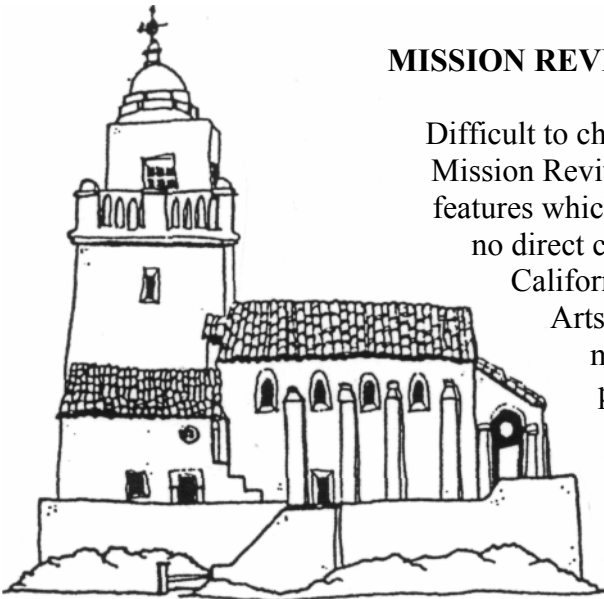


QUEEN ANNE:

The incongruously-named architectural fashion of the late 19th century, it usually emphasized rounded corner towers, shingles and a mixed ornamental language derived from other late 19th century architectural fashions.



MISSION REVIVAL:



Difficult to characterize in any exact manner, the so-called Mission Revival is a combination of exterior and interior features which varied as the style developed; it bears almost no direct connection to the Mission architecture of Old California but it is rather a conglomeration of late Arts and Crafts "simplicity" (honest use of materials, etc.), tile roofs, stucco walls and pseudo-Mexican Colonial design elements with vestiges of Richardson Romanesque heaviness and some early modern interest in plain surfaces.



CALIFORNIA BUNGALOW:

The California Bungalow was a simplified residential style with prairie school influence. This clean and functional architectural type was indigenous to California (1910-1925). It is typically a single story stucco structure with elephantine front porch columns supporting a small cable.

CRAFTSMAN BUNGALOW:

Single story house built in the early 1900s with broadly pitched overhanging gables, exposed beams beneath overhanging eaves, projecting brackets and chalet like influences.

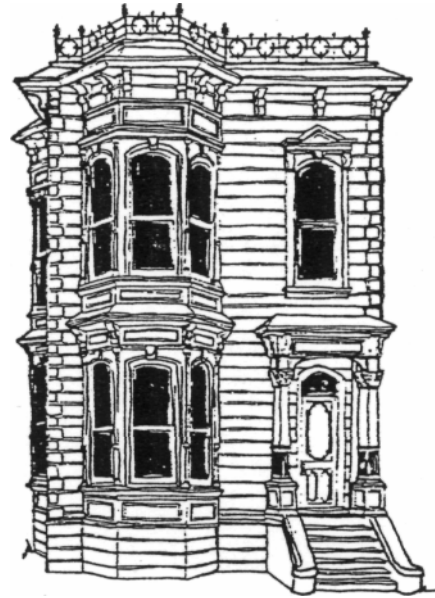


CLASSIC BOX:

The two-story box shaped turn of the century architectural style for residential structures, was Italianate in detail and indigenous to the west coast.

ITALIANATE:

A period term which included forms and ornament derived especially from 15th and 16th century Italian architecture, notably from the Mannerist and Early Baroque era in Italy (ca. 1530 to 1590).



SHINGLE STYLE:

The late 19th century architectural fashion which derived from sources in New England of the late 17th century, and from certain progressive eastern architects variations on them; it often combined features of other late 19th century architectural fashions, especially Richardson Romanesque and Queen Anne.

STICK STYLE:

The late 19th century architectural fashion derived from the ideas of Eastlake, often combining various local features. A subphase emphasized "Moorish" details, such as horseshoe arches, etc.



PRAIRIE SCHOOL:

Frank Lloyd Wright, the renowned Chicago architect is credited with the invention of this early 20th Century style of residential design (1910-1925). The prairie style was created to imitate the Midwestern landscape with an accent on horizontal lines with casement windows, and a composition of geometric planes.

HISTORIC SITES

Under the direction of Dr. Ray Brandes, the Uptown and Middletown State Historic Site Surveys were completed in 1981 for the Park West and Middletown areas (Table 8). Park West, is the location of historic Banker's Hill where some of the City's most prestigious and influential families once resided. These historic residences represent some of the City's most unique examples of late 19th century architecture.

Architecturally Significant Buildings or Neighborhoods

Three neighborhoods are described below. Each is significant because of its unique architectural attributes.

BANKERS HILL: Located within the Park West neighborhood, this area contains some of the City's finest examples of Victorian, Queen Anne, and Italianate architecture. As show in Figure 49, a significant number of state historic landmarks as well as potential sites can be found in this area.

INDIA STREET CULTURAL DISTRICT: A two-block area located between India, Chalmers, Columbia, and Washington Streets contains a cluster of buildings which may possibly date back to the 1920 - 1930 era. The area is a thriving, pedestrian scale commercial/retail center with numerous specialty shops and restaurants. This area may be considered a potential site for a State Historic Cultural District.

HILLCREST: A commercial retail area which is generally bounded by University, Third, Sixth, and Robinson. The two-story buildings along these streets represent a unique and historic relationship between building facades and pedestrian sidewalk areas. Several areas feature ground level retail with upper story residential use. Many rooftop elements also feature sculptural friezes and unique variations in height and architectural ornament.

In addition to the unique neighborhoods described above, some 44 sites in the planning area have been designated by the Historical Site Board as historic landmarks. These historic landmarks are described in Table 8 below and are shown in Figure 49.

TABLE 8

DESIGNATED HISTORICAL LANDMARKS IN UPTOWN

1. **CALVARY CEMETERY, WASHINGTON PLACE:** A city-owned park featuring a pioneer cemetery, located in Mission Hills.
2. **GILL HOUSE, 3776 FRONT STREET:** A single-story residence designed and lived in by San Diego architect Irving J. Gill.
3. **LEE HOUSE #2, 3353 ALBATROSS STREET:** An early modern cottage designed by Irving Gill. Its original owner, Alice Lee, was the sister of Franklin D. Roosevelt's first wife.

LEE HOUSE #4, 3367 ALBATROSS STREET: One of a group of four structures featuring Gill's techniques with low-cost housing experimentation.

TEATS HOUSE #2, 3415 ALBATROSS STREET: A unique house featuring Gill's early modern style.

TEATS HOUSE #3, 3407 ALBATROSS STREET: A two-story residential unit designed by Irving Gill.

WIARD FAMILY RESIDENCE, 3536 FRONT STREET: A two-story Late Victorian featuring box bay, rounded windows, transom windows with diamond shaped panes, and leaded glass elements.

4. **MARSTON HOUSE, 3525 SEVENTH AVENUE:** A home designed by Gill, in an adapted New England and English half-timber style.

BURNHAM HOUSE, 3565 SEVENTH AVENUE: A modified English half-timber designed by Gill and Hebbard. This home features extensive landscaping including huge lawns, vine wrapped roofs and arbors, Jacaranda tree, brick walkways and patios.

CASITT HOUSE, 3526 SEVENTH AVENUE: A Gill house built in 1906.

TEATS HOUSE, 3560 SEVENTH AVENUE: An early modern Gill house influenced by the Prairie School style.

ALICE LEE RESIDENCE #1, 3578 SEVENTH AVENUE: One of a group of three homes designed by Gill around a common garden landscaped by Kate Sessions.

5. **SPRUCE STREET FOOT BRIDGE, BETWEEN FRONT STREET AND BRANT STREET:** A 375-foot-long suspension bridge standing 70 feet above the canyon floor, built in 1912. This bridge gave residents on the east side of Spruce Canyon access to the 4th Street trolley.

MARTIN HOUSE, 3147 FRONT STREET: A residence designed and influenced by the Prairie School Style.

COULTER RESIDENCE, 3162 SECOND AVENUE: A 2 1/2-story Mission Revival house with medium pitched tiled roof and penthouse. Features an arched entranceway and iron rail stairwell.

OTIS RESIDENCE, 3255 SECOND AVENUE: Built around 1911, featuring heavy timber eaves, massive chimney and gabled roof.

MERTZMAM-WINANS RESIDENCE, 3303 SECOND AVENUE: A Western Stick Style residence with cobblestone porch.

A.H. SWEET RESIDENCE, 435 SPRUCE STREET: A Mission Revival residence featuring a unique archway entrance.

6. **WHITE RESIDENCE, 136 REDWOOD STREET:** A 2 1/2-story modified Prairie Style residence with extensive landscaping and steep gable.
7. **PARK PLACE METHODIST EPISCOPAL CHURCH, 508 OLIVE:** A Classic Revival style church which features a cupola with stained glass dome and statute of the Archangel Raphael.
8. **BRITT SCRIPPS HOUSE, 406 MAPLE STREET:** A three-story Queen Anne residence built in 1889.
9. **WEGEFORTH HOUSE, 210 MAPLE STREET:** - The story Early Modern residence of Harry Wegeforth, founder of the San Diego Zoological Society.
10. **WATERMAN MONUMENT, CORNER OF MAPLE STREET AND ALBATROSS STREET:** Located on the edge of Maple Canyon at Albatross and Maple Street commemorating historic canyon flight.
11. **LONG WATERMAN HOUSE, 2408 FIRST AVENUE:** A two-story Queen Anne residence featuring a low hipped roof, projecting dormer, stained glass, a domed tower, and curved front porch with lattice work screen.
TIMKEN HOUSE, 2508 FIRST AVENUE: A Queen Anne Victorian residence built in 1888 featuring both tiffany cut glass and stained glass; built for prominent businessman Kerry Timken.
TORRANCE HOUSE, 136 JUNIPER STREET: Queen Anne Victorian built in 1887 featuring stained glass, decorative frieze, and pediment with open arch.
12. **MAJOR MOLAN HOUSE, 2214-24 SECOND AVENUE:** A Colonial Revival home featuring hip roof, hip dormers, pediment, and two-story bay.

CHARLOTTE BUSHNELL HOUSE, 2368 SECOND AVENUE: A Queen Anne transitional Victoria with Palladian windows, stained glass, and Doric porch columns.

HAZARD RESIDENCE, 2330 THIRD AVENUE: A Western Stick Style building with clapboard siding featuring a circular porch with Ionic columns and a classical balustrade of round spindles.

13. **FLORENCE HOTEL TREE, GRAPE STREET BETWEEN THIRD AVENUE AND FOURTH AVENUE:** A large Morton Bay Fig tree planted in the late 19th century, exhibiting an extremely well developed, buttress root system and trunk.

14. **HOUSE-LOT D, 1929 FRONT STREET:** A two-story Stick Style home featuring spindle stairway and applied wooden ornament.

SHERMAN/DOIG HOUSE, 136 WEST FIR STREET: A two and one-half story Stick Style residence featuring pitched roof with many distinctive porch elements.

SHERMAN-JUDSON HOUSE, 1930 FIRST AVENUE: A two and one-half story Queen Anne built in 1887.

15. **WATTS HOUSE, 1767 SECOND AVENUE:** A rectangular wooden frame Italianate Cottage typical of late 1800s working class homes, has dentil course motif, and scrolled wooden brackets.

16. **CHAPLAIN'S RESIDENCE, 836 WASHINGTON STREET:** A late 19th century vernacular cottage with gabled roof, and heavy cornice encircling the building. This residence was originally part of St. Joseph's sanitarium.

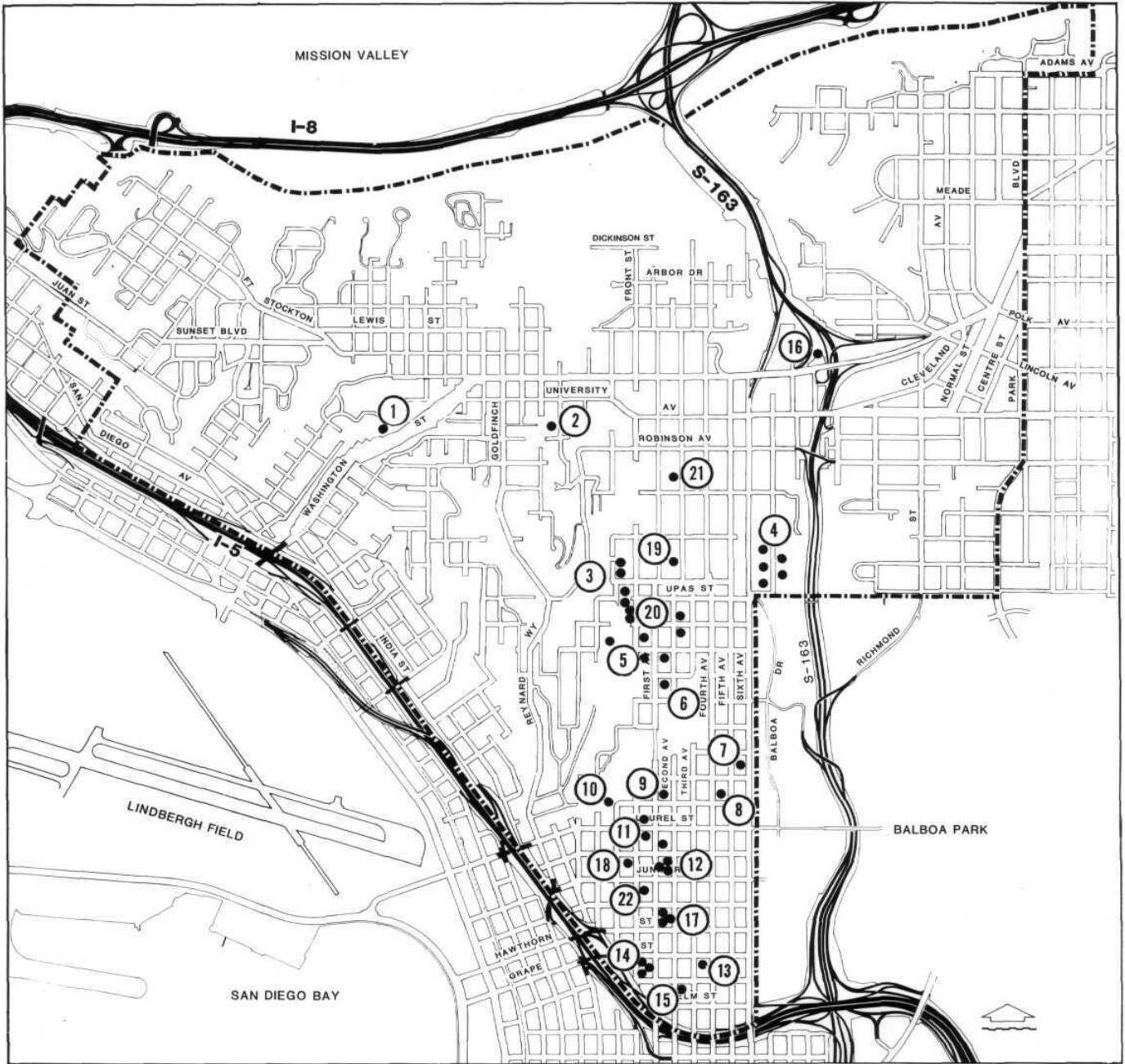
17. **BRODRICK-KENNY HOUSE, 2133 SECOND AVENUE:** An elegant 2 1/2-story Queen Anne residence built in the late 1800s featuring an octagonal bay window and latticework screened porch.

HAWTHORNE INN, 2121 FIRST AVENUE: An old rooming house built in 1900, featuring vernacular elements such as a semicircular front porch, and two-story colonnade.

NASON RESIDENCE, 2169 FIRST AVENUE: A Colonial Modern home with spindle and post balcony and beveled glass.

18. **GARRETTSON HOUSE, 2366 FRONT STREET:** A three-story wooden residence with bay window, bracketed porch, Ionic columns, an arched entrance porch with pediment, and antique glass.

19. **DAY'S LITTLE HOUSE, 3518 THIRD AVENUE:** A Victorian cottage with rectangular ship's cabin cupola, arcade at entrance with Ionic columns built in the 1880s.



Historical Landmarks – (See Table 8, page 179)



HISTORICAL LANDMARKS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
49

20. **ANTHONY RESIDENCE, 3333 FRONT STREET:** A three-story box Italianate residence built in 1906.

MOORE HOUSE, 3351 FRONT STREET: An Eastlake style home with mansard roof, two gables with pediments; estimated to have been built in the early 1890s.

21. **SIESS HOUSE, 3720 THIRD AVENUE:** A one-story, wood framed Oriental Box featuring dormered roof with slightly flared eaves and two Corinthian columns.
22. **JUDGE MONROE ANDERSON HOUSE, 2257 FRONT STREET:** A two-story residence with bracketed broad eaves.

RE-USE OF HISTORIC RESIDENCES

Under the provisions of either the existing zoning and/or Conditional Use Permit provisions, many historic residences are being rehabilitated for office or commercial use. While this rehabilitation technique has probably resulted in the preservation of many historic structures, such uses in single-family residential areas can impact neighborhoods with a shortage of parking and an increase in traffic, as well as other impacts.

Objectives

- Promote the establishment of historic, cultural, and paleontological districts where appropriate.
- Develop and implement preservation incentives and strategies.
- Preserve historic structures at their original location as well as in their historic context whenever possible.
- Preserve groups of structures and/or facades which together contribute to the historic or cultural significance of an area.

Recommendations

1. Establish historic or cultural districts in Bankers Hill, Hillcrest and on India Street as described in this plan element, or other areas where appropriate based upon subsequent surveys.
2. Require that the design of new or remodeled structures conform to the historic characteristics of the neighborhood.
3. Complete the Historical Site Board inventory and map survey to include the rest of the Uptown community planning area.

4. Limit the development potential of areas with historic buildings, particularly those which are in predominantly single-family residential use.
5. Conditional Use Permits for the nonresidential use of historic sites located in areas designated low-density should not be approved.
6. Consider the development of a Transfer of Development Rights Program which would allow development rights to be transferred from historic structure sites to areas suitable for more intense urban development.
7. Consider development of a Historic Review Overlay which would require discretionary review of projects involving a historic or potentially historic structure as identified by the Historical Site Board.
8. Explore potential sources of federal, state, and local funds for acquisition, preservation, and management of cultural resources.
9. Consider the development of a pedestrian-oriented urban trail system which features the area's cultural and historic resources, including historic structures, open space canyons, and pedestrian bridges.
10. Consider the exemption of existing historically significant signs from the citywide sign ordinance conformance program.
11. Prepare tailored zoning to be applied to potentially historic structures to provide for office use of such structures. This zone should only be applied within either the office/residential or a multifamily designation adjacent to the existing commercial areas or transportation corridors. It could also be applied in other multifamily areas if it is found that office use is appropriate. In general, the zone should be used on a limited basis; historic site designation and a Conditional Use Permit may be the preferred procedure to allow office use in isolated structures.

PLAN IMPLEMENTATION

PLAN IMPLEMENTATION

The community plan establishes goals and objectives to guide the growth and revitalization of the Uptown. The goals and objectives outlined in this document are, in effect, calls for action. 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 goals and objectives and recommendations of the community plan. This section lists the actions necessary to implement the plan.

TAILORED ZONING

- Prepare tailored zoning regulations for all or portions of the community based upon the objectives and recommendations of the Urban Design Element.
- Include, as part of all tailored zoning regulations, minimum standards pertaining to, among other provisions, minimum landscaping requirements, floor area ratio and building height limitations, minimum yard and setback requirements, provision for building scale and architectural detailing and provisions for regulations establishing relationships with abutting buildings.
- Establish coordinated parking and landscaping regulations tailored to the needs of the community.
- Establish design standards and zoning regulations pertaining to permitted residential density increases based upon parcel accumulation.
- Establish a 30-foot height limit on the westerly slopes of Mission Hills in addition to other design controls to protect public views. These controls should be incorporated into the individual zones applied to this area, to replace the temporary height limit now in effect.

Refinements and modifications to the recommended development intensities for both residential and commercial development as well as for permitted uses may be incorporated into implementing legislation. It may be necessary to adjust land use and density boundaries in order to properly apply implementing zoning legislation. Such adjustment may be especially necessary in canyon rim areas where the potential for development based upon slope, lot sizes and lot patterns must be weighed against the scale and character of surrounding uses and the views and access into designated open space areas.

TRANSPORTATION

- Incorporate within the Capital Improvements Program recommended circulation and bikeway improvements.
- Implement recommended transit service improvements.

- Work with the Metropolitan Transit Development Board to appropriately locate a transit center in the community.
- Establish a parking district to provide public parking facilities.

COMMERCIAL REVITALIZATION

- Continue the ongoing efforts to revitalize the commercial areas of the community which are included in Business Improvement Districts.
- Promote interest and commitment by local businesses and the community-at-large in the revitalization of all commercial areas of the community.
- Evaluate the feasibility of establishing additional Business Improvement Districts within the community.

PRESERVATION

- Establish a comprehensive survey program for the purpose of identifying historically and architecturally significant buildings and districts.

PARKS AND OPEN SPACE

- Establish ongoing programs aimed at maximizing the use of existing recreational facilities, maximizing efforts to expand existing recreational facilities, and obtaining financing necessary to maintain these programs.
- Continue the ongoing open space acquisition program.
- Rezone city-owned parks and open space to the appropriate Open Space Zone.
- Rezone privately owned designated open space as follows and as shown in Figure 50:
 1. Rezone areas designated for one dwelling unit per acre in the Open Space Element of the community plan to R-1-40000.
 2. Rezone areas designated for 2-3 dwelling units per acre to R-1-20000.
 3. Rezone areas designated for four dwelling units per acre to R-1-10000.
- Confirm that the boundaries of the Hillside Review Overlay Zone are appropriate.

CANYON FIRE PREVENTION

The potential for brush fires peaks from May through October. Little rainfall, combined with summer heat and Santa Ana winds, can create an explosive condition. This is one of the reasons that development is discouraged in canyons.

In the short term property owners should thin out existing woody or dry vegetation, install irrigation at top of slope to establish a buffer, and plant low-growing drought-tolerant fire-retardant plants at top of slope.

Over the long term, fire-retardant or resistant trees and plants should be planted in yard areas.

PUBLIC IMPROVEMENTS

- Community facilities are normally provided through the City of San Diego's Capital Improvements Program which sets forth a six-year program of providing public facilities on a citywide basis. It is the responsibility of the community planning process to identify future public improvements for incorporation into future Capital Improvement Programs. The public improvements set forth in the Transportation, Public Facilities, Park and Recreation and Open Space Elements of this document provide the combined list of public improvements recommended for the Uptown community plan area.

INSTITUTIONAL

Apply the Institutional Overlay Zone to areas designated for hospital, school, library, post office or fire station use where the sites are in public ownership.

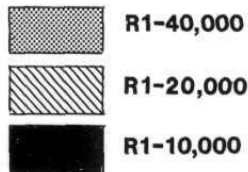
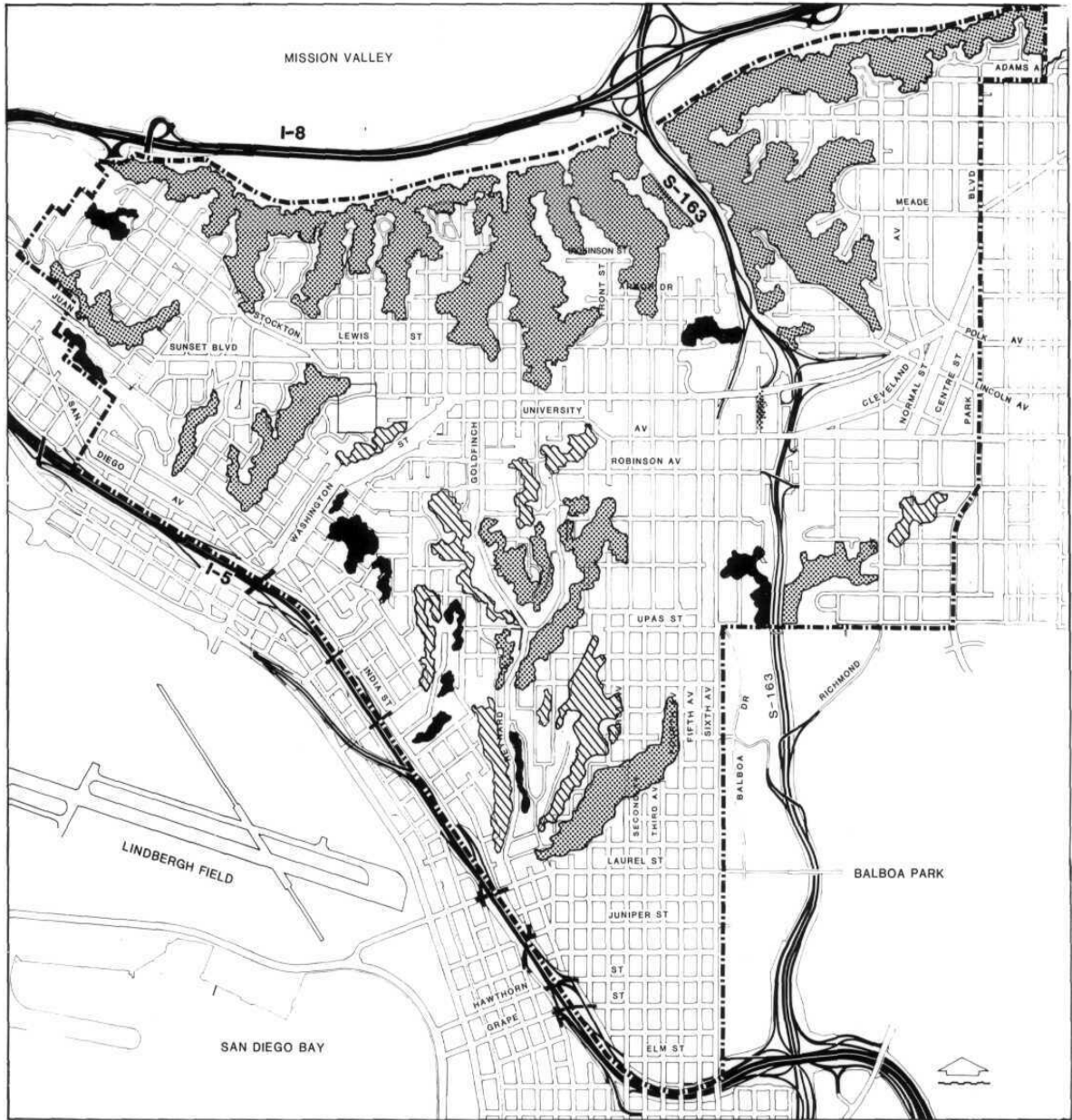
Rezone institutional sites as appropriate to allow their re-use consistent with surrounding uses, should the institutional use be discontinued.

FINANCING

There are two primary methods of financing public improvements for an urbanized community such as Uptown.

The traditional or standard method of financing public improvements is through the Capital Improvements Program which is adopted annually by the City Council. The Capital Improvements Program is a six-year program predicated on monies anticipated being available during that period. Public improvements scheduled for the first year of the Capital Improvements Program are the recipients of funds appropriated by the City Council. Public improvements scheduled over the next five years are based upon funds expected to be available.

A more long-term financing program is undertaken upon the adoption of the community plan. This Public Facility Financing Plan provides for the rehabilitation and construction of the additional public facilities which will be needed as the community develops over the next 20 years and will identify the sources of financing for these facilities.



RECOMMENDED ZONING OF DESIGNATED OPEN SPACE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
50

**TABLE 9
SCHEDULE OF ACTIONS**

Category	Action	Timing	Responsibility	Finance
1. ORGANIZATION Plan Review and Maintenance.	The City of San Diego with assistance from other agencies, the community planning group and other community organizations should: 1. Initiate actions to implement plan proposals. 2. Monitor development activity for conformance to the plan. 3. Ensure that the City's Capital Improvements Program is consistent with the goals and recommendations of this plan. 4. Review and update this document and make major amendments when necessary.	Continuing	Planning Department	City
2. LAND USE Development Regulations	Prepare tailored zoning. Initiate rezonings consistent with the recommendations in the Housing, Commercial, Open Space, and Urban Design Elements. Amend the R1 zoning standards to incorporate the recommended floor area limitations in open space areas (Urban Design Element, Hillside and Open Space, Recommendation No. 1.)	Immediate	Planning Department	City
3. COMMERCIAL REVITALIZATION	Expand and continue the commercial revitalization projects. Areas to receive assistance and improvements should be chosen based upon interest and commitment by local businesses, as well as other factors established by this plan.	Continuing	Economic Development Division (Property Department) and Planning Department	CDBG* and City
4. CULTURAL AND HERITAGE RESOURCES	Undertake a comprehensive historical and architectural survey of the cultural and heritage resources of the community.	As soon as possible	Planning Department Community and Historical Organizations	CDBG, state grant and/or City
5. URBAN DESIGN Project Review	The Urban Design Element recommendations should guide all discretionary projects.	Continuing	Planning Department	Applicant
6. TRANSPORTATION A. Circulation	Provide improvements as recommended in the Transportation Element.	Continuing	Engineering and Development Department	City, federal private development impact fees

**TABLE 9
SCHEDULE OF ACTIONS**

Category	Action	Timing	Responsibility	Finance
B. Transit	Provide a bus transfer facility	FY 88	Metropolitan Transit Development Board	Federal, development impact fee and/or assessment district
C.	Provide recommended service	FY 89	Metropolitan Transit Development Board	Sales tax (proposed)
7. PARKING				
A. Commercial	Expansion of commercial use should be conditioned on the provision of off-street parking. Include as part of tailored zoning legislation and establish parking district to provide a portion of required parking.	Immediately	Planning Department	
B. Residential	As part of the preparation of tailored zoning legislation, study the parking needs in the residential areas. The configuration and size of garages should be adequate to ensure their use.	Immediately	Planning Department	
8. PARKS	Use park fees for the expansion and upgrading of park and recreation facilities and the acquisitions of new park acreage. Mini-parks should be acquired and improved.	Continuing	Park and Recreation Department	
9. OPEN SPACE Bonds	Continue acquisition of open space.	Continuing	Park and Recreation Department	Open Space
	Rezone city-owned open space to the appropriate open space zone.	Immediately	Planning Department	City
	Continue brush clearance program	Continuing	Fire Department and property owners	City and private
	Where feasible, vacate street right-of-way in open space areas.	Immediately	Planning Department Engineering and Development	City
10. FINANCING	Adopt a financing plan showing public improvements, timing and source of financing.	Immediately	Engineering and Development Department	City

* Community Development Block Grant

SOURCES OF FINANCING

A number of financing mechanisms are available to implement the variety of public improvements and services called for in this plan. The Financing Plan to be prepared and adopted as part of this community plan will specify the method of financing for all proposed improvements. The following are some of the potential funding sources.

ISSUANCE OF SPECIAL BONDS: Local governments have traditionally issued bonds to raise the capital needed to construct major public improvements — sewer plants, water systems, and public buildings.

Revenue bonds are backed by a reliable flow of future revenues from the facility or enterprise they fund, such as the construction of parking facilities and other such public facilities. Because revenue bonds are secured by the proceeds from the enterprise they fund, they carry higher interest rates than general obligation bonds.

Lease revenue bonds are issued by a nonprofit corporation or special authority which constructs a facility and leases it to the City. Lease payments provide the revenue to pay off the bond and, when the bond is retired, the facility is turned over to the City. Some local agencies have used this method to finance administrative centers and schools.

Special assessment bonds are a traditional tool for financing sewer, water, street, sidewalk, street lighting, open space acquisition, and similar projects which benefit property owners within a given area. Assessment bonds issued under the Improvement Act of 1911 are secured solely by the properties that benefit from and are assessed for the improvements. Assessment bonds issued under the Improvement Act of 1915 are secured by the assessed property plus a special reserve fund authorized by 1979 legislation to cover delinquencies.

Any of these special bond measures could conceivably be used for improvements in Uptown. However, all would entail the prospect of additional financial burdens on all property owners within the assessment district.

BUSINESS IMPROVEMENT DISTRICTS: Business Improvement Districts are a mechanism by which business owners may assess themselves, with the City's authorization, to raise money for promotional and other activities which will benefit the business district. A Business Improvement District (BID) is formed under the City's authority but is done so only by petition of business owners. Payments are made through a surcharge on the business license fee.

Funds may be used for the following:

- Acquisition, construction or maintenance of parking facilities for benefit of the area.
- Decoration of public places.
- Promotion of public events.

- Furnishing of music in a public place.
- General promotion of businesses in the district.

A BID is in operation in the Hillcrest Commercial Core.

FEES: Another potential mechanism for funding facilities and amenities is the imposition of special fees on new development within the area.

Unlike taxes which are levied to raise general revenue, fees are levied to finance a specific activity, facility or service which confers a direct, identifiable benefit on those paying the fee. There are several sources of authority for imposing fees.

An important class of fees are development impact fees charged to new development at the time the project is approved or a building permit is issued. Such a fee has been established for Uptown based upon major public improvement needs in the community. The fee addresses the following:

- **TRANSPORTATION:** including street widenings, rehabilitation of existing roadways, traffic signals, pedestrian ramps, and storm drains.
- **PARK AND RECREATION:** based upon the current park inventory, remaining parks to be built out in the community plan, and the potential for providing additional parks to compensate for the park deficiency in Uptown.

A "fair share" allocation of the community-wide costs was made to a new development on the basis of the relative amount of development planned for the future compared to the total community plan build-out, including both residential and commercial projects.

The Subdivision Map Act also authorizes a city to impose fees in-lieu-of dedications of land or improvements as a condition of subdivision approval, provided that the fee is reasonably related to the project being approved.

Water and sewer fees collected from users are used in part to finance the continuing replacement of the aging concrete sewer mains and cast iron water mains.

Under various statutory provisions, local governments can charge fees for services such as police and fire protection and for maintenance of existing facilities. In addition to specific state authorization, charter cities, such as San Diego, have a broad implied constitutional authority to impose fees for municipal facilities and services.

COMMUNITY DEVELOPMENT BLOCK GRANT: This funding source is now being used for commercial revitalization efforts. Its use is restricted to projects which primarily benefit low- and moderate-income households. It is expected that block grant funding will continue to support revitalization, including low-interest loans and streetscape improvements, and possibly assist in historic preservation activities.

SAN DIEGO GAS AND ELECTRIC COMPANY: The under grounding of utilities on major streets should continue to be accomplished by San Diego Gas and Electric Company. These projects are included in the Capital Improvements Program.

OPEN SPACE BONDS: Extensive open space acquisition is currently being accomplished with open space bonds. Efforts should continue to obtain these funds for the appropriate canyon and hillside areas in Uptown. A matching-fund program could be established to encourage the use of assessment districts in combination with bond financing.

GENERAL PLAN CONFORMANCE

GENERAL PLAN CONFORMANCE

This plan contains a number of recommendations which will help to meet the goals of the Progress Guide and General Plan in the areas of housing; commercial development; transportation; public facilities, services, and safety; open space; recreation; conservation; energy conservation; cultural resource management; and urban design. Recommendations which implement or otherwise affect general plan goals are outlined below:

HOUSING

This plan provides for the conservation of existing single-family neighborhoods and the intensification of higher density residential development in the urban core areas and along the major transportation corridors. Both mixed-use and multiple use projects are encouraged to develop in the urbanized commercial areas of the community.

COMMERCIAL DEVELOPMENT

Development controls are recommended to enhance the pedestrian orientation and character of commercial areas. Programs for the physical revitalization of strip commercial areas are recommended, as is the utilization of a shared and/or joint use off-street parking. Street tree themes have been developed for the major thoroughfares and additional landscaping is encouraged in all commercial areas.

TRANSPORTATION

This plan recommends that traffic be diverted from local streets onto major thoroughfares where possible. Minimal street widenings have been recommended but not at the expense of the associated pedestrian amenities. Increased off-street parking is recommended.

It is recommended that major employers utilize mass transit incentive programs. This plan also provides recommendations for bicycle paths and bicycle rack storage facilities.

CONSERVATION OF CULTURAL RESOURCES

This plan recommends the preservation of historic structures and the establishment of historic, cultural and paleontological districts where appropriate. Additional recommendations include the completion of the Historical Site Board inventory and map survey, the limiting of development potential in areas with significant numbers of historic structures, and the possibility for the transfer of development rights from sites with significant historic resources. To promote the conservation of historical areas, this plan also recommends the examination of a Historic Review Overlay Zone in the Park West, Banker's Hill, Hillcrest and India Street areas.

OPEN SPACE AND RECREATION

The Open Space and Recreation Element of this plan provides recommendations which will enhance park areas and preserve the natural character of hillsides and canyons. Slopes greater than 25 percent have been designated as open space and limited to a density range of 1-4 dwelling units per acre.

PUBLIC FACILITIES, SERVICES AND SAFETY

Both public school and library facilities appear to be adequate to meet the needs of the community and it is recommended that these facilities be expanded as necessary. Police and fire protection is also adequate and should be expanded as the area's population increases. The existing brush clearance program should continue as should the periodic replacement of aging water and sewer lines. This plan recommends that a financing plan showing the timing, phasing and financing of public improvements be developed and adopted as method of ensuring adequate levels of public service.

URBAN DESIGN

Urban design guidelines have been developed for each major neighborhood within this community. This plan provides for the protection of public views of open space and water areas, particularly along the western slopes of the community. Emphasis has been placed on canyon rims and hillsides where an attempt has been made to preserve the complementary relationship between natural land forms and man-made structures.

This plan also endeavors to coordinate the design of the urban streetscape, the development of pedestrian amenities, and the intensity of development. Specific recommendations have been included to retain and enhance the pedestrian orientation of many commercial areas as well as the existing pedestrian paths and bridges which are located throughout the community.

GENERAL PLAN AMENDMENTS

The Progress Guide and General Plan should be amended at the earliest opportunity to reflect the changes brought about by the Uptown Community Plan. The general plan map should reflect the following:

General Plan Designation

- Community Center
- Office and Specialized Commercial
- Resource Based Park
- Open Space
- Other Institutions
- Residential Neighborhood
- Freeways
- Prime Arterials
- Major Streets

Uptown Community Plan Designation/Location

- The area surrounding Fifth and University Avenues
- Commercial/Mixed-Use
- Commercial/Multiple Use
- Office/Multiple Use
- Balboa Park extension north- east of Upas Street and Route 163.
- Open Space
- Hospital (Mercy Hospital and UCSD Medical Center)
- All other land use designations
- Freeway (I-5 and Route 163)
- Four-Lane Primary Arterial*
- Six-Lane Major*
- Four-Lane Major*

*See Transportation Element, Street Classifications.

APPENDICES

APPENDICES

APPENDIX A

**TABLE 10
CITYWIDE OPEN SPACE RETENTION LIST**

<u>No.¹</u>	<u>1983 Rating and Category²</u>	<u>Recommended Method³ of Retention</u>
8	A	P
37	72-B	S
48	66-C	S
61	60-C	S & P
72	56-D	S
82	53-D	S & P
111	42-F	S
112	42-F	S
120	38-G	S & P
132	31-G	S

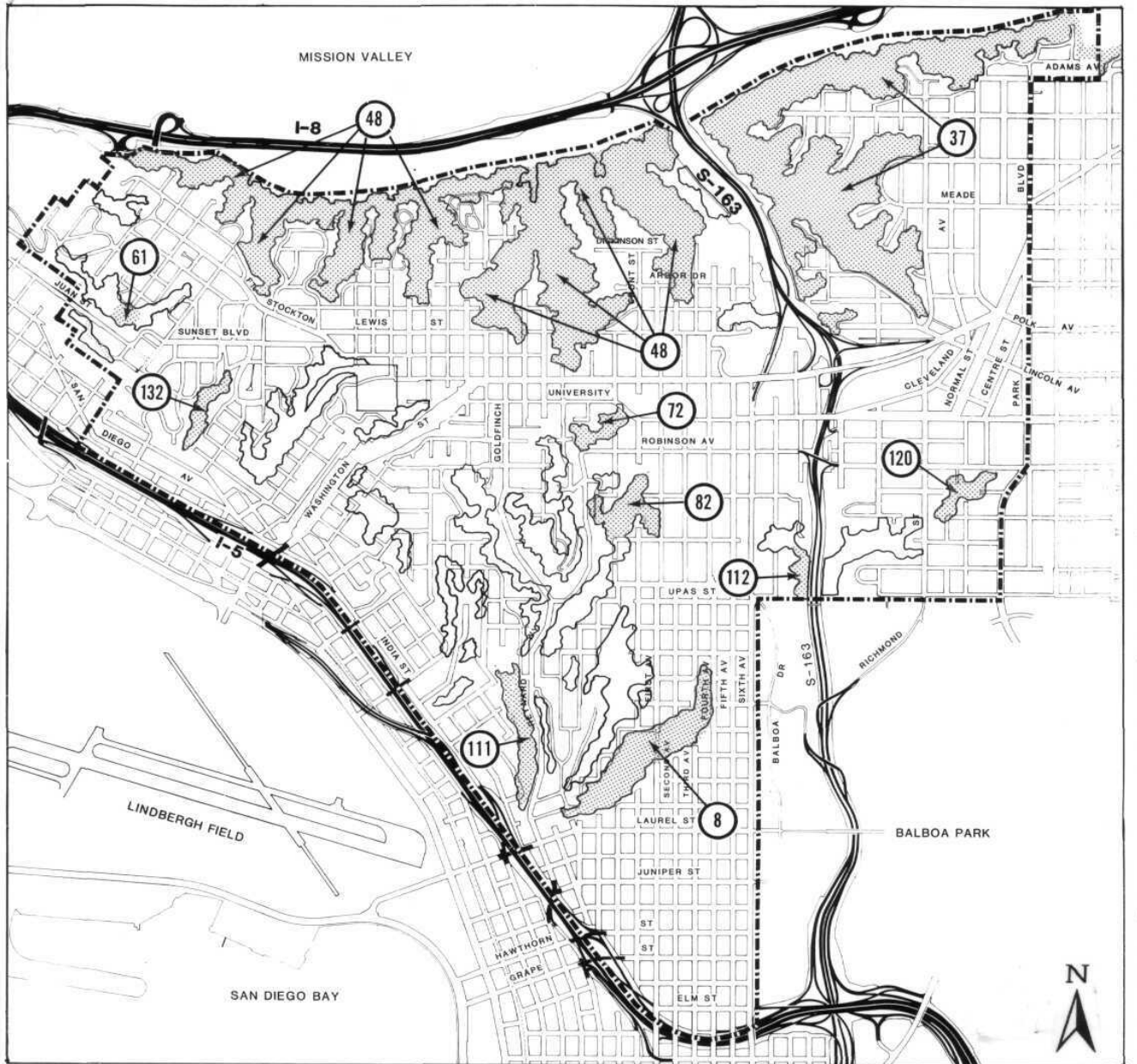
¹See Figure A-1

²Category:

High Priority:	A
	High Numbers
Low Priority:	G

³(S)- Retention through the subdivision/PRD process.
Application of zoning restrictions or a combination of both.

(P)- Retention through purchase.

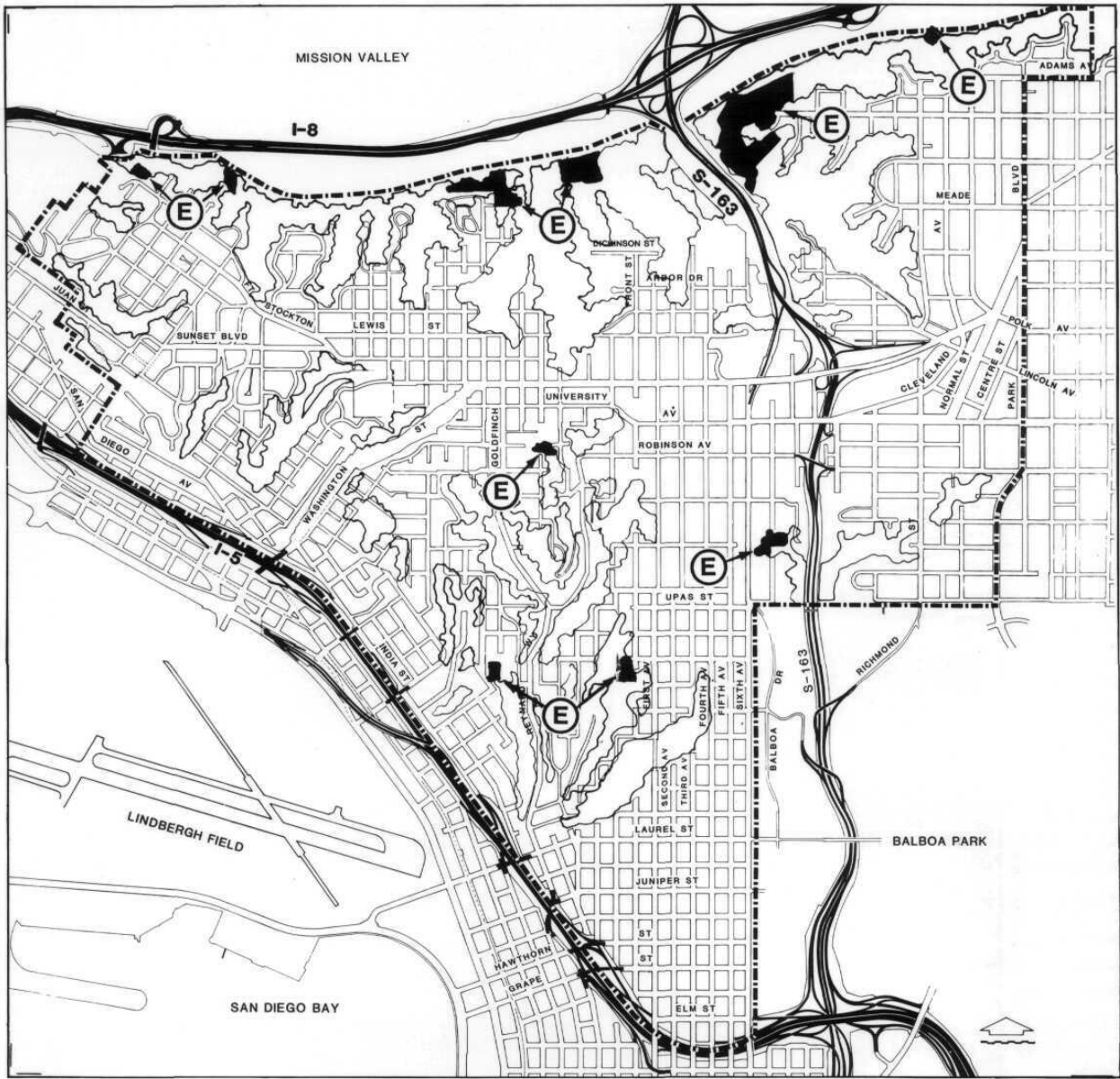


Park, School – Park and Open Space Inventory – June 30, 1984 (See page 209)



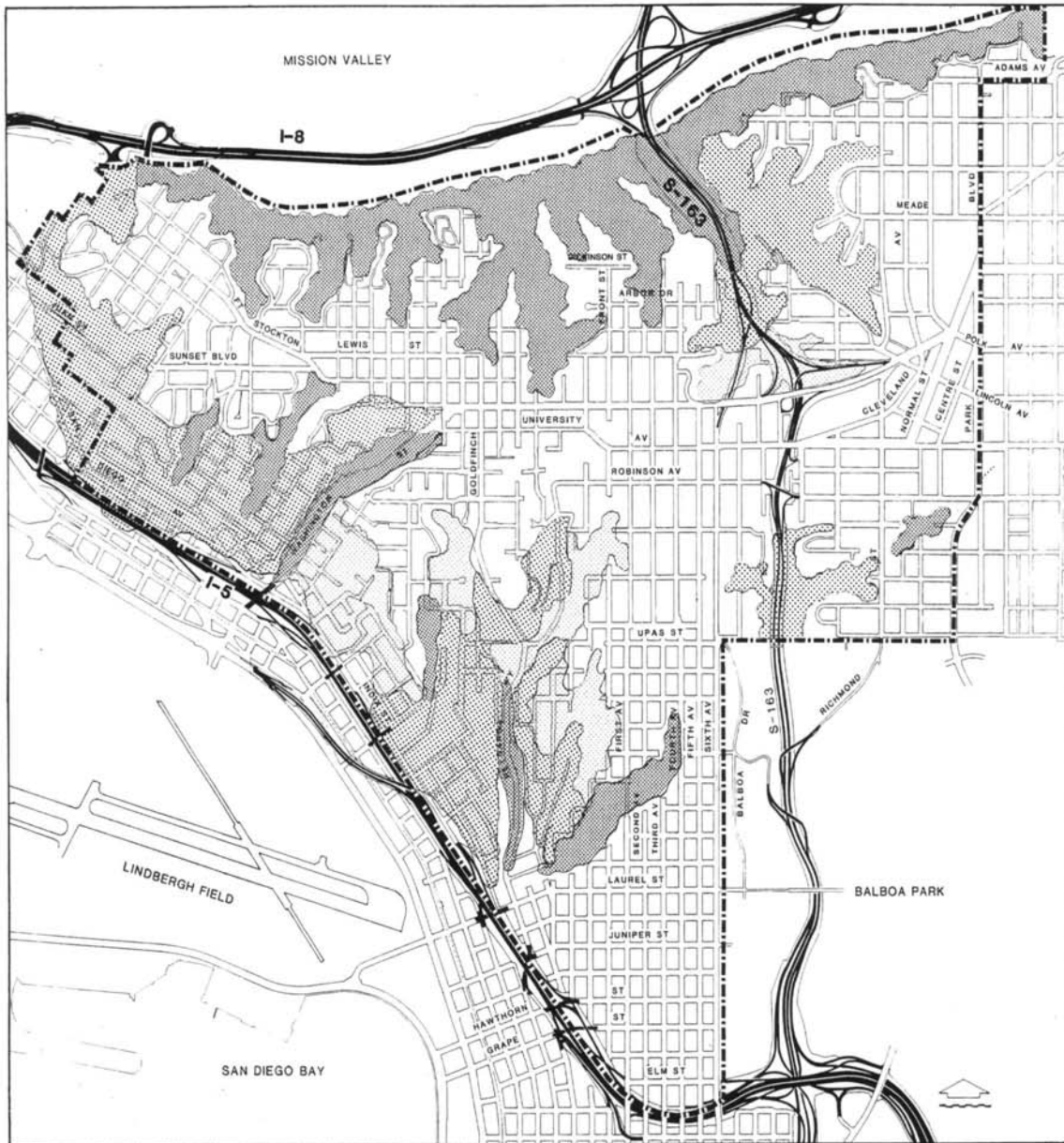
GENERAL PLAN OPEN SPACE RETENTION SITES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
 Appendix A - 1 **51**






EXISTING OPEN SPACE EASEMENTS — (E)
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Appendix B **52** FIGURE



LEGEND

-  5 - 13%
-  13 - 25%
-  25% and Greater



SLOPE CATEGORIES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Appendix C **53**

APPENDIX D

PRIORITY MATRIX: DESIGNATED OPEN SPACE BY CANYON/HILLSIDE SYSTEM

The Open Space Priority Matrix (Table 11) summarizes the evaluation of designated open space by canyon/hillside system (Figure 54). Evaluation is based on the following criteria which are described more fully in Appendix E and weighted by the point system in Appendix F.

Environmental Consideration

1. **Biology** - This encompasses plant and animal life. The animal life includes not only mammal species, but also bird, insects and reptile species. The ecological importance of plant life is that vegetated areas help moderate temperature extremes by absorbing light and radiation. These vegetated areas also absorb air pollutants, block and absorb urban noise and slow excess runoff by absorbing water. Additionally, the interaction of plant and animal life is necessary for the continuance of the ecosystem, and to provide urban relief to the City.
2. **Geology** - Geological considerations specifically respond to drainage systems and seismic safety (earthquake fault zones and steep areas of unstable soil). The geological criteria complements open space areas through its identification of seismic and other geological hazards. This criterion will be used as a guideline for relating land use categories of seismic risk zones, and will protect particularly sensitive geological areas from development encroachment.
3. **Paleontology** - Paleontological considerations are evaluated in terms of geological formations and paleontological sites found in the canyon areas. The San Diego Formation is the most important geological formation. This formation often contains both marine and non-marine fossils. The fossil record, in the Uptown areas, is extremely important to not only local paleontologists but by scientists worldwide. To derive maximum benefit for scientific study and conservation of paleontological resources, sites must be adequately protected and the surrounding environments preserved.

Urban Form Considerations

Urban Form Open Space is a determinant of community identity, special scenic qualities, recreation potential and historical/cultural qualities. Additional considerations of community identity include buffers between neighborhoods, availability of parks, threat of development, linkage between neighborhoods and buffers to development.

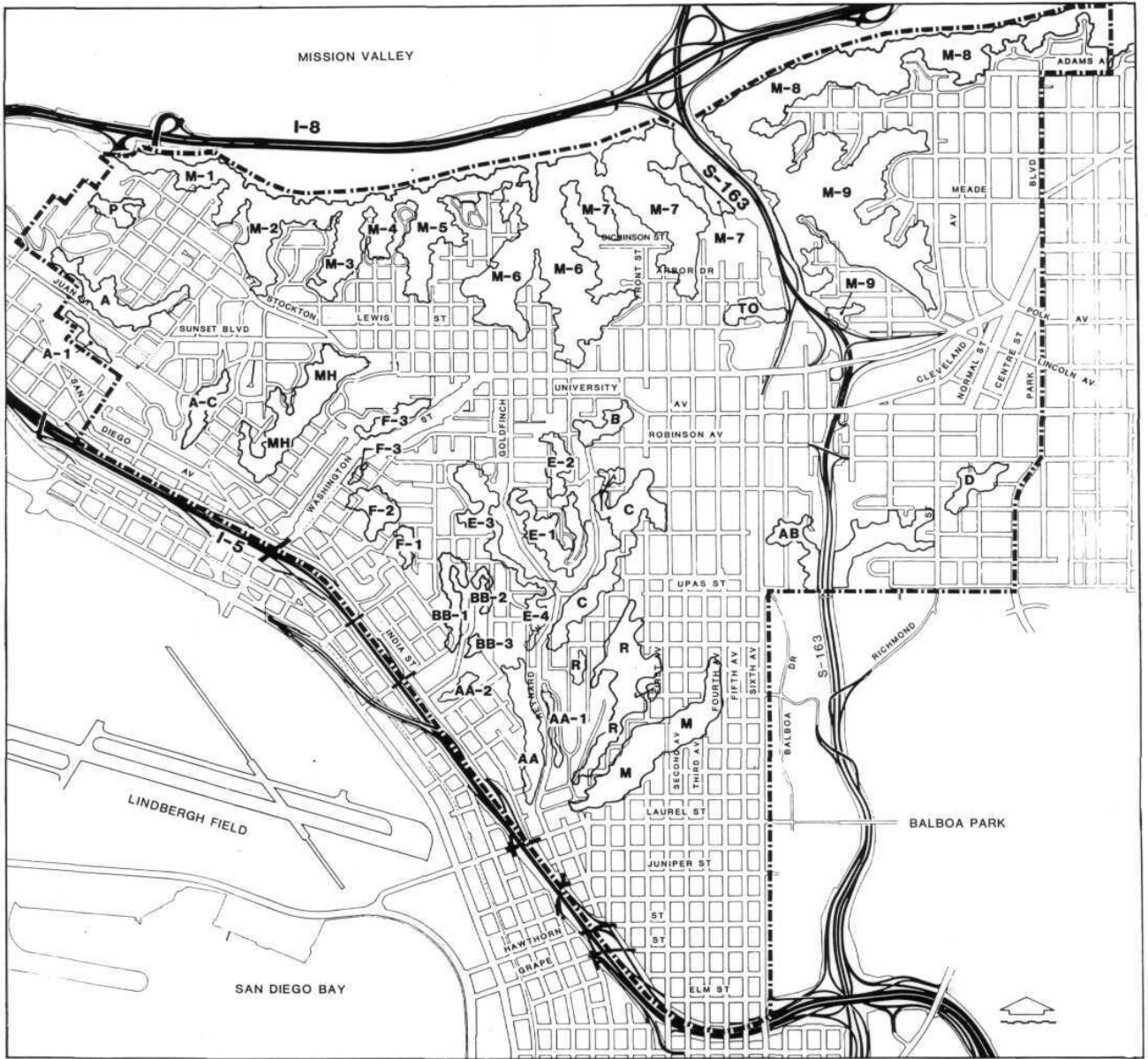
**TABLE 11
OPEN SPACE PRIORITY MATRIX**

	SYSTEM CANYONS/HILLSIDE	BIOLOGY	GEOLOGY	PALEONTOLOGY	GEOGRAPHY	AIR & WATER QUALITY	COMMUNITY IDENTITY	SIZE	SCENIC QUALITY	RECREATIONAL POTENTIAL	HISTORICAL SITES	TOTAL	RANK
1	Montecito TD	6.0	6.0	2.0	3.0	0.5	3.0	2.0	0.5	1.0	0.1	24.1	25-26
	Plumosa M-3	9.0	3.0	2.0	3.0	2.0	3.0	2.0	2.0	1.0	2.0	29.0	18
	Palmetto M-4	9.0	3.0	2.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0	32.0	14
	Allen M-2	9.0	3.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	2.0	33.0	12-13
	Bachman M-7	9.0	6.0	2.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	33.0	12-13
	Dove M-6	9.0	6.0	2.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	34.0	8-10
	Ingalls M-5	9.0	6.0	2.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	34.0	8-10
	Old San Diego M-1	9.0	6.0	2.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	34.0	8-10
		69.0	39.0	16.0	24.0	14.5	24.0	22.0	19.5	11.0	14.1	253.1	
2	Buchanan M-8	9.0	6.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	2.0	36.0	5-6
	Oklahoma M-9	9.0	6.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	2.0	36.0	5-6
		18.0	12.0	4.0	6.0	4.0	6.0	6.0	6.0	6.0	4.0	72.0	
3	Brooks AB	6.0	3.0	0.2	3.0	0.5	2.0	2.0	2.0	3.0	3.0	24.7	24
	Cypress D	9.0	3.0	0.2	3.0	1.0	3.0	2.0	2.0	3.0	0.1	26.3	22
		15.0	6.0	0.4	6.0	1.5	5.0	4.0	4.0	6.0	3.1	51.0	
4	Ibis St. BB-3	3.0	3.0	4.0	1.0	0.1	2.0	1.0	0.5	1.0	0.1	15.7	32
	Ibis St. BB-2	0.3	6.0	4.0	2.0	0.1	2.0	1.0	1.0	1.0	0.1	17.5	31
	Redwood AA-2	0.3	9.0	4.0	1.0	0.5	1.0	1.0	1.0	1.0	0.1	18.9	30
	Reynard AA-1	3.0	6.0	4.0	2.0	0.5	3.0	1.0	1.0	1.0	0.1	21.6	28
	Ibis St. BB-1	3.0	6.0	4.0	2.0	0.1	2.0	2.0	3.0	3.0	0.1	25.2	23
	Curlew B-2	6.0	6.0	6.0	2.0	0.5	3.0	1.0	1.0	1.0	0.1	26.6	21
	Florence B	9.0	3.0	0.2	3.0	2.0	3.0	1.0	3.0	3.0	0.1	27.3	20
	Reynard AA	3.0	9.0	6.0	2.0	0.5	3.0	2.0	3.0	2.0	0.1	30.6	17
	Arroyo R	6.0	3.0	6.0	3.0	1.0	3.0	3.0	3.0	3.0	0.1	31.1	15-16
	Curlew E-3	3.0	6.0	6.0	3.0	2.0	3.0	2.0	2.0	3.0	0.1	31.1	15-16
	Curlew E-1	6.0	6.0	6.0	3.0	1.0	3.0	3.0	3.0	2.0	0.1	33.1	11
	Albatross C	6.0	6.0	6.0	3.0	2.0	3.0	3.0	3.0	3.0	0.1	35.1	7
	Maple M	9.0	3.0	6.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0	37.0	4
		57.6	72.6	62.2	30.0	12.3	34.0	24.0	28.5	27.0	3.0	350.8	
5	Wash Blvd. F-1	3.0	9.0	4.0	1.0	0.5	2.0	1.0	0.5	2.0	0.1	23.1	27
	Wash Blvd. F-2	0.3	9.0	6.0	1.0	0.1	2.0	1.0	0.5	0.1	0.1	20.1	29
	Wash Blvd. F-2	3.0	9.0	6.0	1.0	0.5	2.0	2.0	3.0	2.0	0.1	28.6	19
		6.3	27.0	16.0	3.0	1.1	6.0	4.0	4.0	4.1	0.3	71.8	
6	Sunset A- 1	0.3	3.0	4.0	1.0	0.1	0.1	1.0	0.1	2.0	0.1	11.7	33
	Palm P	6.0	3.0	4.0	3.0	1.0	2.0	2.0	2.0	1.0	0.1	24.1	25-26
	Sunset A	9.0	9.0	4.0	3.0	2.0	2.0	2.0	3.0	3.0	0.1	37.1	3
	Alameda AC	9.0	9.0	4.0	3.0	2.0	3.0	3.0	3.0	3.0	0.1	39.1	2
	Mission MM	9.0	9.0	6.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	44.0	1
		33.3	33.0	22.0	13.0	7.1	10.1	11.0	11.1	12.0	3.4	156.0	
	TOTAL	199.0	189.0	121.0	82.0	40.5	85.1	71.0	73.1	66.1	28.1	954.7	
	Maximum Possible Points/Canyons	9.0	9.0	6.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	

Median: 30.6

Mean: 28.9

Total Number of Canyons: 33



DESIGNATED OPEN SPACE BY CANYON/HILLSIDE SYSTEM



PRIORITY MATRIX
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Appendix D - 2 **54**

APPENDIX E

ENVIRONMENTAL FACTORS IN DETERMINING POINT SYSTEM

Biology (Figure 55)

The ecological importance of plant life is many folds. Vegetated areas among other things, help moderate temperature extremes by absorbing and releasing water, providing shade and absorbing light and radiation. These vegetated areas also absorb air pollutants, mitigate urban noise and slow excess runoff by absorbing water. Additionally, the interaction of plant and animal life is necessary for the continuance of the ecosystem, and to provide physical and psychological relief to the urban environment.

The canyons in Uptown contain natural vegetation characteristic of the Coastal Sage Scrub and Chaparral Floral associations. Riparian (streamside woodland) vegetation is found in some of the canyons. Ruderal (man disturbed) varieties are common and there are many instances where non-native vegetation introduced as landscaping material in adjacent development has invaded canyons and hillsides displacing native vegetation.

Chaparral is usually found in the canyon areas. Members of the chaparral association have extensive root systems that have important water retention qualities. Coastal sage scrub covered much of the flat areas of Uptown prior to urbanization. Remnants of this plant association are found only on undeveloped south-facing canyon slopes.

The vegetation of the canyons supports a diverse wildlife community, not only mammals, but birds, reptiles and insects. Small mammals such as rabbits, skunks, and foxes thrive in the canyons. The Mission Valley System is extensive enough to support a few coyotes. There are over 200 various species of bird life in the Uptown area.

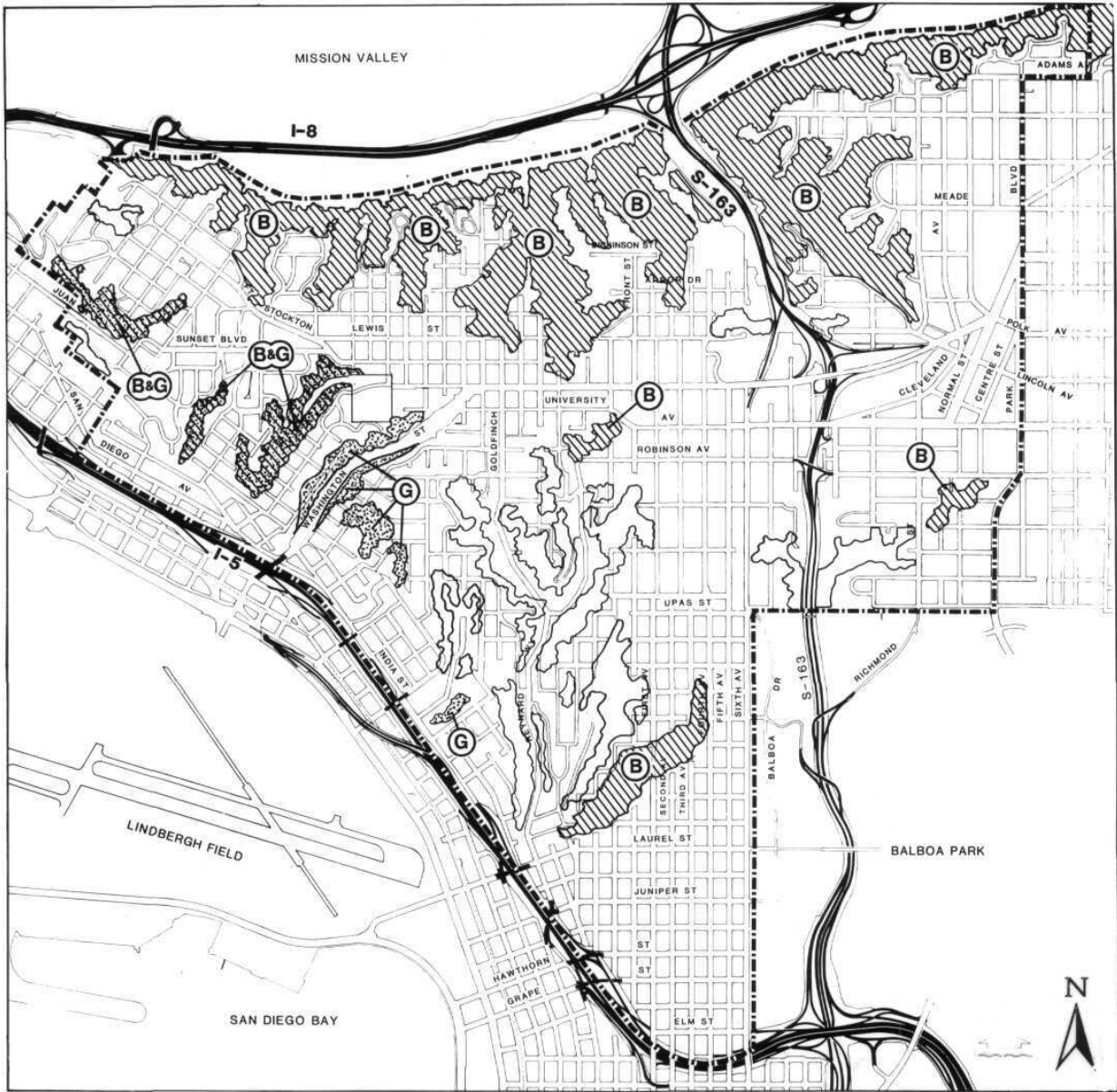
Geology (Figure 55)

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.

Soils

The lateral canyons off Mission Valley and Interstate 163 contain the soil type of terrace escarpment (TEF) (Figure 56). 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 (Figure 56). 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.



- G

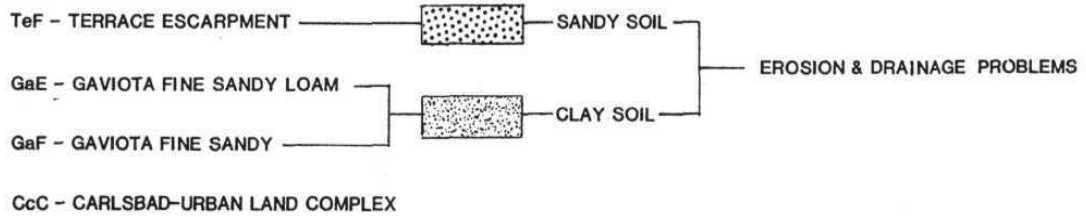
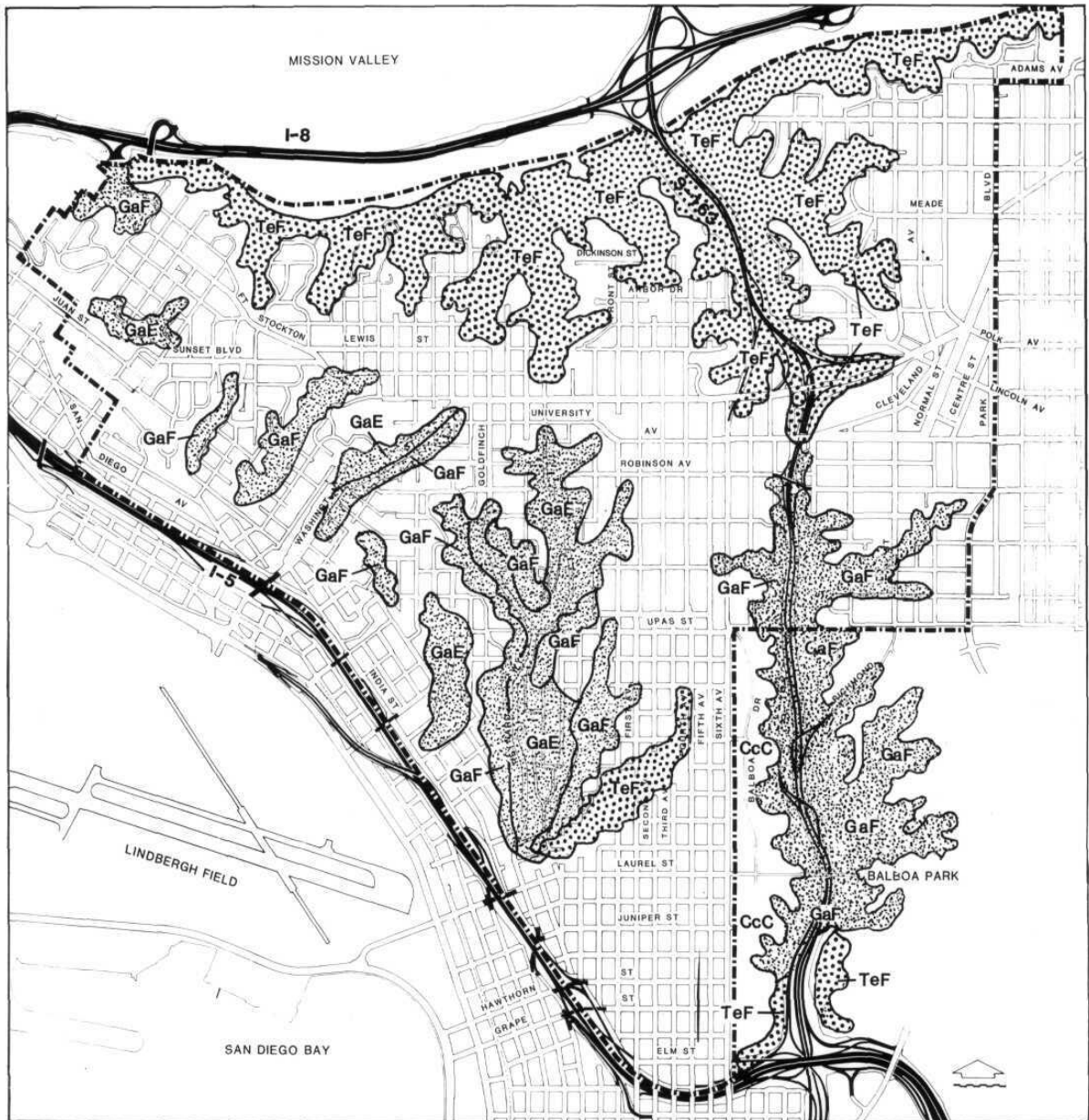
CANYONS WITH HIGH GEOLOGICAL CRITERIA
- B

CANYONS WITH HIGH BIOLOGICAL CRITERIA



CANYONS WITH HIGH GEOLOGICAL AND BIOLOGICAL CRITERIA
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Appendix E - 1 FIGURE 55



EXISTING SOILS WITHIN NATURAL OPEN SPACE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Faults: The two major fault lines are the Old Town Fault and the Mission Bay Fault (Figure 57). 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.

Paleontology

Paleontological conditions are evaluated in terms of geological formations and paleontological sites found in the canyon areas. The San Diego Formation is the most important geological formation (Figure 58). This formation often contains both marine and non-marine fossils. The fossil record, in the Uptown area, is extremely important to not only local paleontologists, but scientists worldwide. To derive maximum benefit for scientific study and conservation of paleontological resources, sites must be adequately protected and the surrounding environments preserved.

Many of the sedimentary rocks that comprise the lithology of Uptown contain fossils. The fossil record in the Uptown area is extremely important to paleontologists. During the geologic history of the area, it went through a succession of environments ranging from marine and lagoonal to shoreline, and non-marine. In some cases, a geologic formation will have both marine and non-marine fossils. This is an unusual situation and provides the paleontologist with a unique opportunity to study a fossil assemblage from two environments.

The land formations that are of paleontological importance are the San Diego Formation and the Mission Valley Formation (Figure 58).

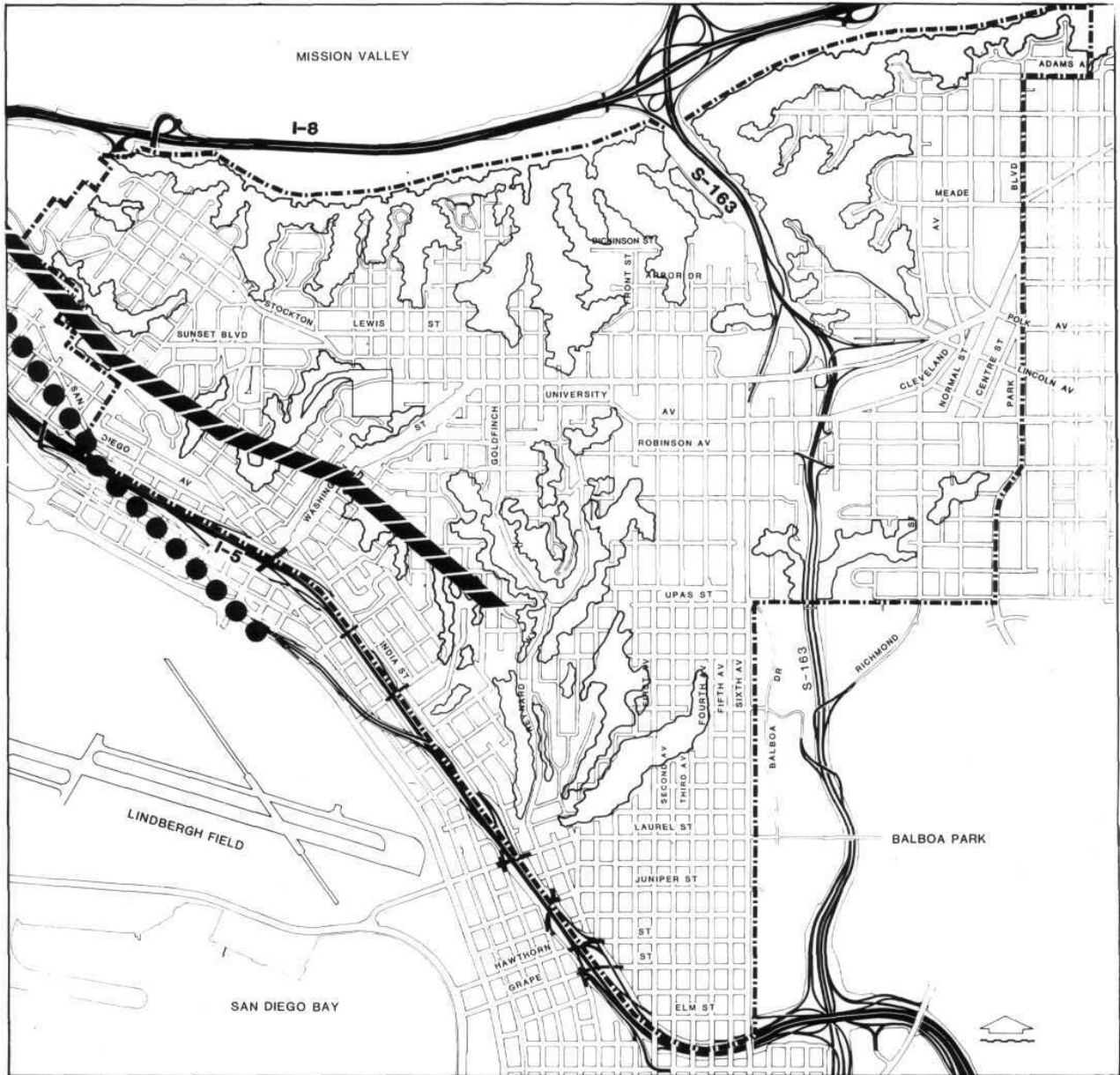
The San Diego Formation is exposed in the Mission Hills, the Washington Street, the Maple/Reynard and on the periphery of the Interstate 163 (University Heights) Canyon Systems. The Mission Valley Formation is exposed on the southern slopes of Mission Valley.



Archaeology

Nine archaeological sites have been recorded in the Uptown area. Seven of these sites are on the lower slopes of Mission Valley and are "early man" sites that have not been universally accepted by the archaeological community. One find was recorded in Hillcrest but was covered over by urbanization. The cultural groups reported in the historic record to be living in the plan area are called the Kumeyai or Diegueno. The culture of the Kumeyai evolved from a combination of the La Jolla group and a group which moved into the coastal areas from the desert about 3,000 years ago. A few groups of Kumeyai remained in the City as late as the 1890s.

Urban Form Considerations

Urban Form Open Space is a determinant of community identity, special scenic qualities, recreation potential and historical/cultural qualities. Additional consideration of community identity include buffers between neighborhoods, availability of parks, threat of development, linkage between neighborhoods and buffers to development (Figure 59).

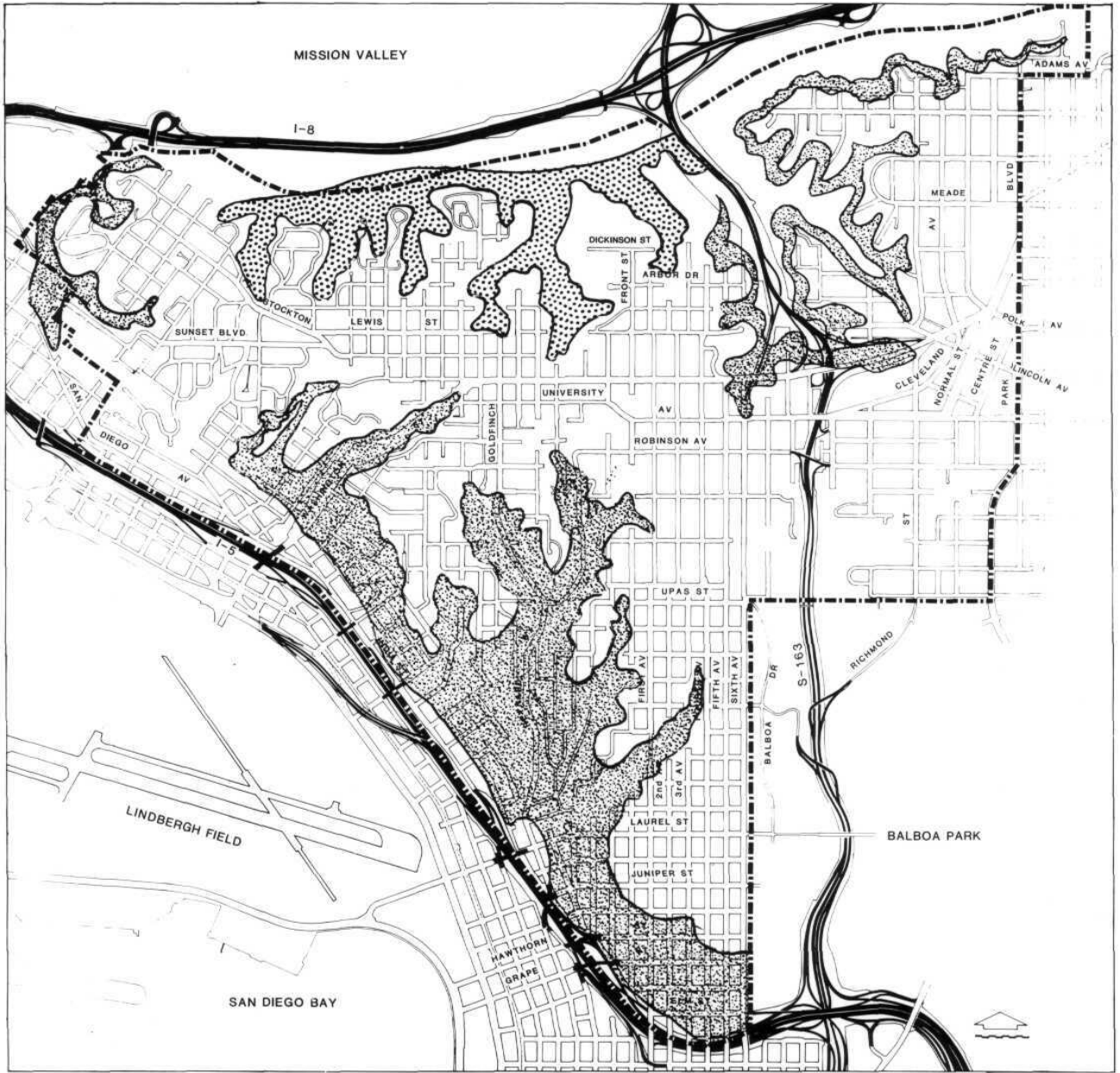


-  OLD TOWN FAULT
-  MISSION BAY FAULT



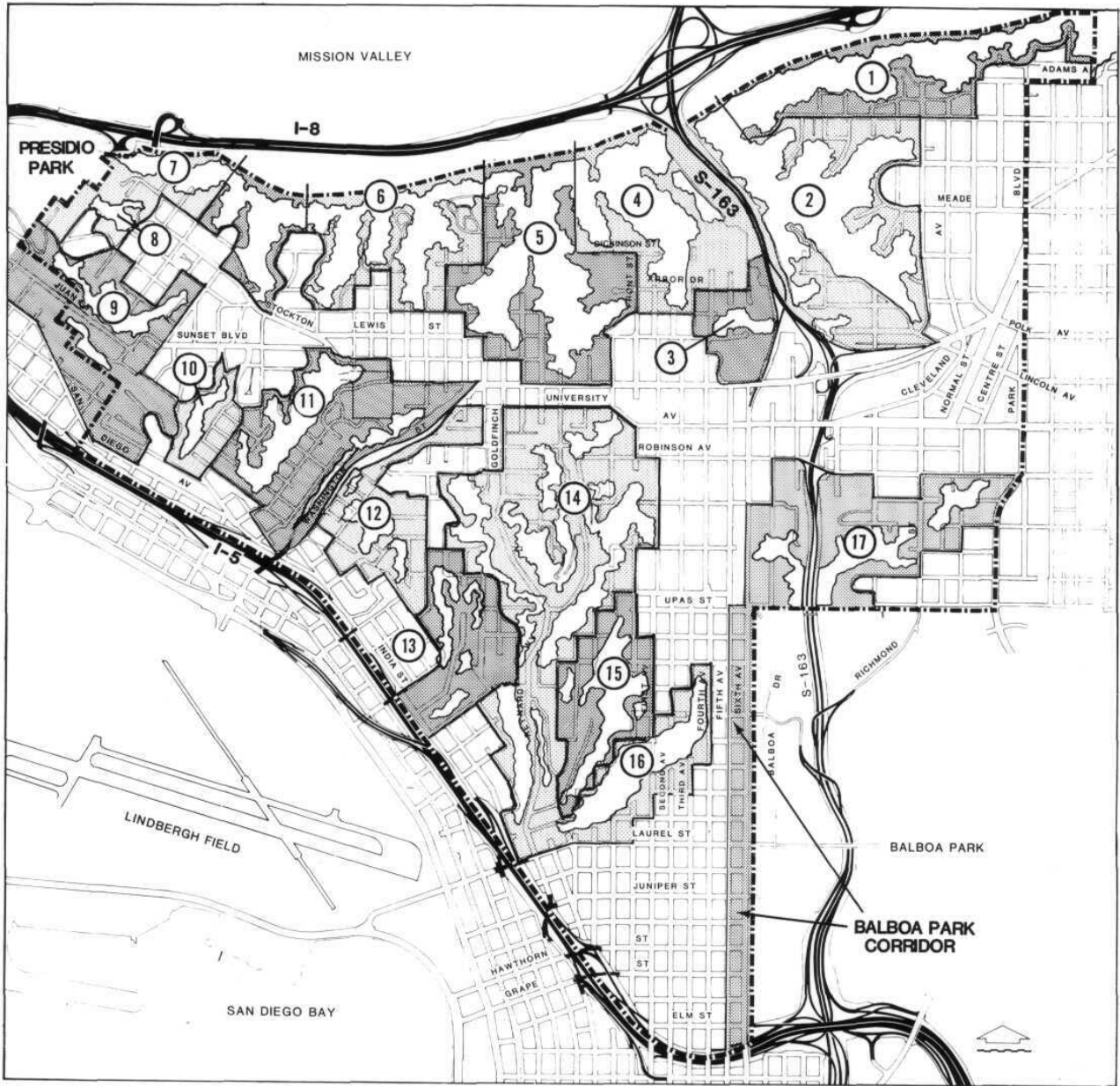
FAULT LINES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

Appendix E - 3 **FIGURE 57**



-  MISSION VALLEY FORMATION
-  SAN DIEGO FORMATION





- | | | |
|------------------------|-------------------|----------------------|
| 1. GOLDEN GATE | 7. ALLEN CANYON | 14. REYNARD |
| 2. BUCHANAN CANYON | 8. PRESIDIO | 15. ARROYO |
| 3. MERCY HOSPITAL | 9. SUNSET | 16. MAPLE |
| 4. BACHMAN CANYON | 10. ALEMEDA | 17. BALBOA PARK EXT. |
| 5. DOVE CANYON | 11. MISSION HILLS | |
| 6. INGALLS-LARK CANYON | 12. WASHINGTON | |
| | 13. BAYSIDE | |



NEIGHBORHOODS SURROUNDING NATURAL OPEN SPACE
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
59

Appendix E - 5

APPENDIX F

**TABLE 12
POINT SYSTEM FOR OPEN SPACE MATRIX**

		Points
Environmental		
BIOLOGICAL:		
20-50	Plant Species (10 native)	3
10-20	Animal Species	
10-19	Plant Species (5-9 native)	
5-9	Animal Species	2
4-9	Plant Species (1-4 native)	
2-4	Animal Species	1
 (If rare insect or reptile species –animal species numbers increased.)		
GEOLOGICAL:		
Fault Area		
Landslide Area due to type of soil and slope		3
Soil Erosions - 27 percent - 50 percent		
Loss of Vegetation		
Runoff Problems surface – subsurface		
Landslide Potentia		2
Soil - Erosion		
Loss of Vegetation		
Runoff – Surface		
Soil Erosion		1
Loss of Vegetation		
Runoff – Surface		
PALEONTOLOGY:		
San Diego Formation with site locations		3
San Diego Formations no site locations at present		2
Mission Valley Formation		1
Scripps Formation		.5

**TABLE 12
POINT SYSTEM FOR OPEN SPACE MATRIX**

	Points	
GEOGRAPHICAL:		
Part of Main Hillside System a special; geographical feature hillside - mound - water body	3	
Special Geographical Feature isolated feature (with above)	2	
Isolated Feature	1	
AIR/WATER QUALITY:		
Large System (area) encompass natural drainage air quality – due to varied and many flora	2	
Small System (area) encompass natural drainage air quality due to varied and many flora	1	
Large or Small Area little drainage little vegetation (barren)	.5	
 <u>Urban Form</u>		
COMMUNITY IDENTITY:		
Separation of Neighborhoods Lack of Parks Threat of Development Linkage to Neighborhoods Stops/Buffers Development	3	
Separation of Neighborhoods Buffers Development Linkage to Neighborhoods	2	
Lack of Parks Threat of Development	1	
SIZE AND AREA:		
<u>Length</u>	<u>Area</u>	<u>Points</u>
.03 - .64 mi	13 - 60 Acres	3
.15 - .29 mi	5 - 12 Acres	2
.01 - .14 mi	0 - 4 Acres	1

**TABLE 12
POINT SYSTEM FOR OPEN SPACE MATRIX**

	Points
SCENIC:	
Visual Public Long Vista Long Vista Unique View (landmarks) Framed View (large area)	3
Visual Private Long Vista Unique View	2
Visual Public Framed View (small area)	1
Visual Private Framed View (small area)	.5
RECREATION:	
Development with access no or little disturbance safe grade - for pedestrian/maintenance	3
Development with access disturbance	2
Purely Visual	1
HISTORICAL/CULTURAL:	
Archaeological Architectural/Historical Buildings	3
Architectural/Historical Buildings	2
Cultural Significance	1

APPENDIX G

TABLE 13
ACREAGE OF DESIGNATED OPEN SPACE

SYSTEM	CANYONS	SIZE	ACRES
1	Montecito M-7	2.0	5.9
	Plumosa M-3	2.0	8.8
	Palmetto M-4	3.0	15.8
	Allen M-2	3.0	16.5
	Bachman M-7	3.0	53.2
	Dove M-6	3.0	40.0
	Ingalls M-5	3.0	24.2
	Old San Diego M-1	<u>3.0</u>	<u>20.2</u>
Subtotal		22.0	184.6
2	Buchanan M-8	3.0	38.0
	Oklahoma M-9	<u>3.0</u>	<u>56.0</u>
Subtotal		6.0	84.0
3	Brooks AB	2.0	7.0
	Cypress D	<u>2.0</u>	<u>6.6</u>
Subtotal		4.0	13.6
4	Ibis St. BB-3	1.0	.7
	Ibis St. BB-2	1.0	2.2
	Redwood AA-2	1.0	1.8
	Reynard AA-1	1.0	1.8
	Ibis St. BB-1	2.0	5.1
	Curlew E-2	1.0	4.0
	Florence B	1.0	3.7
	Reynard AA	2.0	12.8
	Arroyo R	3.0	23.3
	Curlew E-3	2.0	10.5
	Curlew E-1	3.0	13.6
	Albatross C	3.0	24.3
	Maple M	<u>3.0</u>	<u>30.0</u>
Subtotal		24.0	132.9
5	Wash St. F-1	1.0	2.4
	Wash St. F-3	1.0	1.5
	Wash St. F-2	<u>2.0</u>	<u>7.3</u>
Subtotal		4.0	11.2
6	Sunset A-1	1.0	.9
	Palm P	2.0	5.5
	Sunset A	2.0	12.1
	Alameda AC	3.0	4.6
	Mission MH	<u>3.0</u>	<u>23.1</u>
Subtotal		11.0	46.2
TOTAL		71.0	480.0

APPENDIX H

**TABLE 14
 UPTOWN COMMUNITY PLANNING GROUP'S OPEN SPACE PRIORITY LIST - WHETHER OR NOT
 TO PLACE VARIOUS CANYONS AND HILLSIDE INTO OPEN SPACE**

System	Canyons	Vote By Planners
1	Montecito M-7	no
	Plumosa M-3	yes
	Palmetto M-4	yes
	Allen M-2	yes
	Bachman M-7	yes
	Dove M-6	yes
	Ingalls M-5	yes
	Old San Diego	yes
2	Buchanan M-8	yes
	Oklahoma M-9	yes
3	Brooks AB	yes
	Cypress D	yes
4	Ibis St. BB-3	no
	Ibis St. BB-2	no
	Redwood AA-2	no
	Reynard AA-1	no
	Ibis St. BB-1	no
	Curlew E-2	no
	Florence B	yes
	Reynard AA	yes
	Arroyo R	yes
	Curlew E-3	no
	Curlew E-1	yes
	Albatross C	yes
	Maple M	yes
5	Wash St. F-1	no
	Wash St. F-3	yes (add areas to Wash St. Corridor)
	Wash St. F-2	yes
6	Sunset A-1	no
	Palm P	yes
	Sunset A	yes
	Alameda AC	yes
	Mission MH	yes

APPENDIX I

**TABLE 15
VEGETATION FOR CANYON SYSTEMS 1 AND 2**

Seed Mix for Disturbed open space areas shall be as shown or equal with a minimum of 60 lb. per acre.

<u>Species</u>	<u>Pounds/Acres</u>
Adenostoma fasciculatum (Chamise)	2.0 lb
Artemisia californica (California Sagebrush)	4.0 lb
Baccharis sarothroides (Hierba del Pasmó)	
Baccharis pilularis (Dwarf Coyote Brush)	1.0 lb.
Atriplex canescens	8.0 lb.
Ceanothus cyaneus (San Diego ceanothus)	
Ceanothus megacarpus (Bid-pod ceanothus)	3.0 lb.
Ceanothus tomentosus olivaceus (Coast Blue-Lilac)	
Denromecon rigida (Bush Poppy)	0.5 lb.
Encelia californica	2.5 lb.
Eriogonum fasciculatum (Flat-top Buckwheat)	6.0 lb.
Eriophyllum confertiflorum (Golden Yarrow)	1.0 lb.
Eschscholizia californica California Poppy)	4.0 lb.
Fremontodenion mexicanum (Southern Flannel Bush)	1.0 lb.
Hetomeles arbutifolia (Toyon)	2.0 lb.
Lotus scoparius (Deer Weed)	6.0 lb.
Lupinus longifolius	2.0 lb.
Malosama Laurina (Laurel Sumac)	2.0 lb.
Mimulus longifolius (Monkeyflower)	1.0 lb.
Mimulus puniceus (Bush Monkeyflower)	1.0 lb.
Rhus integrifolia (Lemonade Berry)	2.0 lb.
Rhus ovata (Sugar Berry)	2.0 lb.
Salvia apiana	2.0 lb.
Salvia mellifera	2.0 lb.
Viguria lacinata (San Diego Sunflower)	<u>6.0 lb.</u>
	60.5 lb.

Seed mix shall contain 90 live seed with a guaranty of 85% germination.

APPENDIX I (Page 2)

VEGETATION FOR CANYON SYSTEMS 1 AND 2

Container stock, 1 gallon minimum size, of selected and approved trees and shrubs shall be planted on all disturbed slopes to promote hillside continuity. No trees or shrubs shall be planted over utility easements.

Species

Quercus agrifolia (Coast Live Oak)
Quercus chrysolepis (Canyon Live Oak)
Quercus pumosa fraxinus dipetala (Foothill Ash)
Fraxinus uhdei (Evergreen Ash)
Fraxinus veluntina (Arizona Ash)
Platanus racemosa (California Sycamore)
Pinus coulteri (Coulter Pine)
Pinus monophylla (Single leaf Pinon Pine)
Pinus sabiniana (Digger Pine)
Pinus torreyana (Torrey Pine)
Dodonaea viscosa (Hop Bush)
Heteromeles arbutifolia (Toyon)
Rhus interfrifolia (Lemonade Berry)
Rhus ovata (Sugar Berry)
Erigomum fasciculatum (Flat-top Buckwheat)
Baccharis pilularis (Dwarf Coyote Brush)

*Canyon Systems 3, 4, 5, 6

Native vegetation in addition to drought resistant non-native plants, are suggested for revegetation. The continuation of non-native plants which currently thrive in the various canyons systems are also suggested.

APPENDIX J

DWELLING UNIT CAPACITY ASSUMPTIONS

<u>Land Use Designation</u>	<u>Assumption to Determine Dwelling Unit Capacity</u>
Low-Density (5-10 du/ac)	6 dwelling units per net residential acre
Low-Medium Density (10-15 du/ac)	12 du/NRA
Medium Density (15-29 du/ac)	20 du/NRA
Medium-High Density (29-44 du/ac)	37 du/NRA
High Density (44-73 du/ac)	60 du/NRA
Very-High Density (73-109 du/ac)	90 du/NRA

Commercial

Assume that one-half of commercial areas will develop with residential units, ten percent of that area to be built at the maximum density permitted and ninety percent of that area to be built at the lower "average" densities shown in the right-hand column above.

Medium Density	$.5 (.9 \times 20 \text{ du/NRA} + .1 \times 29 \text{ du/NRA})$
Medium-High Density	$.5 (.9 \times 37 \text{ du/NRA} + .1 \times 44 \text{ du/NRA})$
High Density	$.5 (.9 \times 60 \text{ du/NRA} + .1 \times 109 \text{ du/NRA})$

Open Space

1 du/gross acre