

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
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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

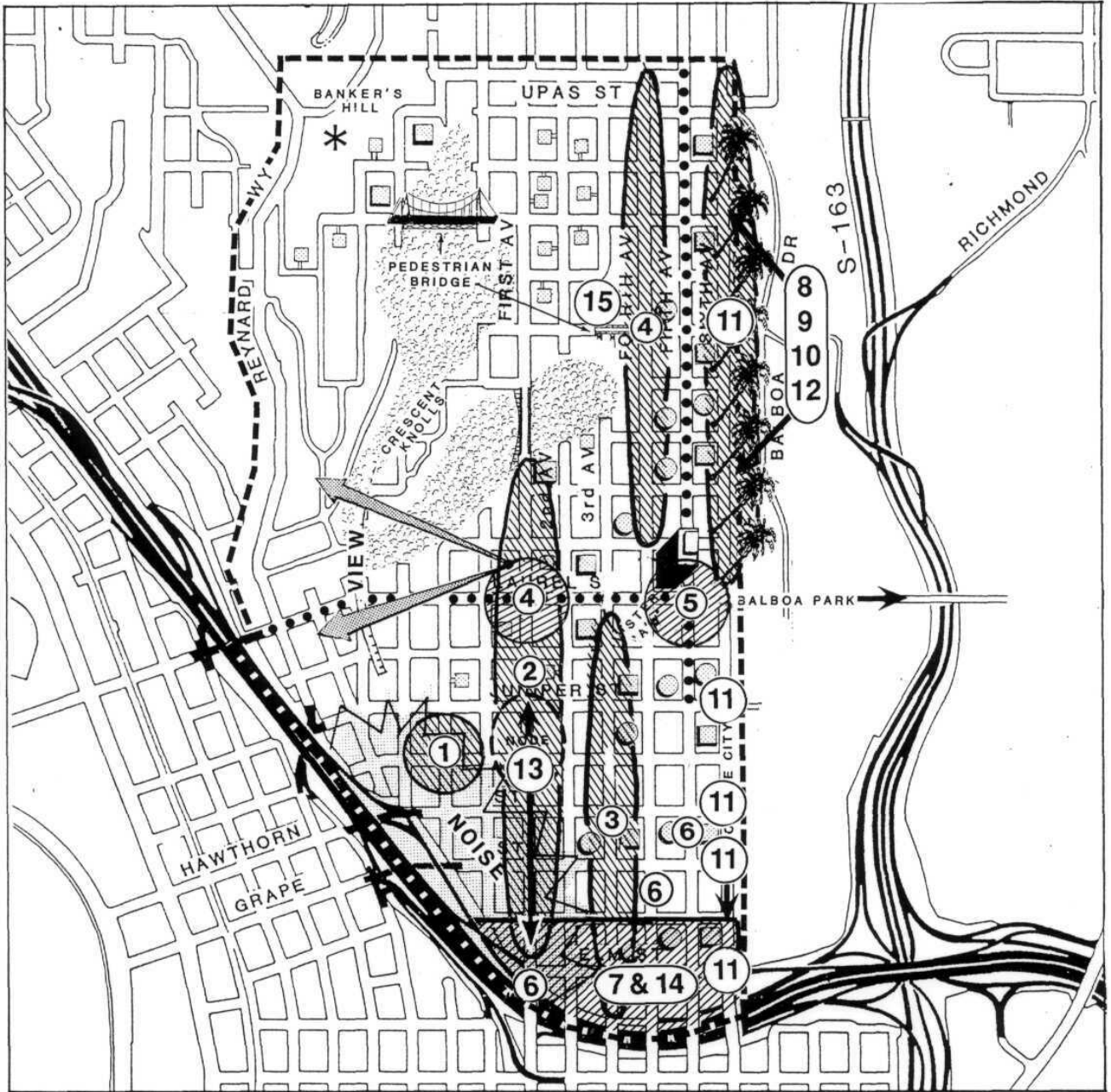
The following objectives are specific to Park West and are in addition to the general objectives for the Uptown community found on page 75 and 76 of the Urban Design Element.

- 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.



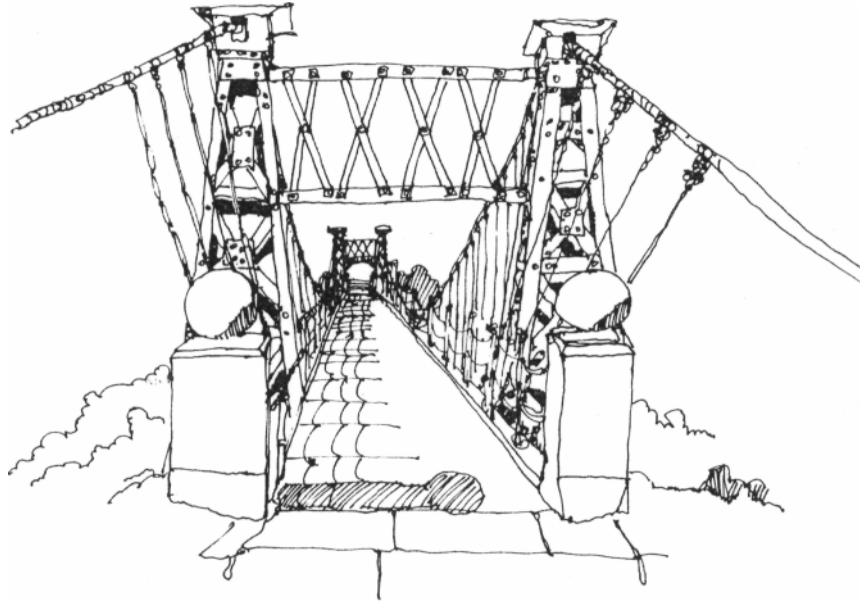
- ① SPECIFIC RECOMMENDATIONS (see text)
- HIGH VOLUME AUTO
- ▨ AREA OF RECOMMENDATIONS
- ▤ MULTI-FAMILY
- * HISTORIC
- ▤ SINGLE FAMILY
- COMMERCIAL / OFFICE
- ▨ HILLSIDES / CANYONS



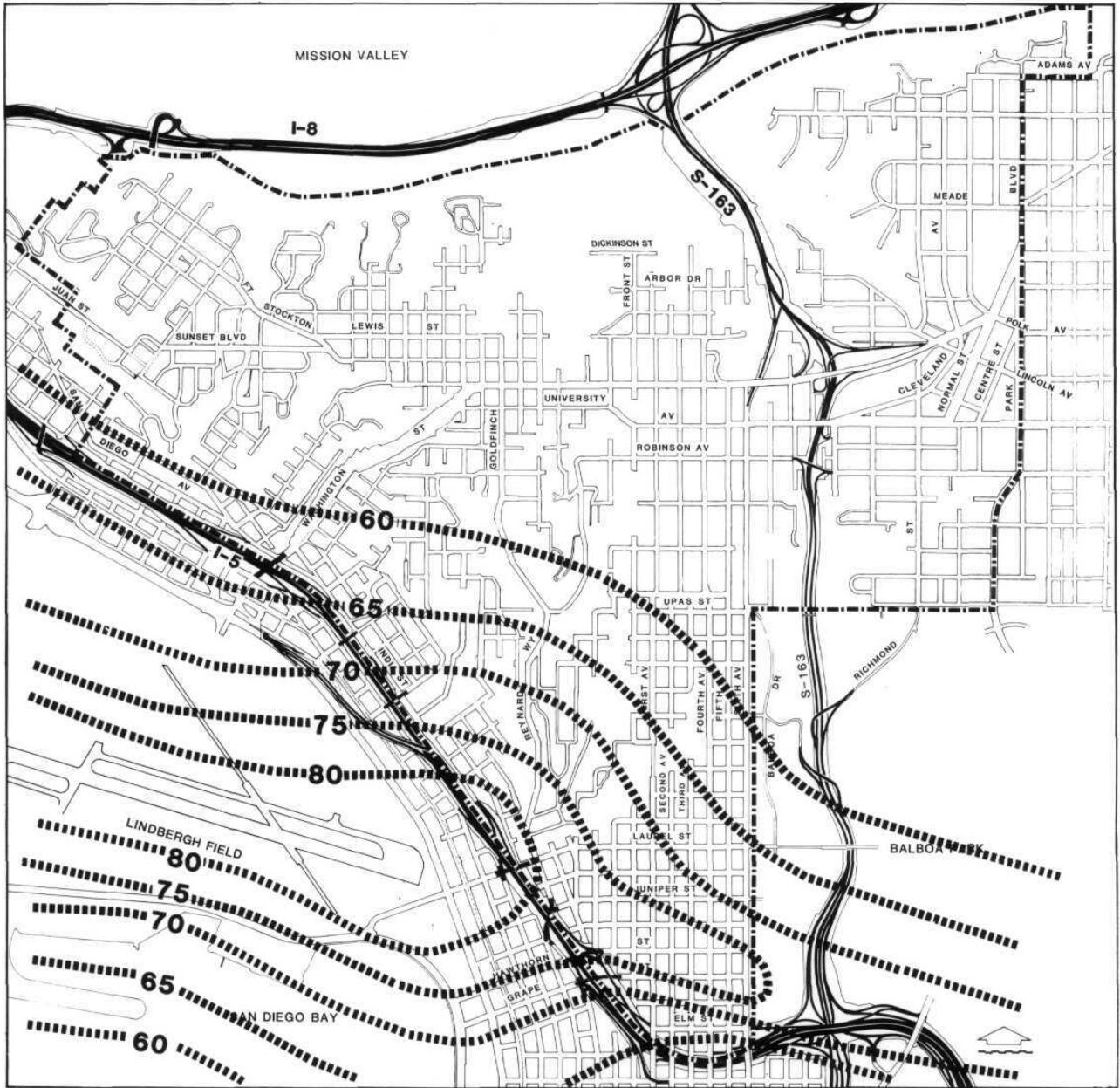
Recommendations - PARK WEST
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
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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

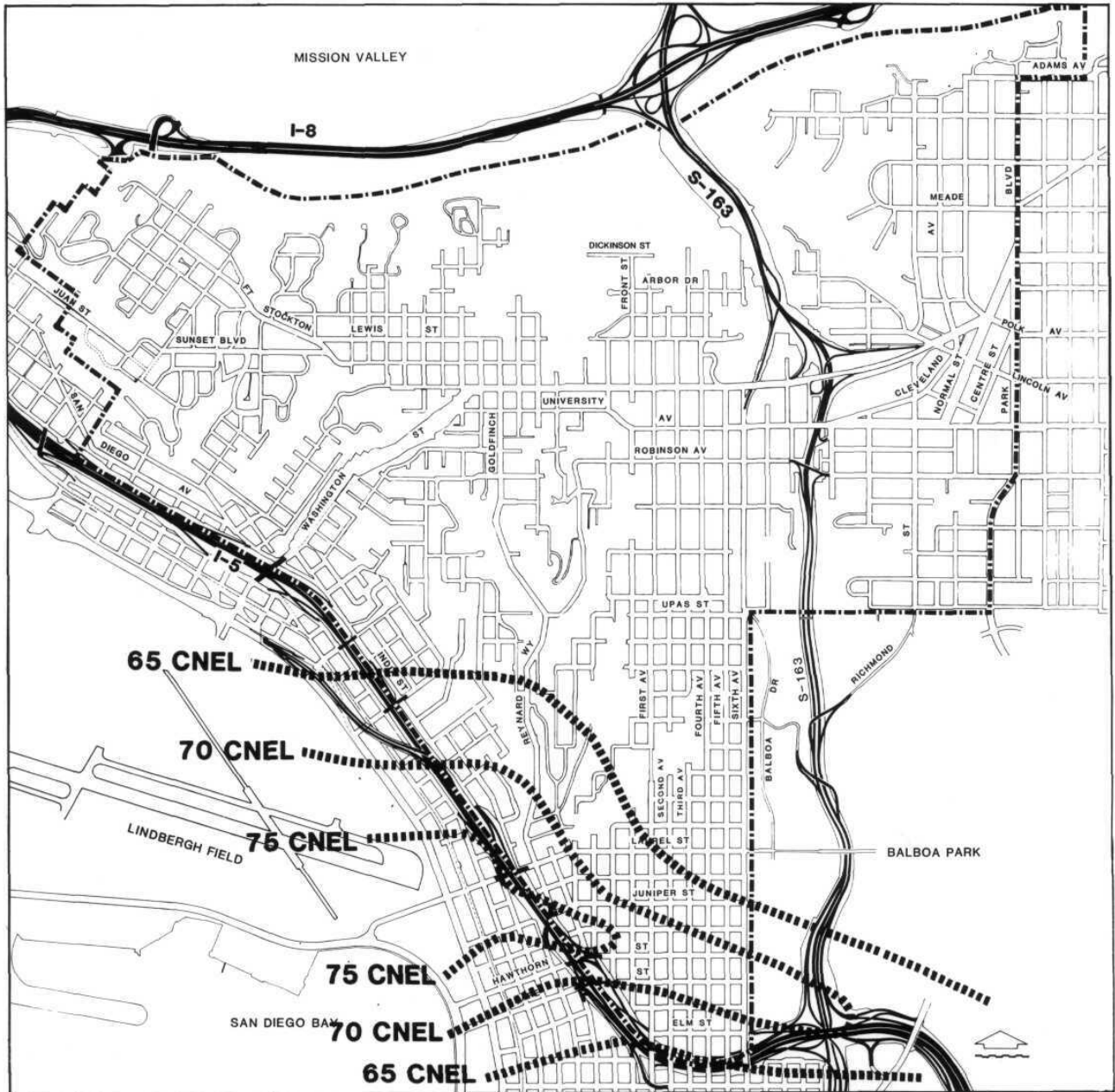


Approximate Community Noise Equivalent Level in Decibels – 1986
 (Source: San Diego Unified Port Dist.)



1986 LINDBERGH FIELD NOISE CONTOURS
 UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
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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
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