

The logo for PLAN HILLCREST features the word "PLAN" in a light grey, sans-serif font above the word "HILLCREST" in a bold, dark grey, sans-serif font. To the left of the text is a vertical bar composed of seven thin, parallel lines in the colors of the rainbow: red, orange, yellow, green, blue, indigo, and violet.

PLAN HILLCREST

Hillcrest FPA

Draft Overview

Introductions



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Agenda

1 Plan Hillcrest Introduction & Background

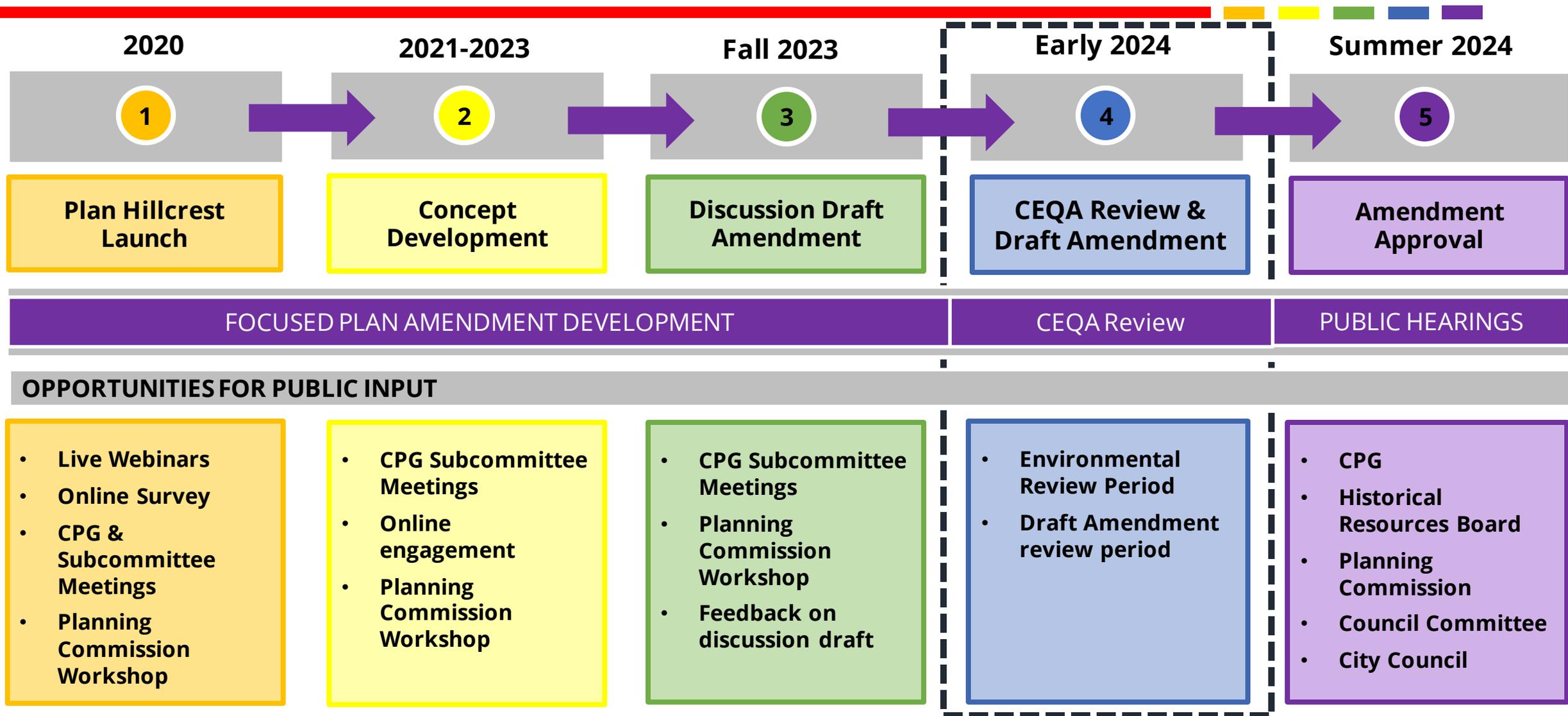
2 Responding to your Feedback

3 Draft Plan Overview & Mobility Analysis

4 Next Steps

5 Feedback

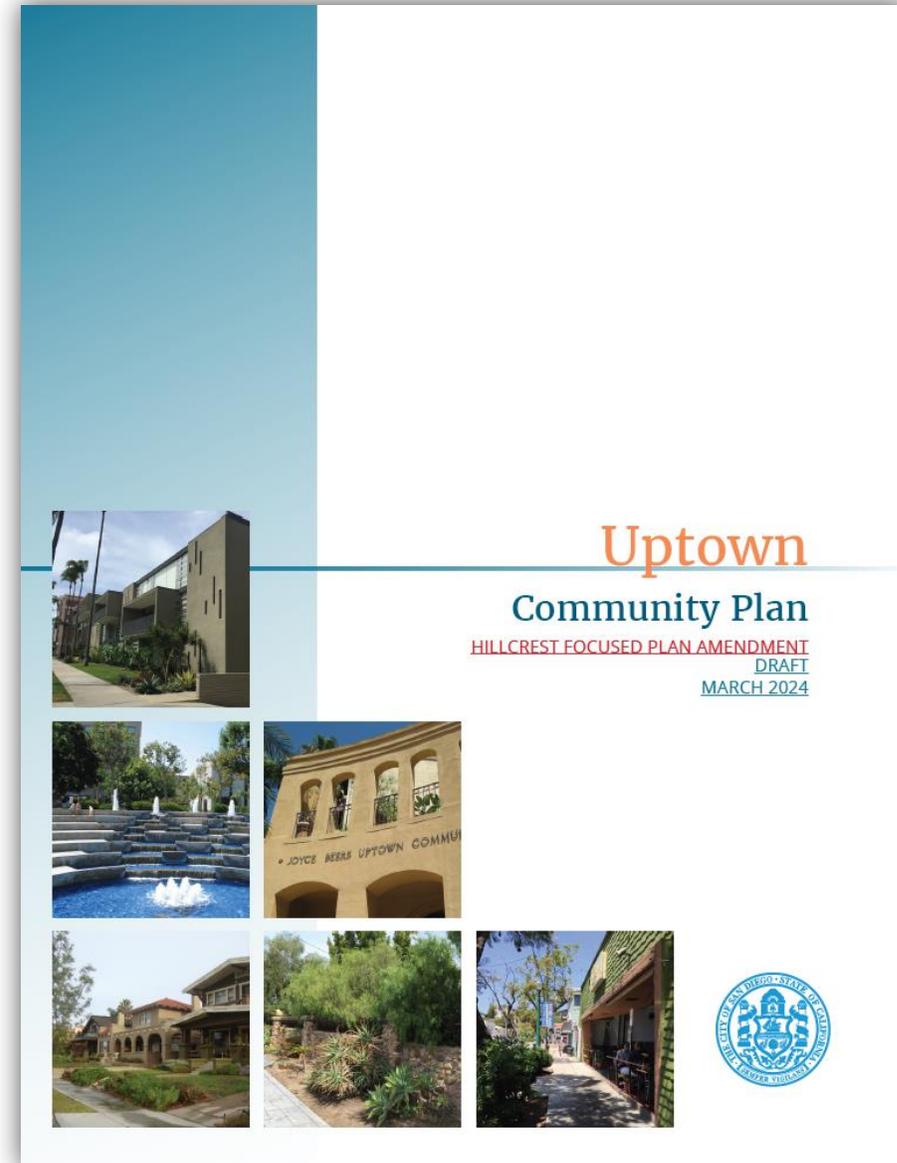
Plan Hillcrest Timeline



Download the Draft

Download: PlanHillcrest.org

- Draft Hillcrest Focused Plan Amendment
- Updated Summary of Changes
- Mobility Technical Report
- Rezone Map
- Environmental Impact Report- email comments to planningCEQA@sandiego.gov



Responding to your Feedback:



- Increased clarity & reduced jargon
- Reinstated policies & language where possible
- Reduced density
- Encouraging Economic Prosperity
- Increase tree canopy
- Support grocery stores
- Encourage bicycling for commuting
- Additional mobility analysis
- Printed copies of Draft for the Uptown Planners
- Provide links within the plan
- Summary of Discussion Draft Feedback (in progress)

Key Aspects of the Focused Plan Amendment Draft

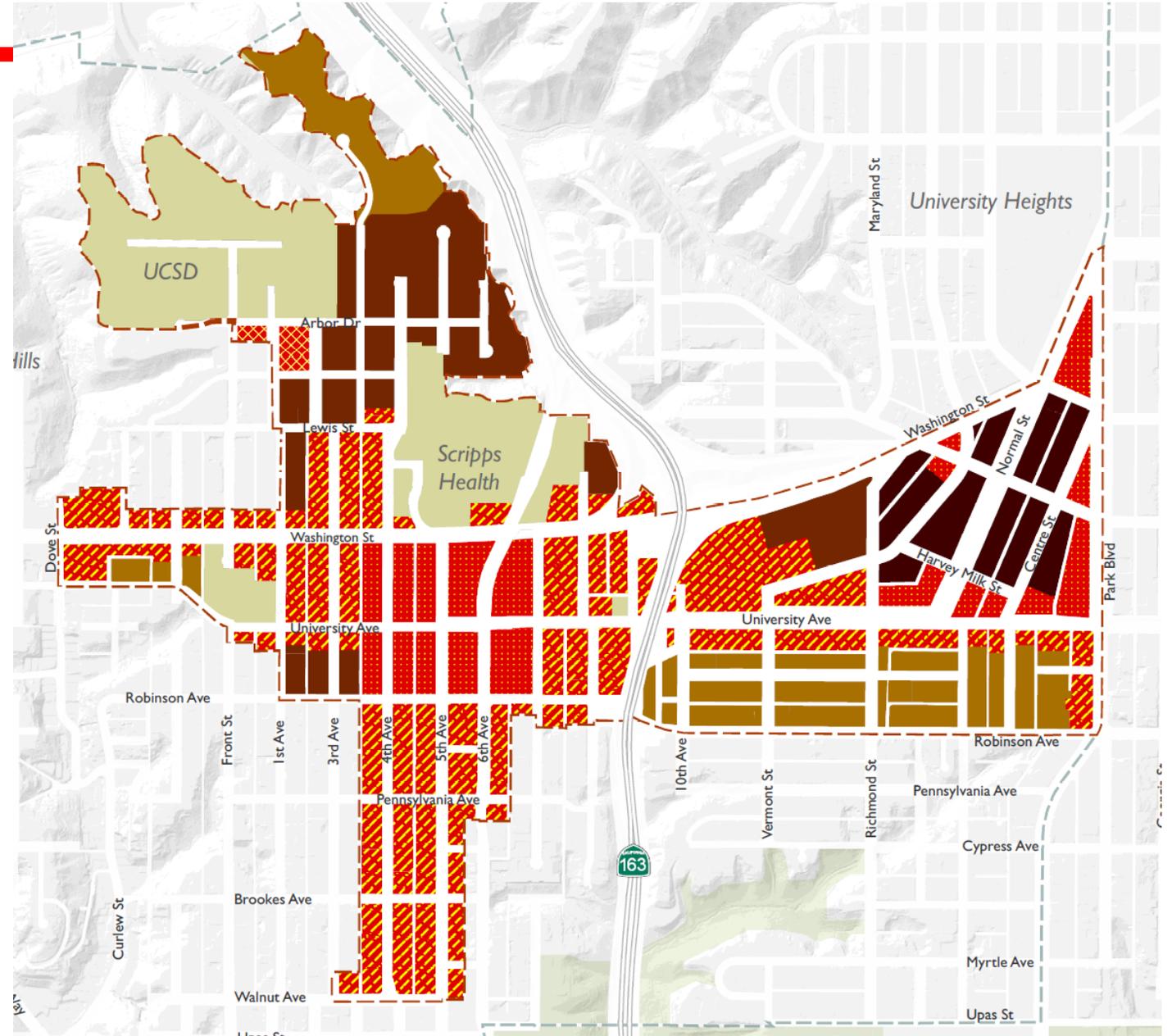
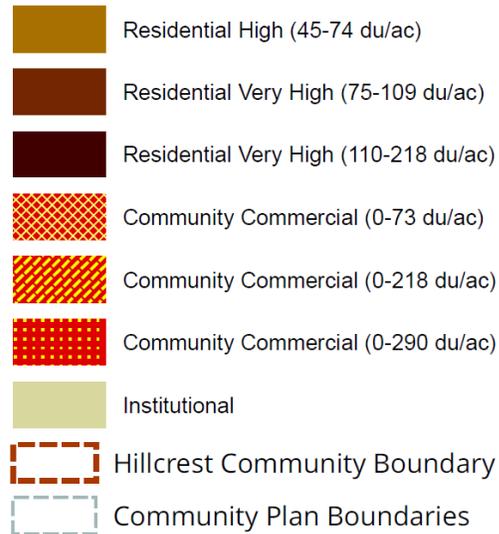
Main Updates:

- Opportunity for around 17,000 new homes
- Updated Land Use Figure
- Strengthened LGBTQ+ Cultural District
- Strengthened Supplemental Development Regulations
- Updated Figures for Bicycle, Transit, and Street Networks
- Strengthened policies regarding bicycling and transit

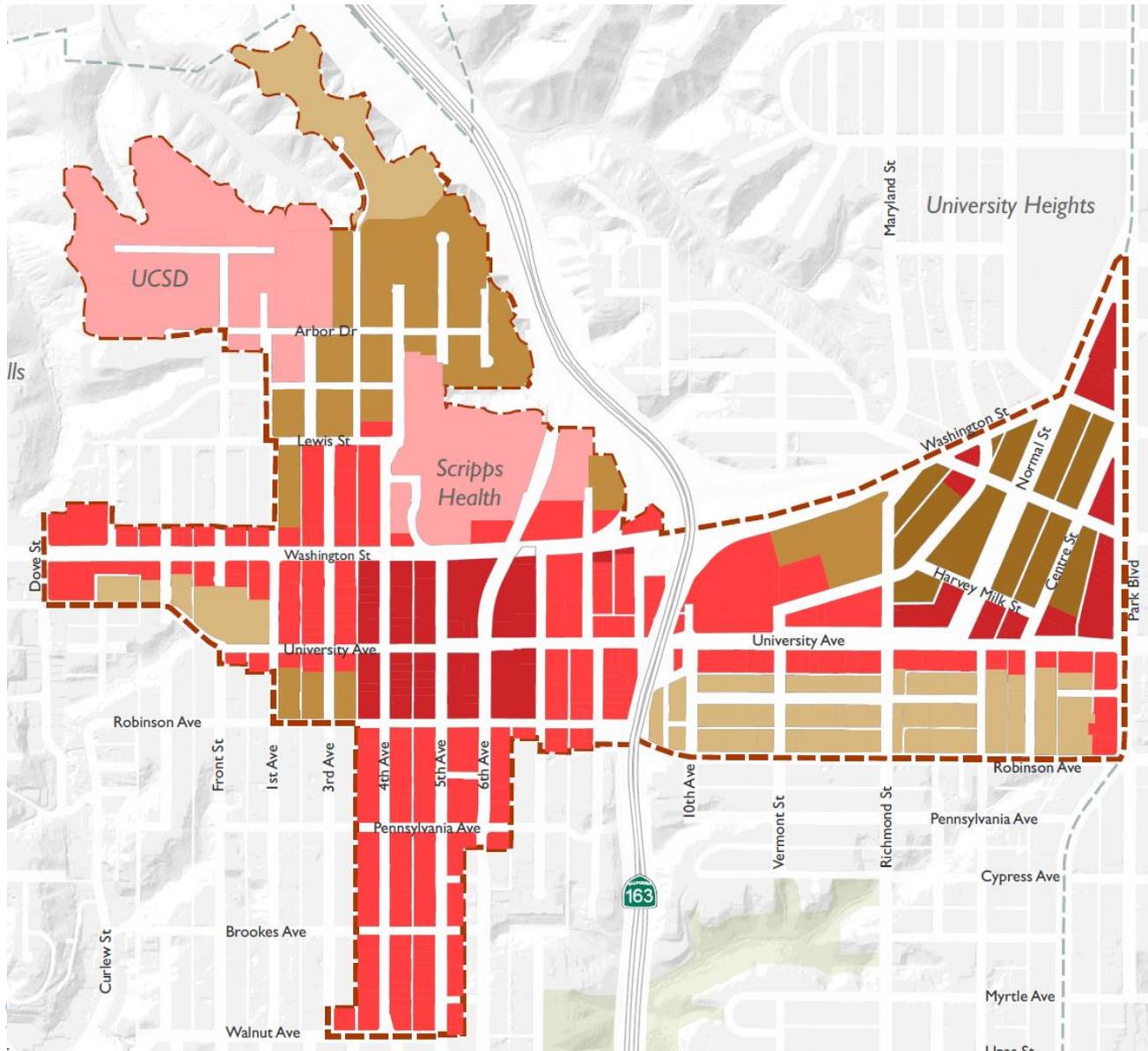
Land Use

- **Additional opportunity for around 17,000 new homes**

Proposed Land Use Map



Proposed FPA Zoning

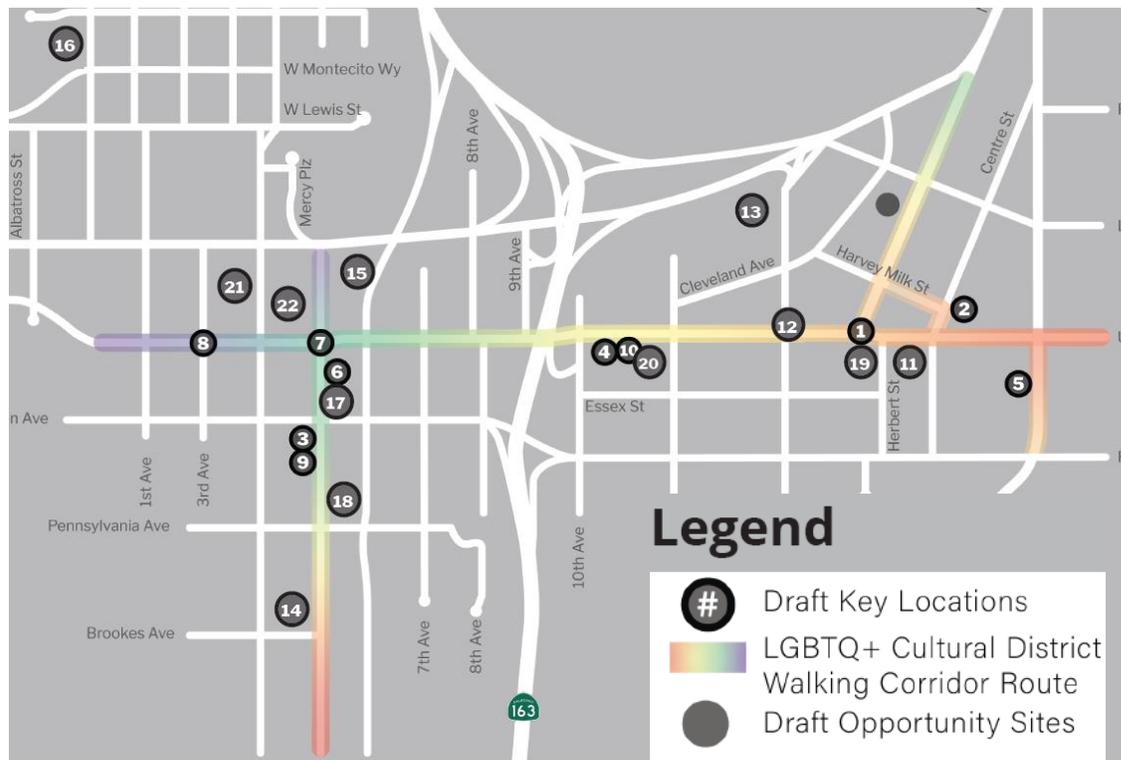


Zones	Height Limit	Maximum Permitted Density	Floor Area Ratio (FAR)
RM 3-9	60'	73 du/acre	2.7 FAR
RM 4-10	FAR based height limit	109 du/acre	3.6 FAR
RM 4-11	FAR based height limit	218 du/acre	7.2 FAR
CC 3-8	100'	73 du/acre	2.0 FAR (up to 4.5 FAR with mixed use bonus)
*CC 3-10	FAR based height limit	218 du/acre	3.0 FAR (up to 7.5 FAR with mixed use bonus)
*CC 3-11	FAR based height limit	290 du/acre	4.0 FAR (up to 8.0 FAR with mixed use bonus)

*New base zones proposed by the Hillcrest Focused Plan Amendment

LGBTQ+ Cultural District

- Updated Walking Corridor Map
- Strengthened Policies



5

LGBTQ + CULTURE

- 5.1 LGBTQ+ CULTURAL DISTRICT
- 5.2 HISTORY + CULTURE
- 5.3 OUTREACH + STORIES
- 5.4 INTERPRETIVE ELEMENTS
- 5.5 WALKING CORRIDOR MAP + SITES
- 5.6 POLICY

Community Plan Implementation Overlay Zone

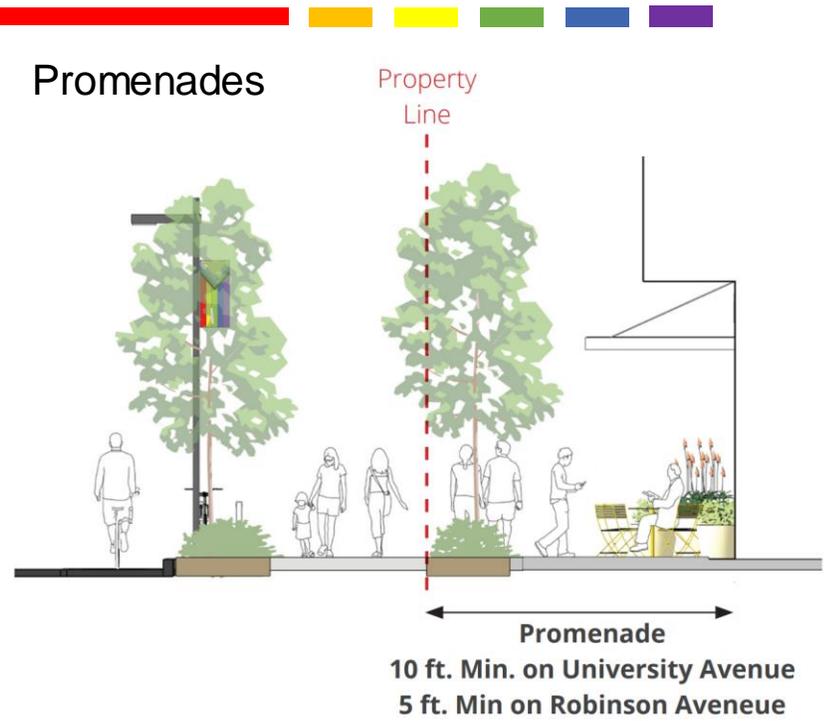
Strengthened Supplemental Development Regulations:

- Public Spaces & Promenades
- Building Facades
- Historic District
- Commercial Activity Area

Community Plan Implementation Overlay Zone

Revised Public Spaces and Promenade Supplemental Development Regulations:

- Public Spaces
- Revised the width requirement for University Avenue and Robinson Avenue Promenades



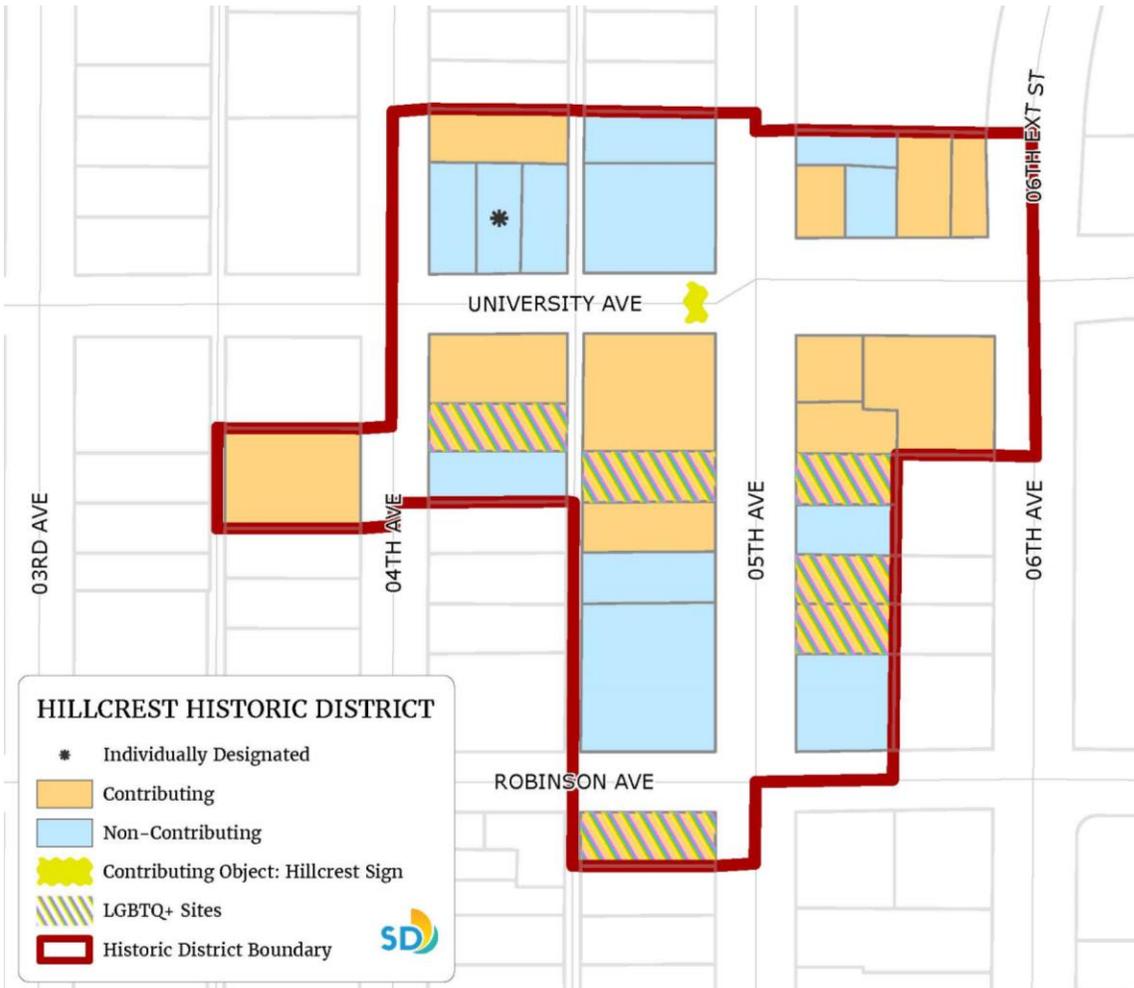
Community Plan Implementation Overlay Zone

NEW Supplemental Development Regulation:

- Building Facades – Design articulation through texture, material, color, and murals to avoid blank walls



Community Plan Implementation Overlay Zone



Updated Historic District Supplemental Development Regulations

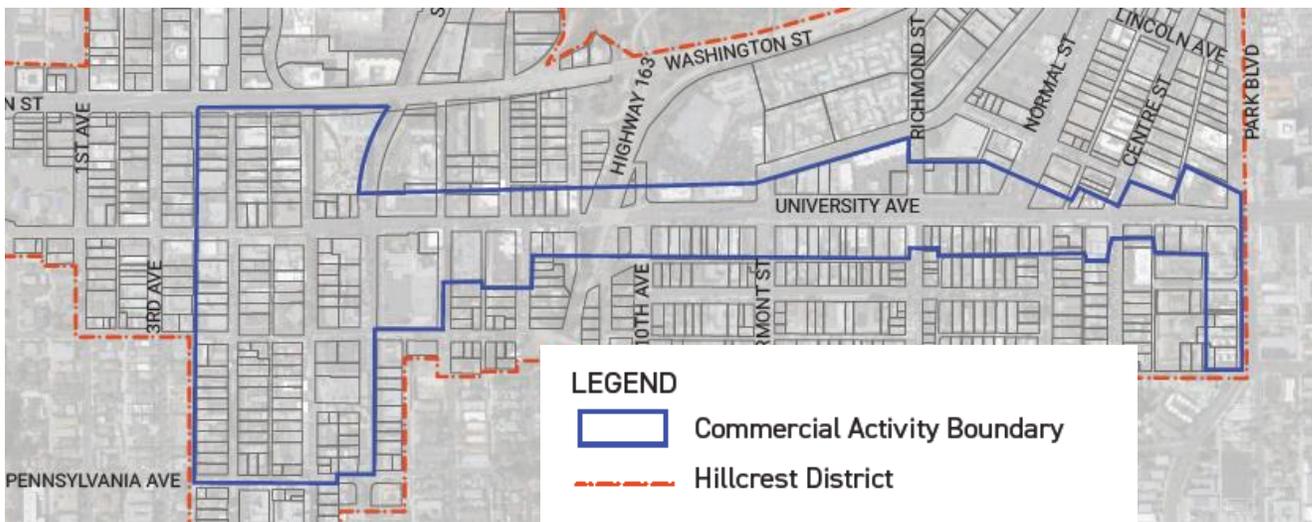
- Provided more flexibility
- Removed Tower Massing Requirement
- Allowed for encroachment of up to 4 feet for balconies with building step back

Community Plan Implementation Overlay Zone



NEW Commercial Activity Area

- New Identified Commercial Activity Area that included specified SDRs for:
 - Noise Disclosure (retained)
 - Hours of Operation
 - Legacy Businesses



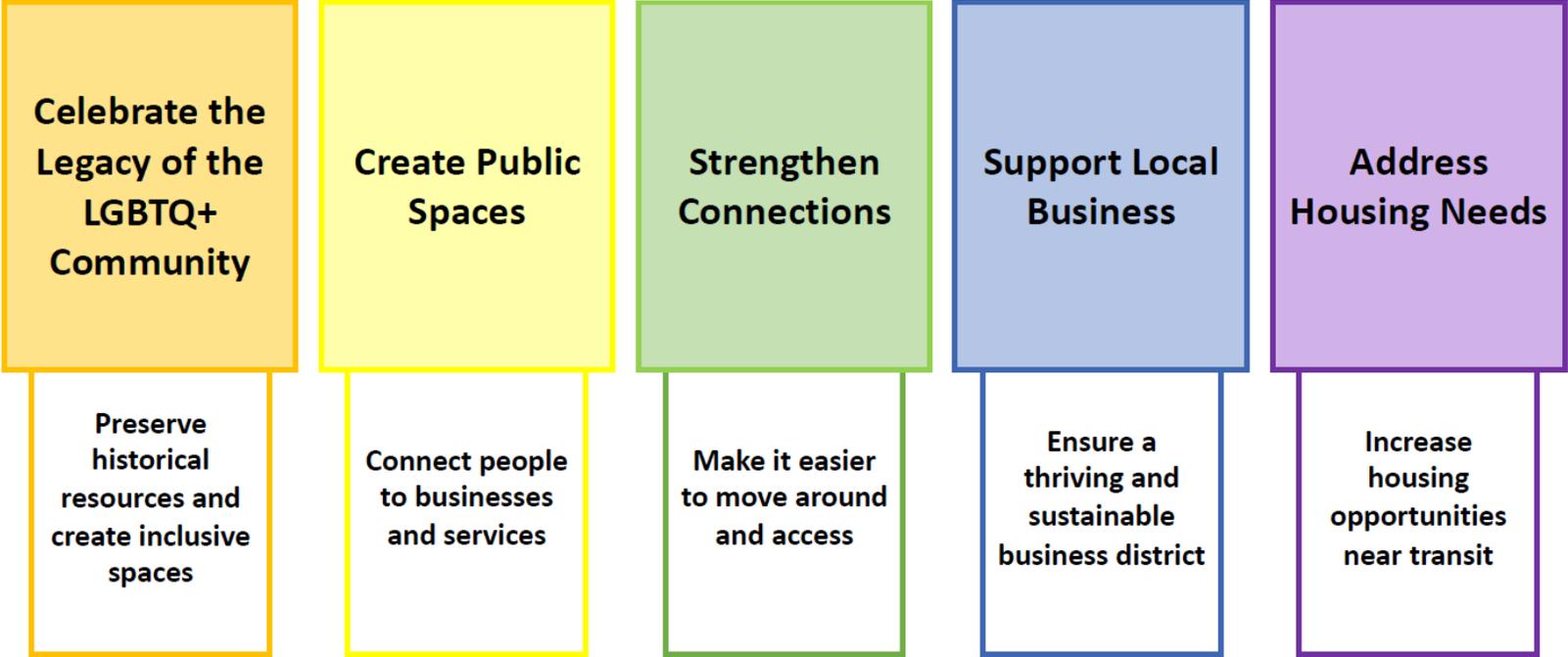


Mobility

Structure

- Objectives & City Initiatives
- Revisions of Previous Draft
- Mobility Analysis

Plan Hillcrest Objectives & City Initiatives



Discussion Draft Feedback

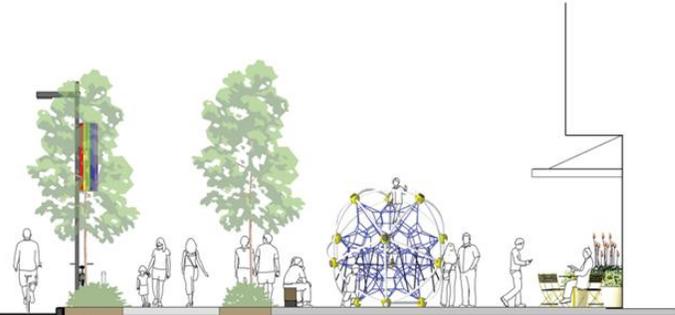


Changes to Bike, Pedestrian, and Transit network maps:

- Removed cycle track along Fourth Avenue & Lewis Street, north of Washington St; We identified a facility connecting to Bachman Place along First Avenue and Lewis Street
- Text edits to the Mobility Element and policies
- Removed dedicated transit facilities along Sixth Avenue
- Changed peak period bus lane to dedicated transit facility along Washington Street between Dove St & Fifth Avenue

Recommended Pedestrian Enhancements

Promenades



Curb Extension / Bulb-outs



Pedestrian Refuge



Pedestrian Countdown

Urban Parkways



Continental Crosswalks

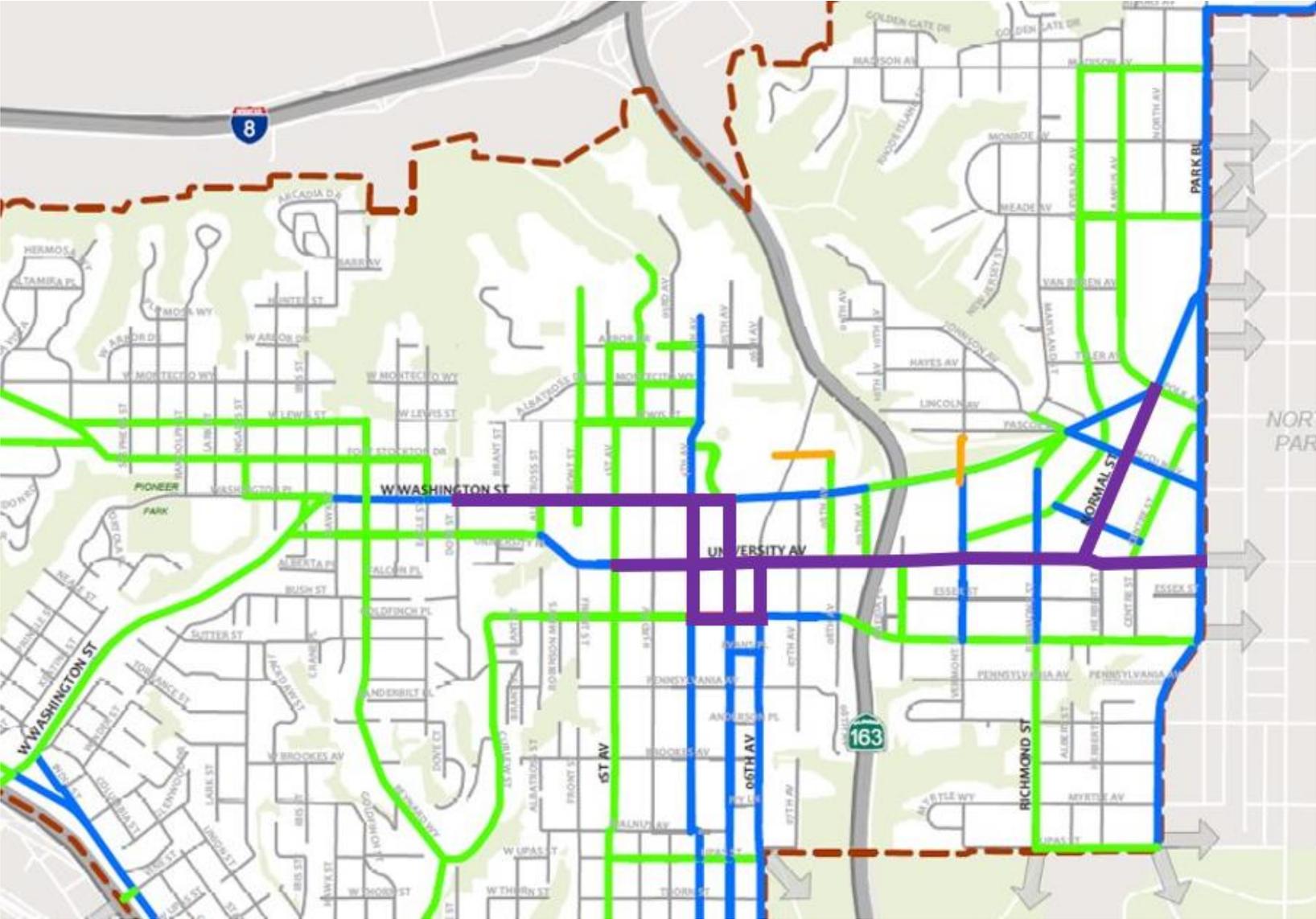


Leading Pedestrian Interval

Previously Recommended Pedestrian Network

Pedestrian Route Types

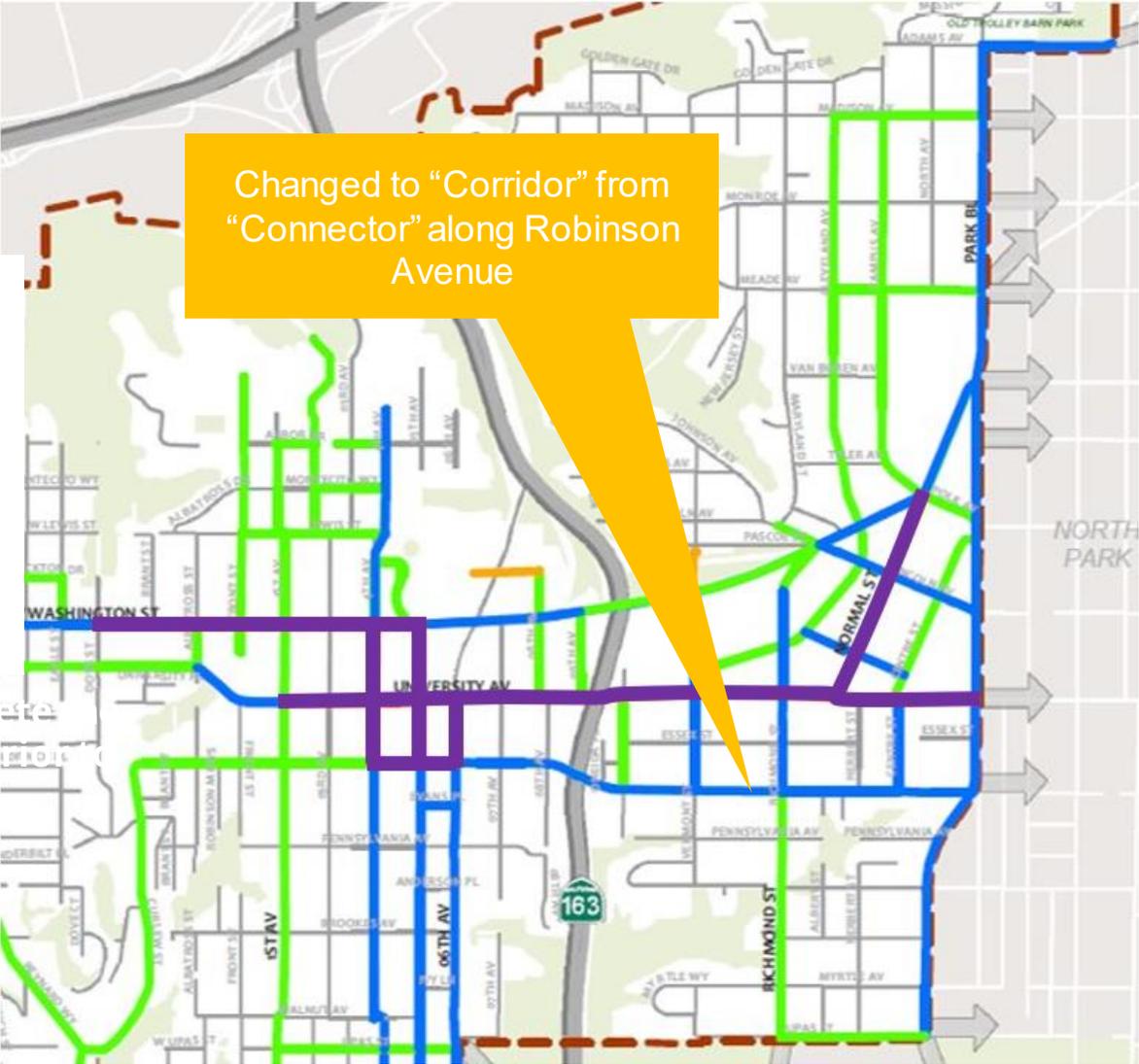
-  District
-  Corridor
-  Connector
-  Neighborhood
-  Auxiliary Pedestrian Facility
-  Parks / Open Space



Revised Recommended Pedestrian Network

Pedestrian Route Types

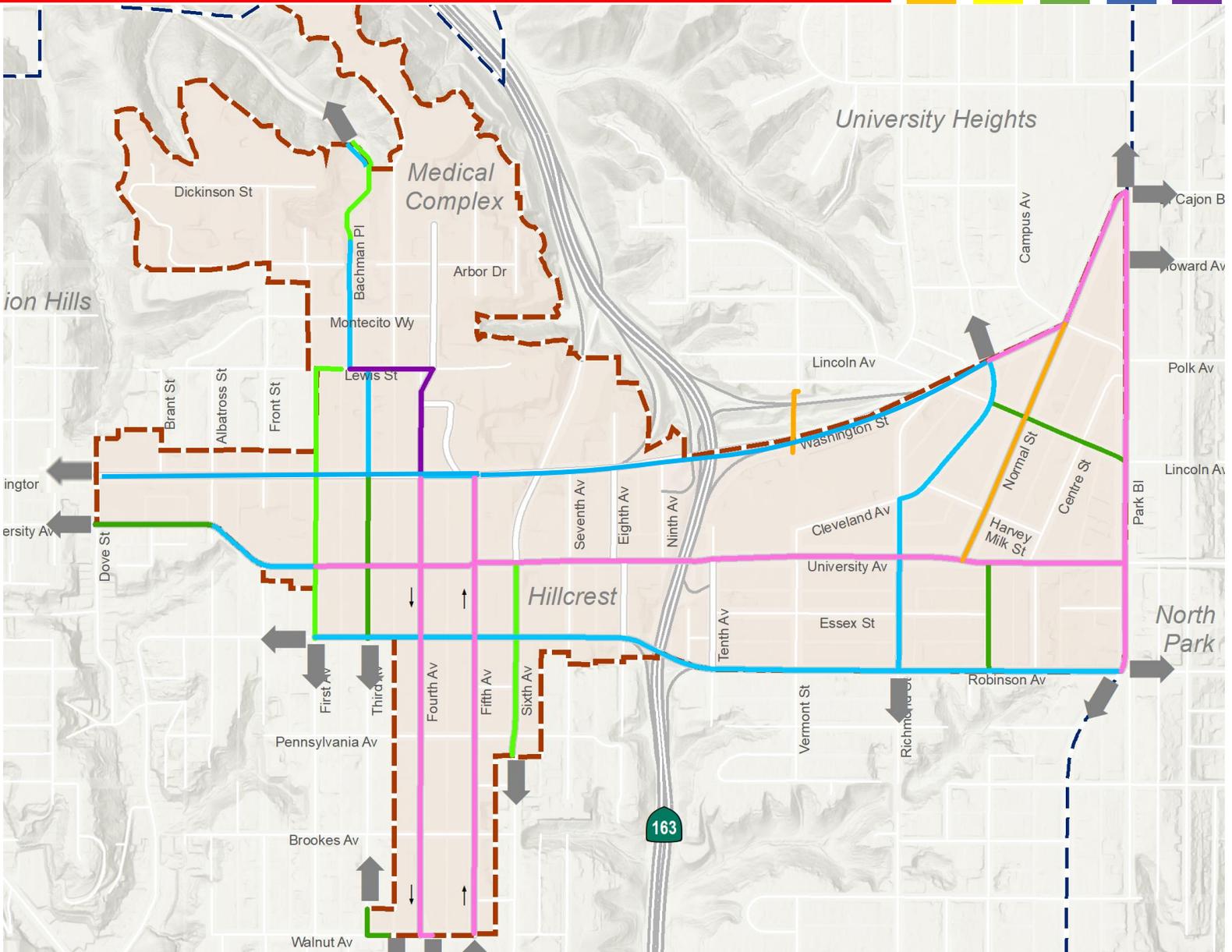
-  District
-  Corridor
-  Connector
-  Neighborhood
-  Auxiliary Pedestrian Facility
-  Parks / Open Space



Previously Recommended Bicycle Network

Recommended Bicycle Facility Classifications

-  Class I - Bike Path
-  Class II - Bike Lane
-  Class III - Bike Route
-  Class II/III - Bike Lane / Bike Route
-  Class IV - Cycle Track (One-Way)
-  Class IV - Cycle Track (Two-Way)
-  Enhanced Class III - Bike Boulevard
-  Hillcrest Boundary
-  Community Planning Area Boundaries
-  Bicycle Connection to Neighboring Community



Revised Recommended Bicycle Network

Recommended Bicycle Facility Classifications

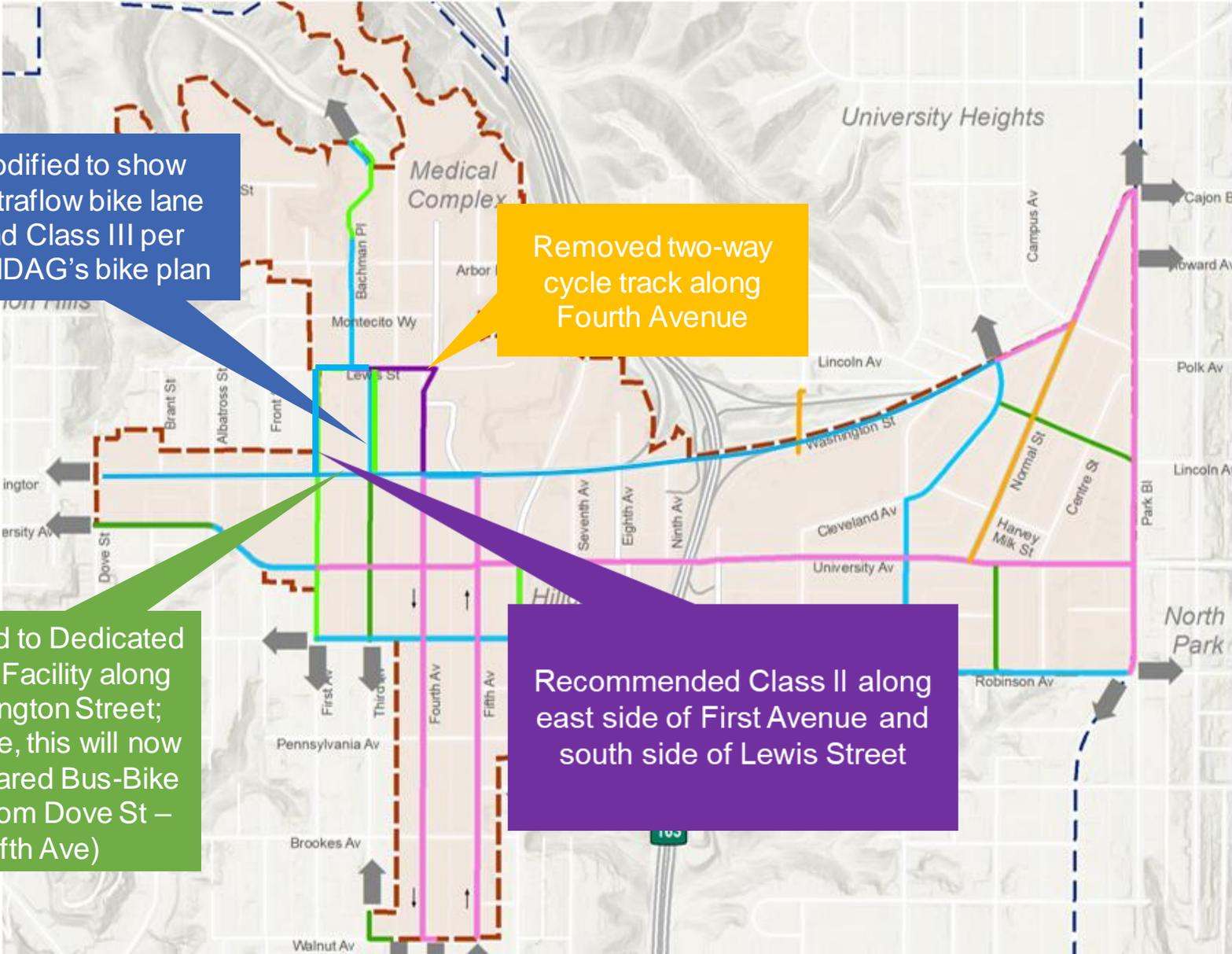
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- Class IV - Cycle Track (One-Way)
- Class IV - Cycle Track (Two-Way)
- Enhanced Class III - Bike Boulevard
- Hillcrest Boundary
- Community Planning Area Boundaries
- ➔ Bicycle Connection to Neighboring Community

Modified to show contraflow bike lane and Class III per SANDAG's bike plan

Removed two-way cycle track along Fourth Avenue

Changed to Dedicated Transit Facility along Washington Street; therefore, this will now be a Shared Bus-Bike lane (from Dove St – Fifth Ave)

Recommended Class II along east side of First Avenue and south side of Lewis Street



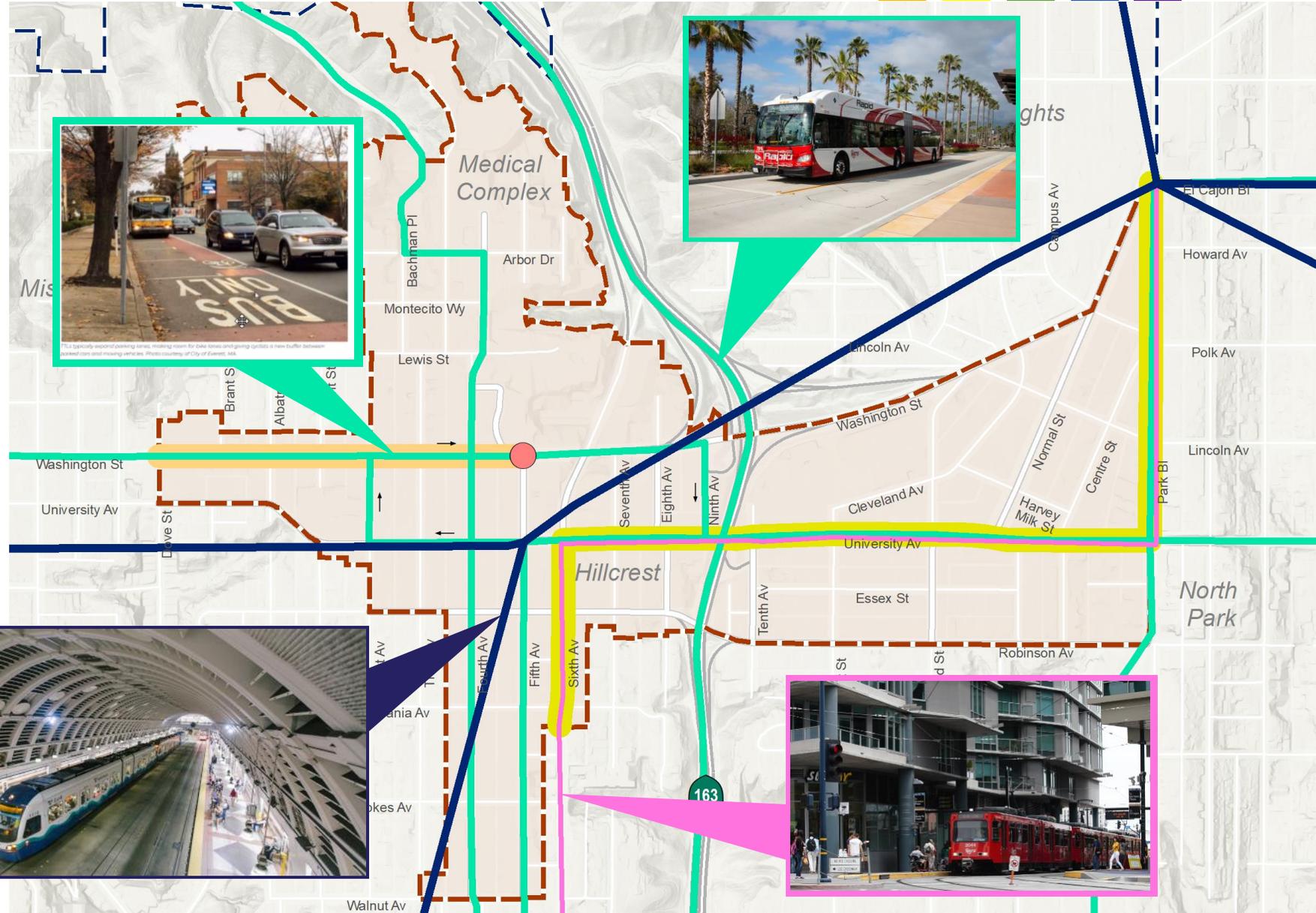
Previously Recommended Transit Network

Planned Transit Improvements (2021 RTP)

-  Commuter Rail
-  Light Rail or Streetcar
-  Next Gen Rapid

Recommended Transit Improvements

-  Center Running Transit Guideway
-  Peak Period Bus Only Lanes
-  Queue Jump/Transit Signal Priority
-  Hillcrest Boundary
-  Community Planning Area Boundaries



Revised Recommended Transit Network

LEGEND

-  Bus Routes
-  Dedicated Transit Facilities

SANDAG 2021 (or Current) Regional Plan

Light Rail Routes

-  Blue Line
-  Green Line
-  Orange Line
-  Coaster
-  Streetcar

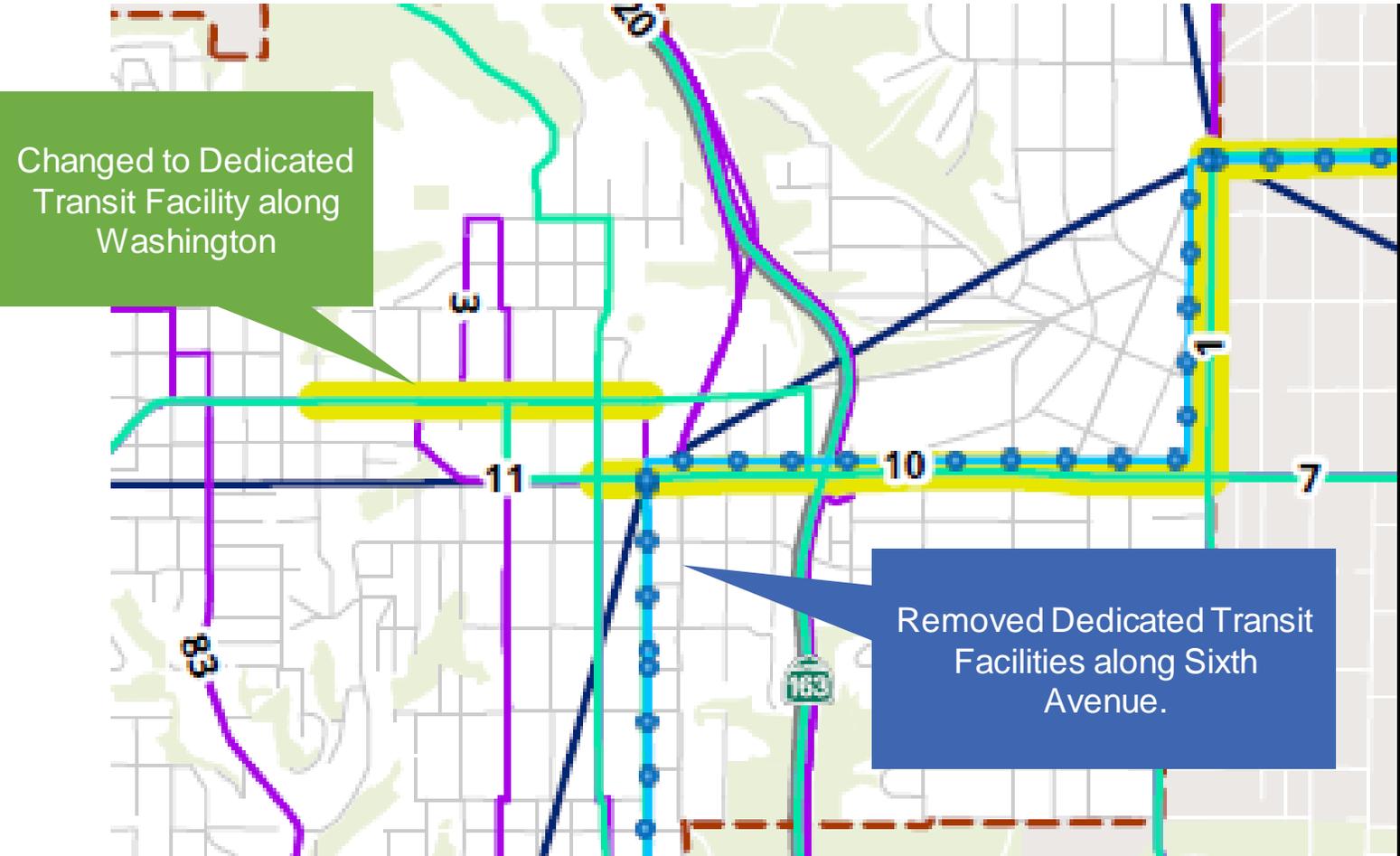
-  Next Gen Rapid Transit
-  Commuter Rail

 Community Plan Boundary

 Parks / Open Space

SANDAG's current 2021 Regional Plan and is subject to change or be modified in subsequent Regional Plan Updates or transit corridor studies.

Dedicated Transit Facilities were developed at a planning level and may be refined upon further analysis at the project level of implementation.

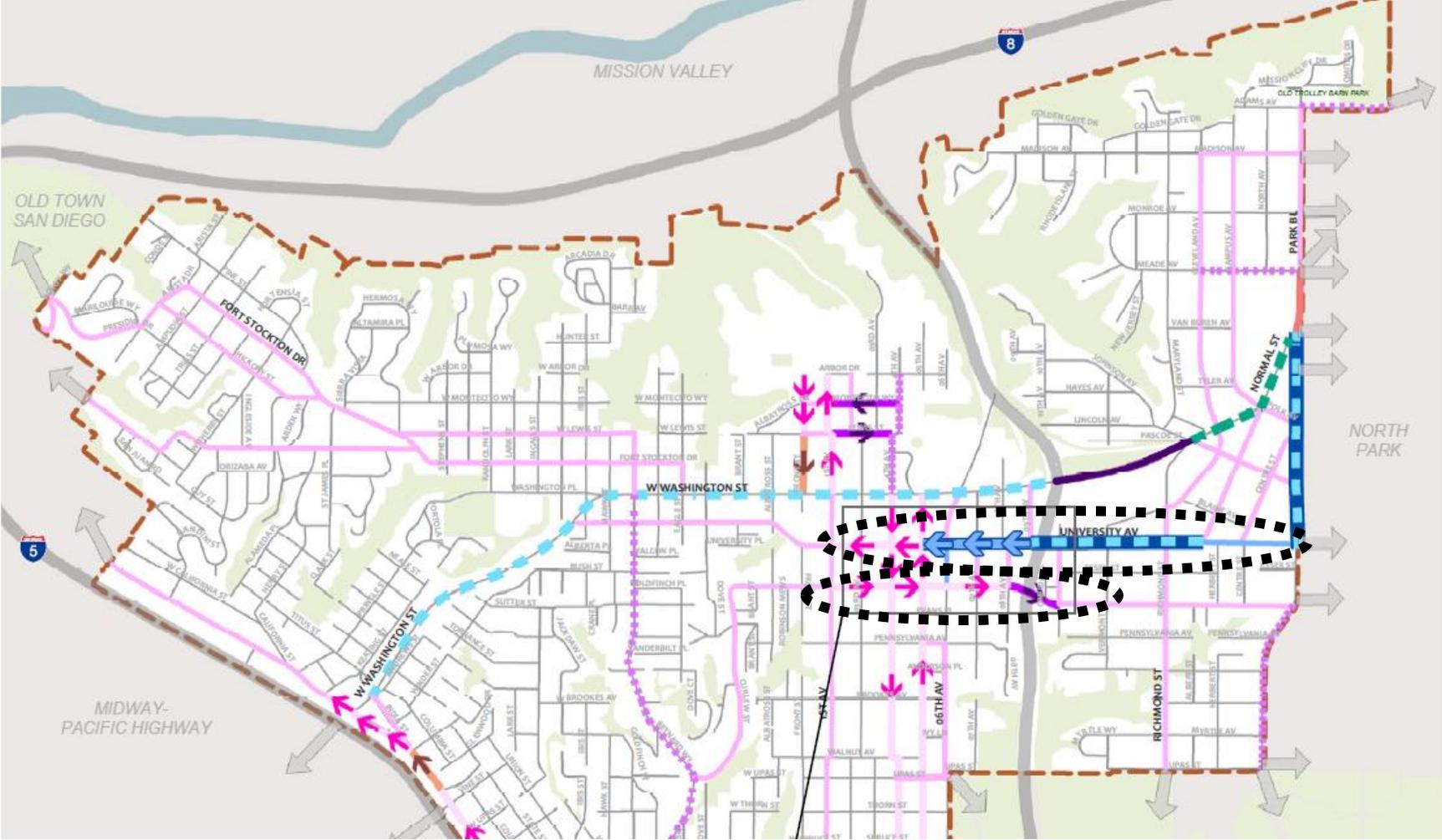


Recommended Vehicular Network

FIGURE 3-5: PLANNED STREET CLASSIFICATIONS

Legend

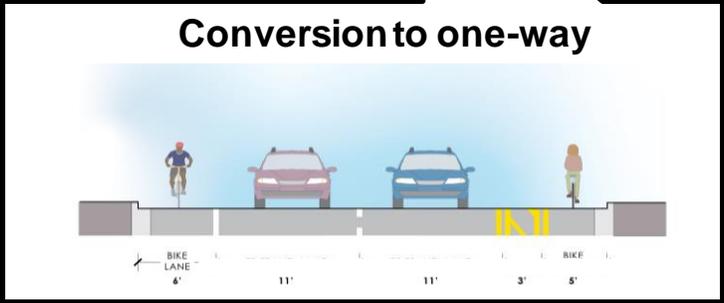
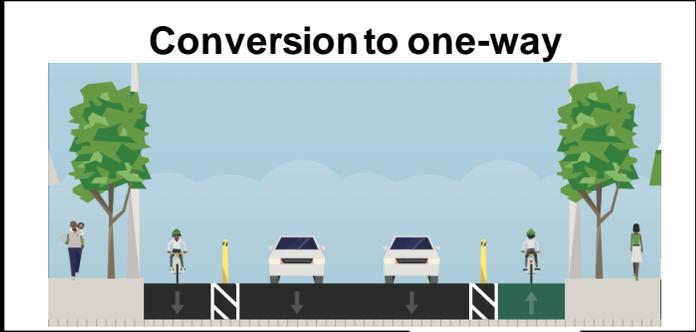
- 1-Lane Collector (1C)
- 2-Lane Collector (no center lane)
- 2-Lane Collector w/Center Left Turn Lane (2C w/CLTL)
- 3-Lane Collector (no center lane)
- 4-Lane Collector (no center lane)
- 4-Lane Major Arterial (4M)
- 5-Lane Major Arterial (5M)
- 6-Lane Major Arterial (6M)
- Road With Dedicated Transit Facilities
- Arrow Indicates Direction of Travel On One Way Streets
- Community Plan Boundary
- Parks/Open Space



Recommended Vehicular Network

Legend

-  1-Lane Collector (1C)
-  2-Lane Collector (no center lane)
-  2-Lane Collector w/Center Left Turn Lane (2C w/CLTL)
-  3-Lane Collector (no center lane)
-  4-Lane Collector (no center lane)
-  4-Lane Major Arterial (4M)
-  5-Lane Major Arterial (5M)
-  6-Lane Major Arterial (6M)
-  Road With Dedicated Transit Facilities
-  Arrow Indicates Direction of Travel On One Way Streets
-  Community Plan Boundary
-  Parks/Open Space





Analysis

Active Transportation Analysis - Pedestrian

Table 6: Pedestrian Environment Quality Evaluation (PEQE) Scores by Intersection Crossing Location

PEQE Score	Existing Number of Approaches	Future Number of Approaches	Change in Number of Approaches (+/-)
High	0	127	+127
Medium	149	45	-104
Low	23	0	-23

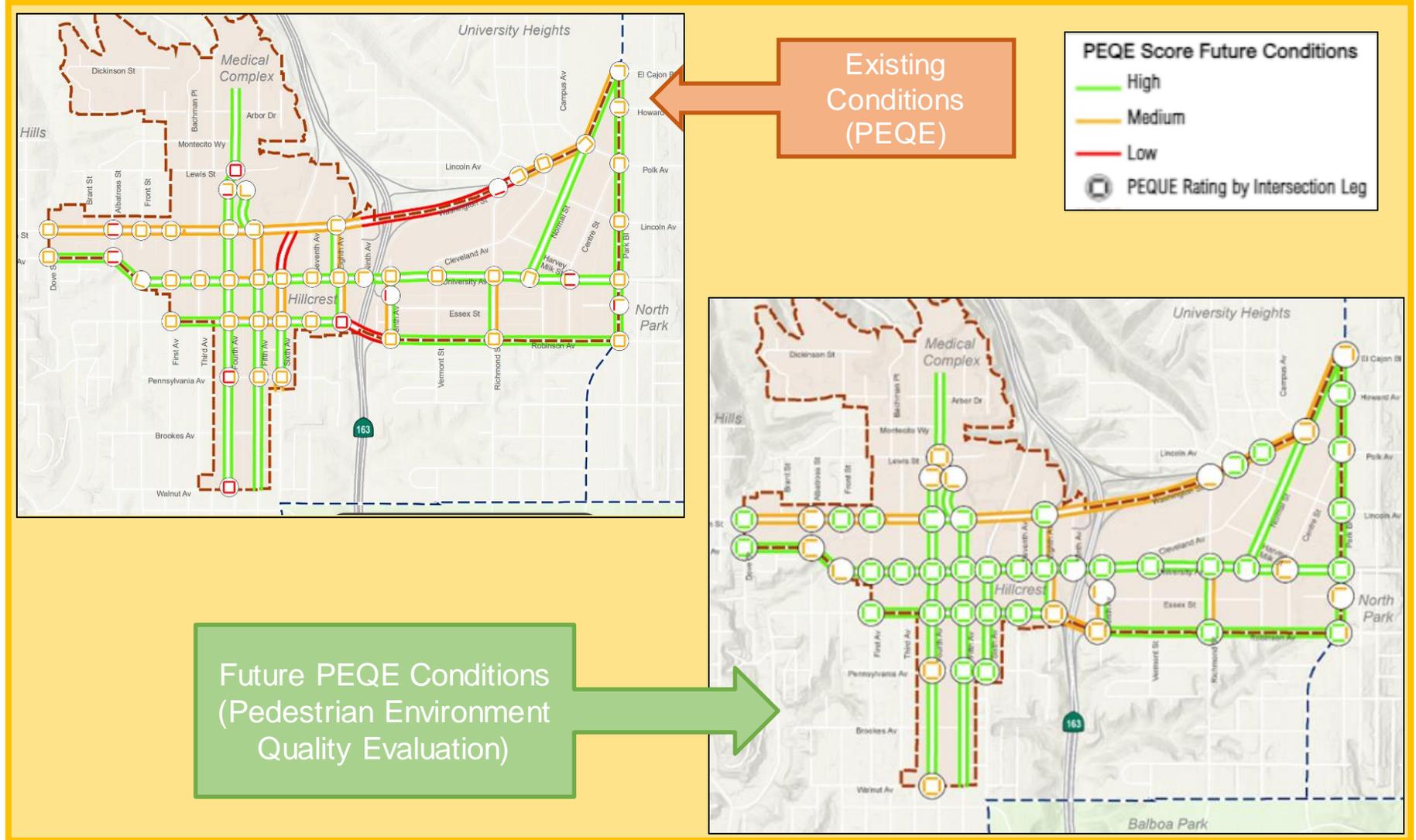


Table 7: Intersection Pedestrian Improvement

PEQE Score	Crossing Legs
Add Pedestrian Signage (by Crossing Leg)	161
LPI (by Crossing Leg)	100
No Turn on Red (by crossing leg)	4
High-Visibility Crosswalk	36
Bulbouts	35
Upgrade Curb Ramp to ADA	16
New ADA Curb Ramp Installation	3

Future PEQE Conditions (Pedestrian Environment Quality Evaluation)

Existing Conditions (PEQE)

PEQE Score Future Conditions

- High
- Medium
- Low
- PEQE Rating by Intersection Leg

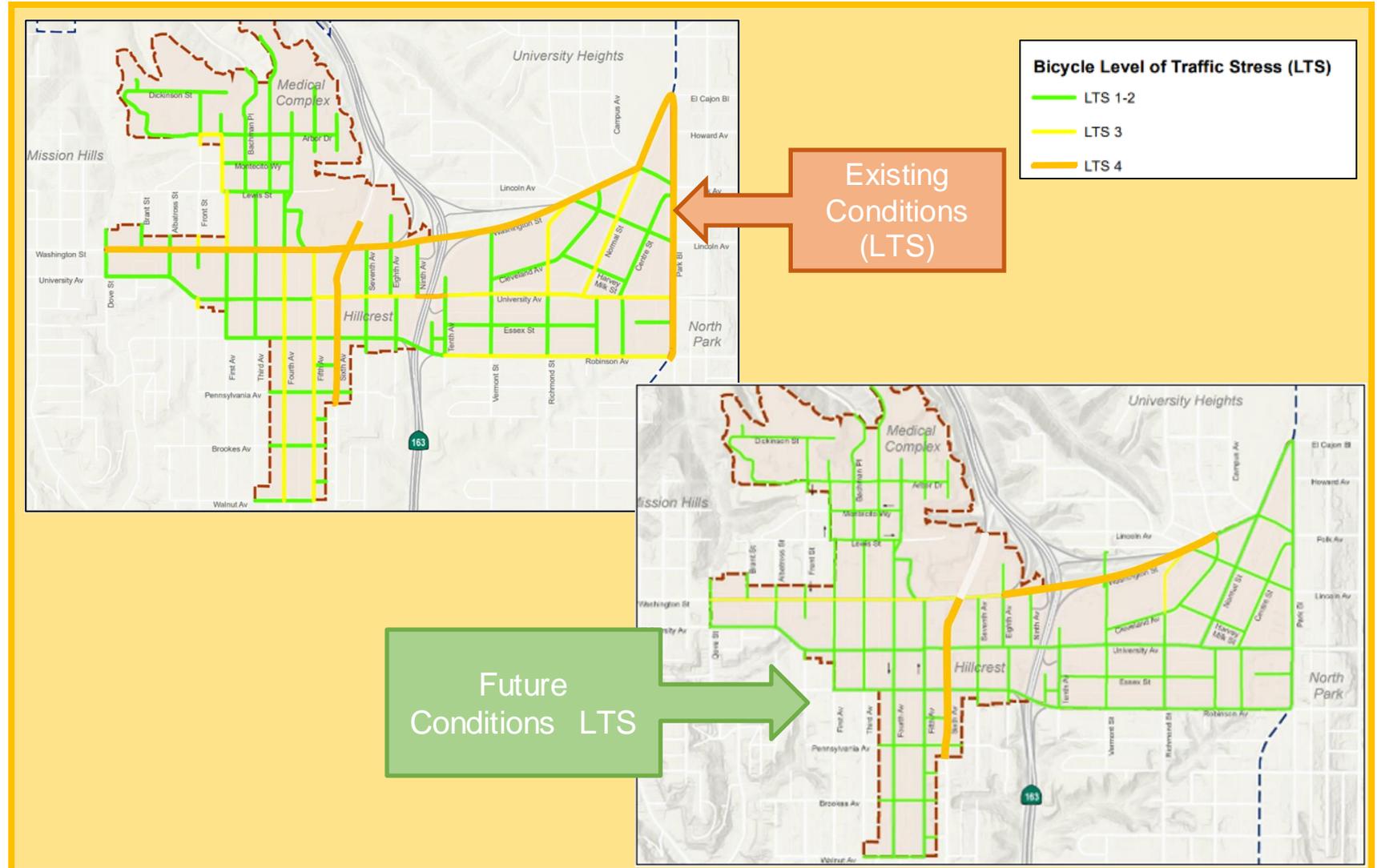
Active Transportation Analysis - Bicycle

Table 1: Bicycle Mileage by Classification

Classification	Existing Conditions (Miles)	Planned (miles)
Class I - Bike Path	0.1	0.4
Class II - Bike Lane	1.8	2.9
Class II/III - Bike Lane (SB) / Bike Route (NB)	0	0.1
Class III - Bike Route	2.4	0.6
Class IV - Cycle Track	0 ¹	3.1
Bus-Bike Lane	0	0.5
Bicycle Boulevard - Enhanced Class III	0	0.7
Total	4.3	8.3

Table 3: Implementation Method for Unbuilt Sections of Bicycle Network

Implementation Method	Miles
Travel Lane Removal ("Road Diet")	2.0
No Modifications Needed (e.g., Sharrows and striping without changing lane widths)	1.6
Parking Lane Removal	1.4
Shoulder Conversion	0.5
Lane Width Reduction	0.3



Transit Analysis – Transit Speed Along University Avenue

✓ Under Existing Conditions bus travel speed of 11-14mph along corridor

✓ Under Future Scenario without proposed mobility network bus travel speed of 8-12mph along corridor (varies)

✓ Under Future Scenario with proposed mobility network bus travel speed of 19mph along corridor (consistent)

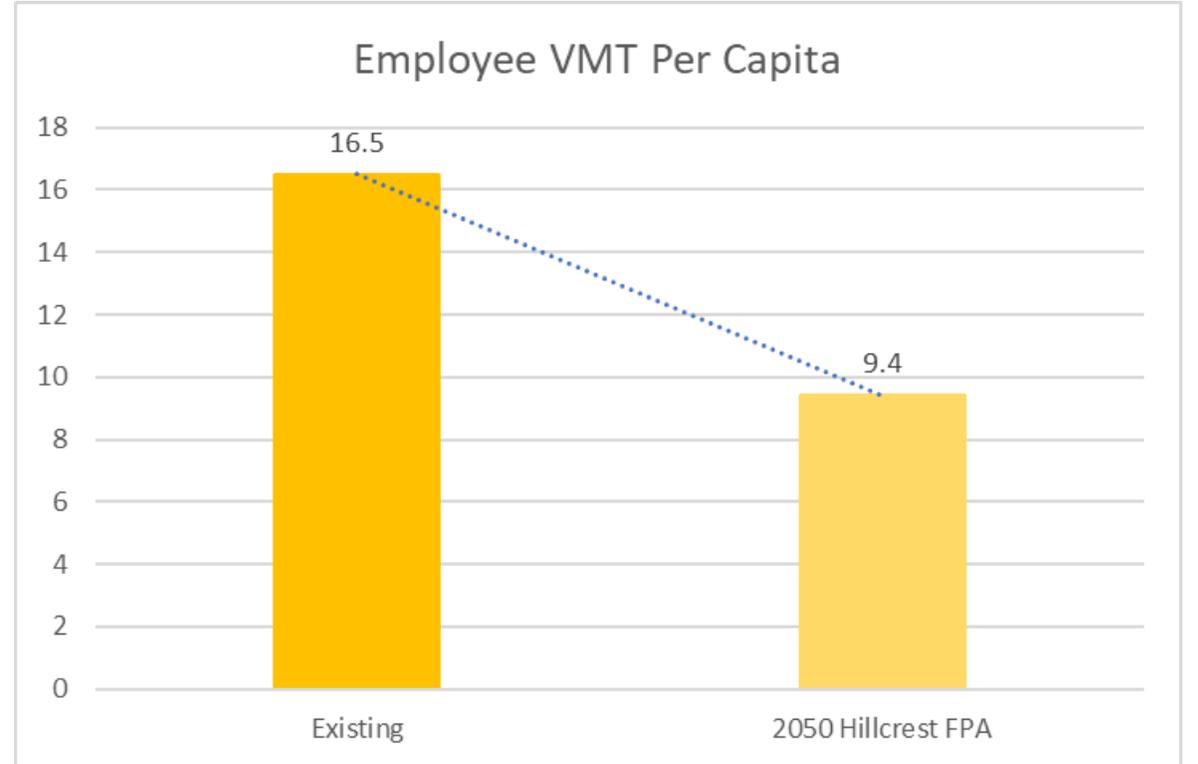
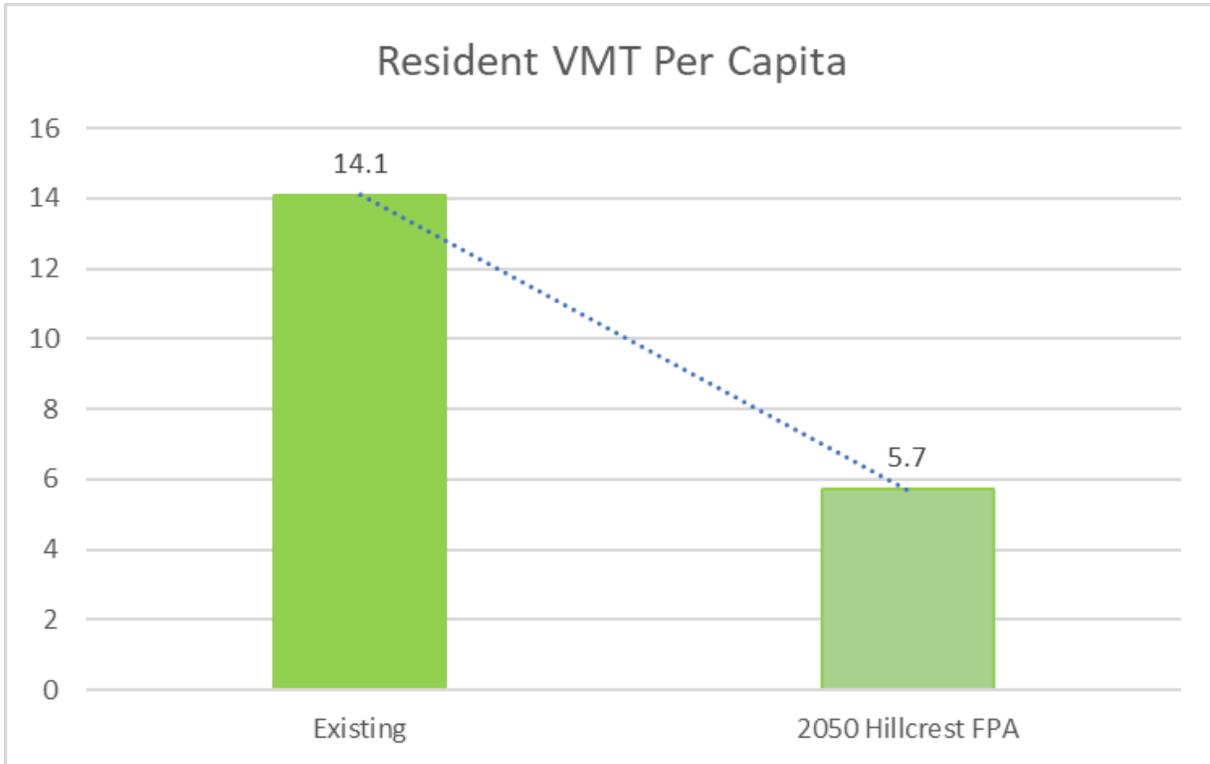
Bus Travel Speed Along University Avenue (Fourth Ave – Park Bl)

Approach	Existing		Future Conditions without Proposed Mobility Network		Future Conditions with Proposed Mobility Network	
	AM	PM	AM	PM	AM	PM
EB	12.4	11.2	11.1	8.1	19.7	19.1
WB	14.5	13.9	12.9	13	19.6	19.2

Additional bus reliability improvements with dedicated transit lanes

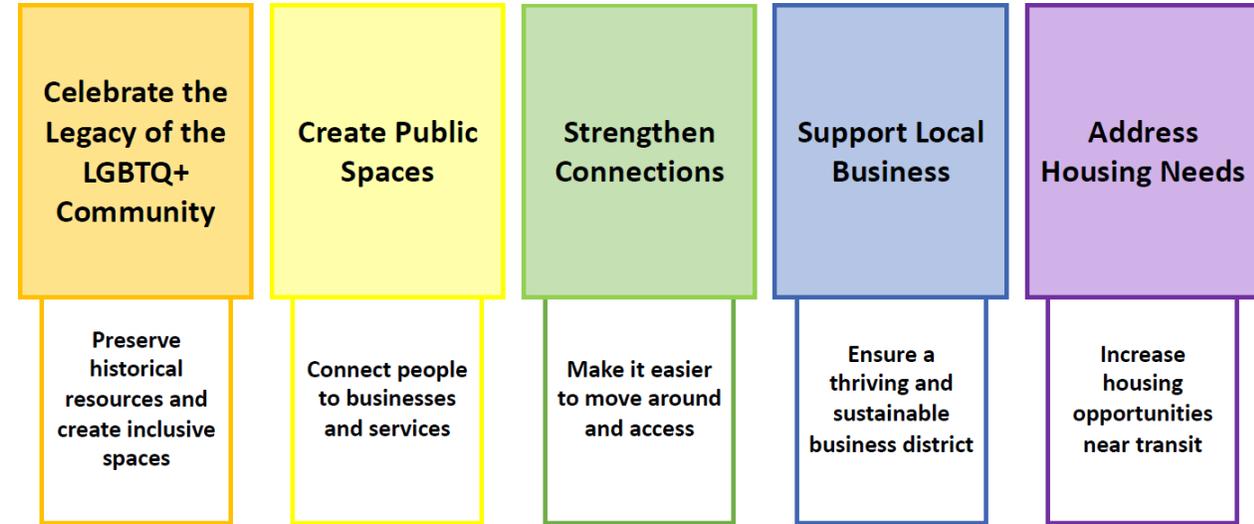


Vehicle Analysis - Vehicle Miles Travelled (VMT)

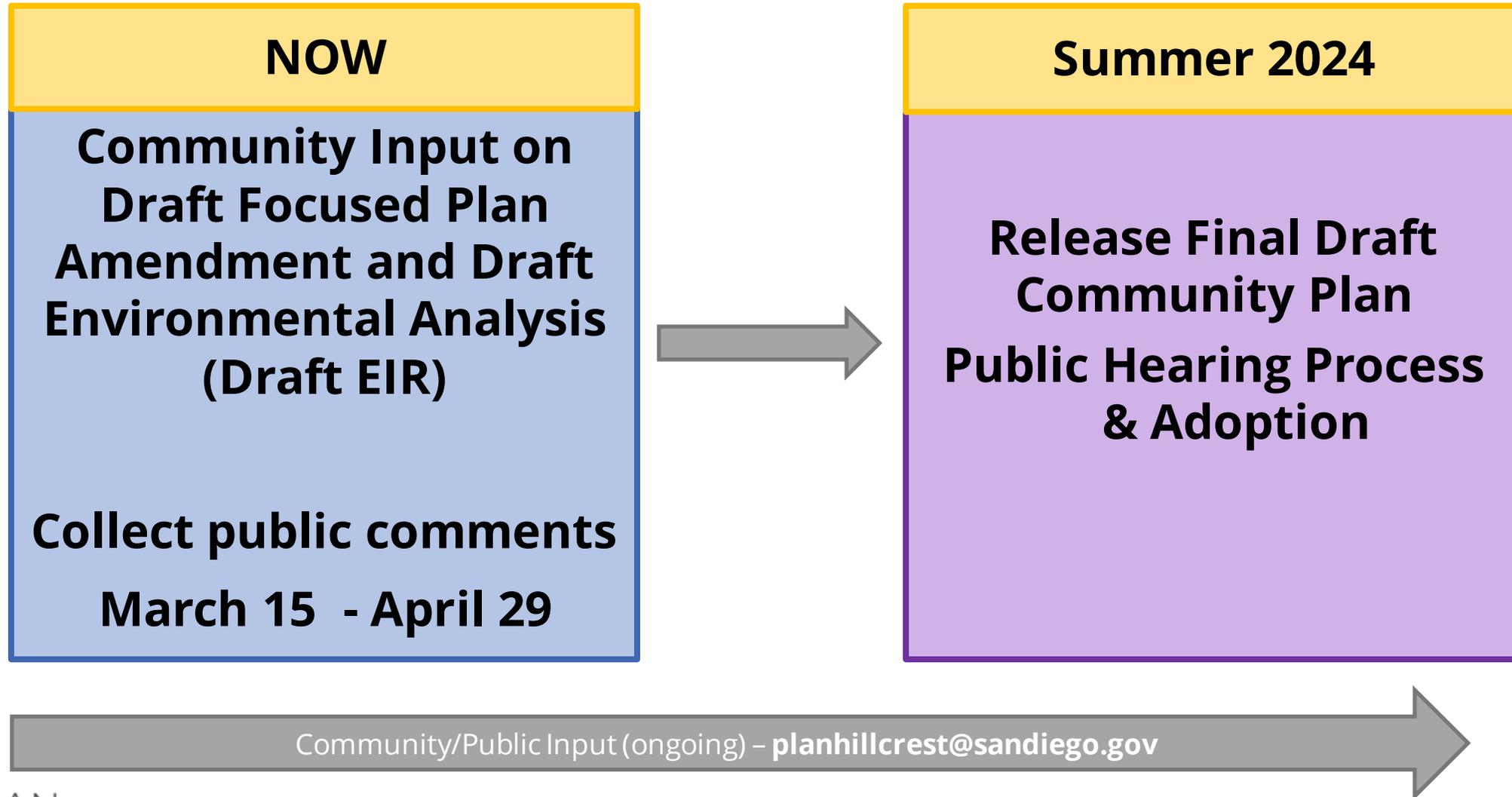


How does Mobility Network address Objectives?

- ✓ Transit priority on Washington Street, University Avenue, and Park Boulevard
- ✓ Emergency access provided on University Avenue and Washington Street
- ✓ Accommodates all users
- ✓ Planning for increased transit, bicycle and pedestrian use



Timeline



Next Steps

- **Tuesday, April 2nd** - Uptown Planners Board (Information Item)
- **April TBD** - Uptown Planners Plan Hillcrest Ad Hoc Committee
- **Tuesday, May 7th** - Uptown Planners Board (Action Item)
- **Late May** - Planning Commission

Thank you!

Questions & Feedback?