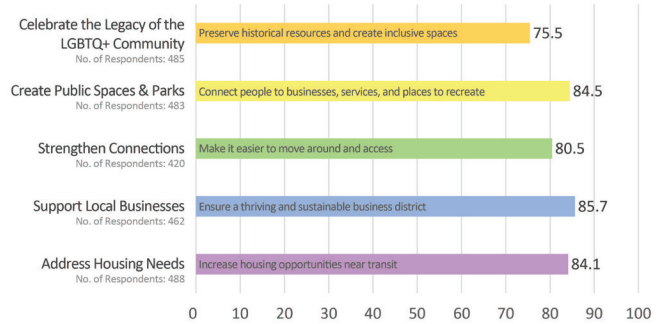


How important are these principles to you?



Hillcrest Focused Plan Amendment Choose Your Future Online Engagement Platform

JULY 2022

Prepared for:



Prepared by:



TABLE OF CONTENTS

- I. Introduction 6**
 - I.1 Focused Plan Amendment Context..... 6
 - I.2 Community Engagement..... 7
 - I.3 Respondent Demographics 10
- 2. Results 20**
 - 2.1 Analysis of Responses..... 20
 - 2.2 Vision and Plan Objectives 20
 - 2.3 Public Spaces & Parks 24
 - 2.4 Medical Complex Subarea 28
 - 2.5 Hillcrest West Subarea 34
 - 2.6 Hillcrest East Subarea 42
 - 2.7 Key Themes 48
 - 2.8 Next Steps 49
- 3. Appendix: Open-Ended Responses 50**

TABLE OF FIGURES

Figure 1-1: What is your connection to the Hillcrest Community? Select all that apply.....	11
Figure 1-2: Other connections to the Hillcrest Community.....	11
Figure 1-3: What is your zip code?	12
Figure 1-4: How long have you lived in the Hillcrest Community?	13
Figure 1-5: How long have you worked in the Hillcrest Community?	13
Figure 1-6: What is your age?.....	15
Figure 1-7: Which of the following best represents your race/ethnicity?	15
Figure 1-8: Where do you live?.....	16
Figure 1-9: Where do you work?	16
Figure 1-10: Where do you go to school?.....	17
Figure 1-11: Other Areas of Interest.....	17
Figure 1-12: Other Areas of Interest.....	18
Figure 2-1: How important are these principles to you?	21
Figure 2-2: Additional feedback on the Vision and Plan Objectives.....	23
Figure 2-3: Options for Residential Intensities and Public Space & Park Opportunities.....	24
Figure 2-4: Residential Intensities, and Public Space and Park Opportunity Preferences.....	25
Figure 2-5: Where would you like to see more Public Spaces and Parks?.....	26
Figure 2-6: Additional feedback on Public Spaces and Parks in Hillcrest.....	27
Figure 2-7: Scenario 1 – Washington Street Corridor	29
Figure 2-8: Scenario 1 – Illustrative Concept	29
Figure 2-9: Scenario 2 – 4th Avenue Transit Corridor.....	29
Figure 2-10: Scenario 2 – Illustrative Concept.....	29
Figure 2-11: Scenario 3 – Core & Community Entryway	29
Figure 2-12: Scenario 3 – Illustrative Concept.....	29
Figure 2-13: Preferred Scenario for future of Medical Complex Subarea.....	30
Figure 2-14: Additional feedback on Housing in the Medical Complex Subarea.....	30
Figure 2-16: Scenario 1 – Transit Priority	31
Figure 2-15: Key Map of Washington Street.....	31
Figure 2-17: Scenario 2 – Bicycle Priority	31
Figure 2-18: Preferred Scenario for future of Washington Street.....	32
Figure 2-19: Additional feedback regarding the future of Washington Street.....	33
Figure 2-20: Scenario 1 – Focused Density in the Core.....	35

Figure 2-21: Scenario 1- Illustrative Concept 35

Figure 2-22: Scenario 2 – Focused Density in the Core + 5th Avenue 35

Figure 2-23: Scenario 2 – Illustrative Concept 35

Figure 2-24: Scenario 3 – Focused Density in the Core + Corridors 35

Figure 2-25: Scenario 3- Illustrative Concept 35

Figure 2-26: Preferred Scenario for future of the Hillcrest West Subarea 36

Figure 2-27: Additional feedback on Housing in the Hillcrest West Subarea 36

Figure 2-28: Key Map of University Avenue (West, between Front Street and 6th Avenue) 37

Figure 2-29: Scenario 1 – Maintain Two-Way Operations 37

Figure 2-30: Scenario 2 – A True Multimodal Corridor - One Way Couplet 37

Figure 2-31: Preferred Scenario for future of University Avenue (West, between Front Street and 6th Avenue) 38

Figure 2-32: Key Map of University Avenue (West, between 6th Avenue and SR 163) 38

Figure 2-33: Scenario 1 – Transit and Vehicle Priority 39

Figure 2-34: Scenario 2 – Transit and Bicycle Priority 39

Figure 2-35: Scenario 3 – A Multimodal Corridor 39

Figure 2-36: Preferred Scenario for the future of University Avenue (West, between 6th Avenue to SR 163) 40

Figure 2-37: Additional feedback regarding the future of University Avenue (West) 41

Figure 2-38: Scenario 1– Focused Density along University Avenue and Park Boulevard 43

Figure 2-39: Scenario 1- Illustrative Concept 43

Figure 2-40: Scenario 2 – Districts + Corridors 43

Figure 2-41: Scenario 2- Illustrative Concept 43

Figure 2-42: Preferred Scenario for future of the Hillcrest East Subarea 44

Figure 2-43: Additional feedback on Housing in the Hillcrest East Subarea 44

Figure 2-44: Key Map of University Avenue (East) 45

Figure 2-45: Scenario 1 – University Avenue (East) - Transit and Bicycle Corridor 45

Figure 2-46: University Avenue (East) - Multimodal Corridor 45

Figure 2-47: Preferred Scenario for future of University Avenue (East) 46

Figure 2-48: Additional feedback regarding the future of University Avenue (West) 47

Figure 2-49: Overall Housing Comment Themes 48

Figure 2-50: Overall Mobility Comment Themes 48

This page intentionally left blank.

1. Introduction

This report summarizes findings from the online community engagement platform conducted for preparation of the Hillcrest Focused Plan Amendment (Plan Hillcrest). The community engagement platform was conducted online and was available to everyone from March 10, 2022 through April 11, 2022 through a link from the project website, www.planhillcrest.org. The remainder of this chapter provides the context for Plan Hillcrest and demographics of respondents. Chapter 2 summarizes findings of the platform. Detailed responses to the questions, including all responses to the open-ended questions, are provided in the Appendix.

1.1 FOCUSED PLAN AMENDMENT CONTEXT

In early 2020, the City of San Diego Planning Department began work on Plan Hillcrest, which envisions a complete neighborhood that celebrates its unique identity and honors the legacy of a place that welcomes everyone. Building on the Uptown Community Plan, Plan Hillcrest will focus on housing, mobility and public spaces that can strengthen the business district and bring neighborhood benefits where needed most. Plan Hillcrest will identify and preserve the historical resources important to the LGBTQ+ community and will identify new opportunities to

honor and celebrate the community's culture.

With a growing housing crisis and a changing climate, more must be done to address housing needs, make it easier to walk, bike, take transit, and provide public spaces for everyone. Plan Hillcrest will organize efforts on place-making, connectivity, housing, and the neighborhood's unique identity to ensure Hillcrest thrives into the future.

The Uptown Community Plan, adopted in 2016, provides the detailed framework to guide development throughout the Hillcrest area as well as throughout the rest of the Uptown community. Plan Hillcrest will amend the Uptown Community Plan and focus directly on the issues, opportunities, and vision for the Hillcrest area. Plan Hillcrest will explore options to:

- Create public spaces that connect people to neighborhood businesses and services;
- Strengthen connections to make it easier to get to surrounding communities and places including Balboa Park, Downtown and North Park;
- Celebrate the legacy of the LGBTQ+ community by preserving historical resources and creating new places that honor and promote inclusivity; and
- Address housing needs by identifying areas near transit and services and increasing housing options that serve all community members.
- Support local businesses to ensure a thriving and sustainable business district.

1.2 COMMUNITY ENGAGEMENT

Throughout the planning process, residents, employees, and visitors of the area have been invited to give feedback on ways the community can be more connected, sustainable, and economically vibrant.

The Hillcrest community is being engaged in the update process through a variety of outreach techniques. An online community engagement platform, “Choose Your Future”, was undertaken for a four-week period from March 10, 2022 through April 11, 2022. The platform focused on identifying community priorities and recommendations for future housing needs, mobility options and parks and public spaces within the planning area. Several questions also focused on the Plan Hillcrest objectives. The platform was promoted through multiple avenues, including:

- A link posted on the Plan Hillcrest website (www.planhillcrest.org).

- Community Meeting Announcements:
 - 5 Uptown Planners Subcommittee Meetings
 - Uptown Planners Meeting – March 1, 2022
 - Uptown Parking District Meeting – March 14, 2022
- Email & Newsletters
 - Approximately 900 Plan Hillcrest Subscribers
 - Councilmember Whitburn’s Office
 - City of San Diego’s Library Email Newsletter
 - Hillcrest Business Association
- Tabling with Paper Platforms
 - Farmers Market - March 27, 2022
 - Mission Hills-Hillcrest/Knox Library - March 30, 2022



Outreach at Hillcrest Farmers Market



Business Canvassing

- Handed out fliers and post cards
- 52 paper platforms completed
- Business Canvassing along commercial corridors within Plan Hillcrest area
 - Discussions with businesses
- Social Media
 - Paid advertisements on Facebook to folks living or working within and surrounding the community – 4 weeks
 - City of San Diego Twitter
 - Next Door
 - Councilmember Whitburn Facebook & Twitter
 - City of San Diego’s Library Social Media
- Mailers
 - Approximately 2,850 post cards to renters within Plan Hillcrest area



Flyers and Postcards

- Local News
 - 3 paid banner ads in the Voice of SD Morning Report
 - Uptown News press release style article
- Email Coordination with Community Partners
 - UCSD Hillcrest
 - Scripps Mercy Hillcrest
 - The San Diego LGBT Center
 - San Diego Unified School District Education Center

In addition to short answer and prioritization/ranking questions, the platform included several interactive mapping questions. This report summarizes the analysis and findings from the platform. These findings will serve as a valuable reference to guide the formation of concepts and recommendations for the Plan Hillcrest Area.

This page intentionally left blank.

1.3 RESPONDENT DEMOGRAPHICS

The platform received 931 respondents, with an average of 457 responses per question, and generated 1652 unique map responses. Demographic questions were asked at the end of the platform, and did not receive complete participation, hence the responses may not reflect the demographics of all respondents who answered other sections of the platform. The platform is not scientific, it was intended to engage the a public.

What is your connection to the Hillcrest Community (select all that apply)?

Respondents were asked to describe their relationship to the Hillcrest Community and were permitted to identify more than one relationship type among “Resident (Homeowner),” “Resident (Renter),” “Property owner,” “Business owner,” “Employed in the Community,” “University/College student,” “High School Student,” “Interested in moving to Hillcrest,” and “Other.” Of the 630 people who responded to this question, 53 percent identified as residents as shown in **Figure I-1**.

The figure shows the percentage for total number of times a response was recorded; respondents who selected both property owner and resident (renter), for example, would be counted towards both categories. 27 percent of respondents identified as residents (renters) of the Hillcrest community with another 26 percent being residents (homeowners); 11 percent were employed in the community, nine percent were interested in moving to Hillcrest, eight percent were business owners, six percent were property owners, three percent were college/university students, and nine percent identified as something else.

If other, please describe below.

Respondents who selected ‘other’, were prompted to specify in an open comment box. Among the 55 respondents who selected “other,” 20 percent visit Hillcrest (shopping, eating, meeting friends); 11 percent identified as residents in surrounding neighborhoods; five percent were employed in the community; while four percent visited Hillcrest for various services (including medical), as shown in **Figure I-2**. Other respondents included landlords in Hillcrest and its surrounding neighborhoods, potential future residents; retirees, as well as former employees and residents. A full list of comments is provided in the Appendix.

Figure 1-1: What is your connection to the Hillcrest Community? Select all that apply.

No. of Respondents: 630

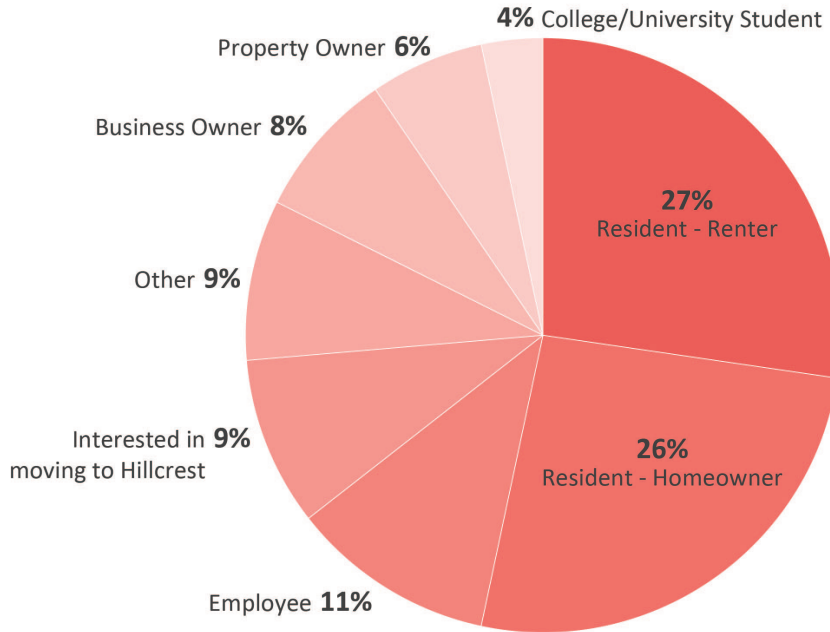
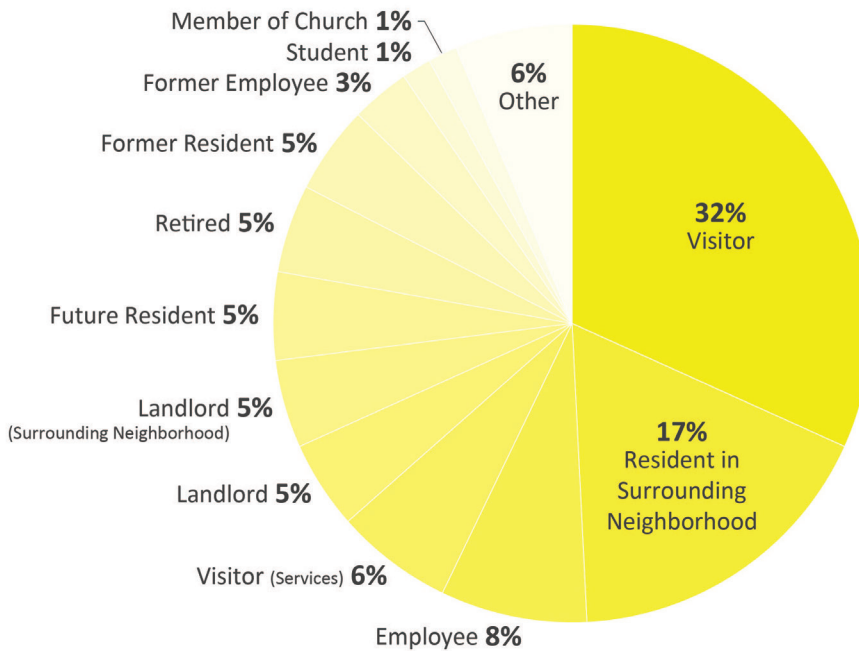


Figure 1-2: Other connections to the Hillcrest Community.

No. of Respondents: 55



What is your Zip Code?

Of the 380 respondents that provided their zip code, 73 percent resided in the 92103 zip code (Uptown), six percent resided in the 92104 zip code (North Park), five percent resided in the 92116 zip code (University Heights & Normal Heights), and 16 percent gave different zip codes, mostly from within the San Diego metropolitan area (**Figure I-3**).

How long have you lived in the Hillcrest Community?

As shown in **Figure I-4**, respondent community tenure was fairly evenly distributed, with 30 percent of the 351 respondents reporting that they had lived in Hillcrest Community for one to five years; 17 percent had been in the community for six to ten years, 15 percent reporting a tenure more than 20 years, and 13 percent reporting that they had lived in the community for 11 to 15 years. Ten percent said that they did not live, in the Hillcrest Community.

How long have you worked in the Hillcrest Community?

Respondents were also asked how long they had worked in the Hillcrest Community (**Figure I-5**). Of the 289 people who responded, 21 percent reported that they had worked in the Hillcrest Community for one to five years, 13 percent for six to ten years; 10 percent for more than 20 years, 8 percent for 11 to 15 years, and four percent for 16 to 20 years. 38 percent of respondents stated that they did not work in the Hillcrest Community.

Figure 1-3: What is your zip code?

No. of Respondents: 380

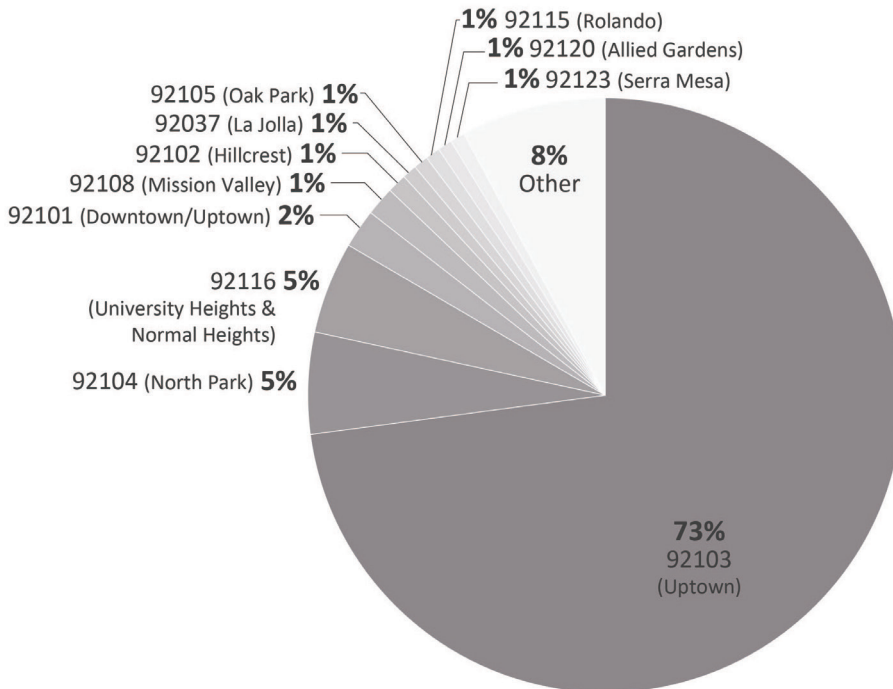


Figure 1-4: How long have you lived in the Hillcrest Community?

No. of Respondents: : 351

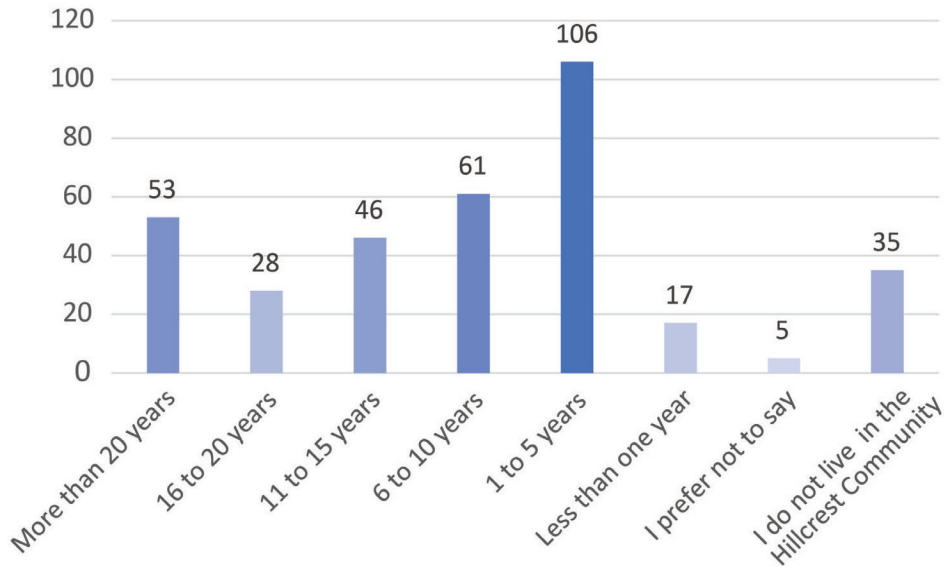
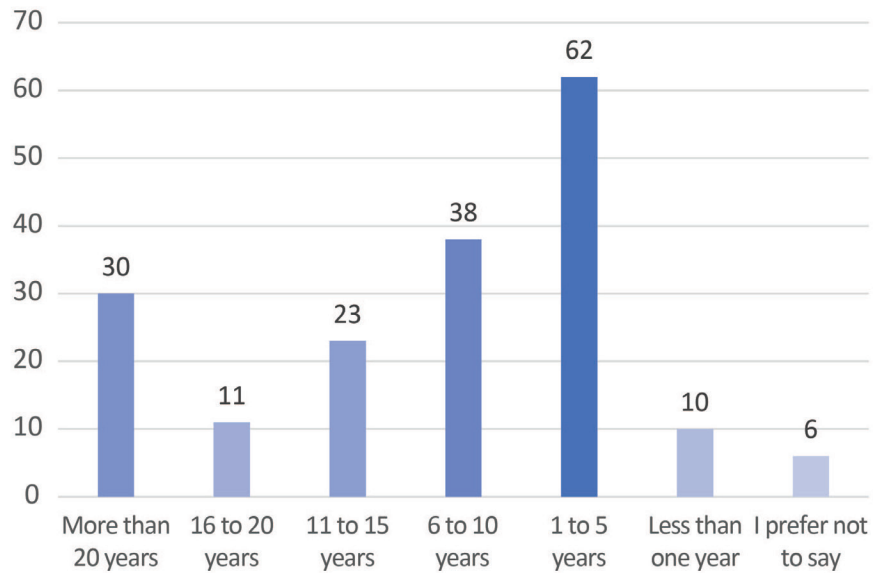


Figure 1-5: How long have you worked in the Hillcrest Community?

No. of Respondents: 289



What is your age?

Respondents were also asked to provide information regarding their age. **Figure I-6** compares the age of the respondents that answered the question to the age of the residents within the Plan Hillcrest boundary (ACS data). Out of the 361 respondents, 29 percent reported being 30 years or older, 19 percent being between 40 to 49 years of age, 19 percent being 19 to 29 years old and 15 percent being between 50 and 59 years of age. Less common age ranges included 60 to 69 years, and 70 and older, who each represented nine and six percent of the respondents. The graph illustrates that a broad range of age groups were represented and closely match the population of the Plan Hillcrest area. The 19 years and under age group was under represented.

Which of the following best describes your race/ethnicity (select all that apply)?

Respondents were then asked to share information about their ethnicity (**Figure I-7**). When given the opportunity to select a number of possible ethnic/racial identities, 418 people responded, out of which 68 percent identified as white; 11 percent identified as Hispanic, Latino, or of Spanish origin; seven percent identified as Asian, six percent identified as Black/African American; and seven percent identified as other. Ten percent of respondents preferred not to answer this question. As seen in **Figure I-7** (ACS data), the race/ethnicity of respondents were close to being representative of the race/ethnicity of the population within the Plan Hillcrest Area.

Figure 1-6: What is your age?

No. of Respondents: : 361

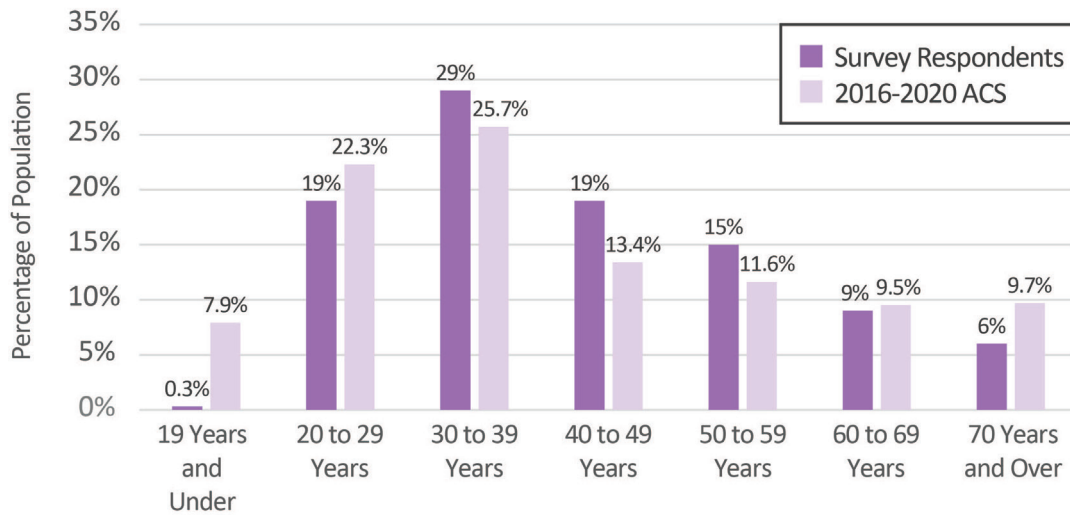
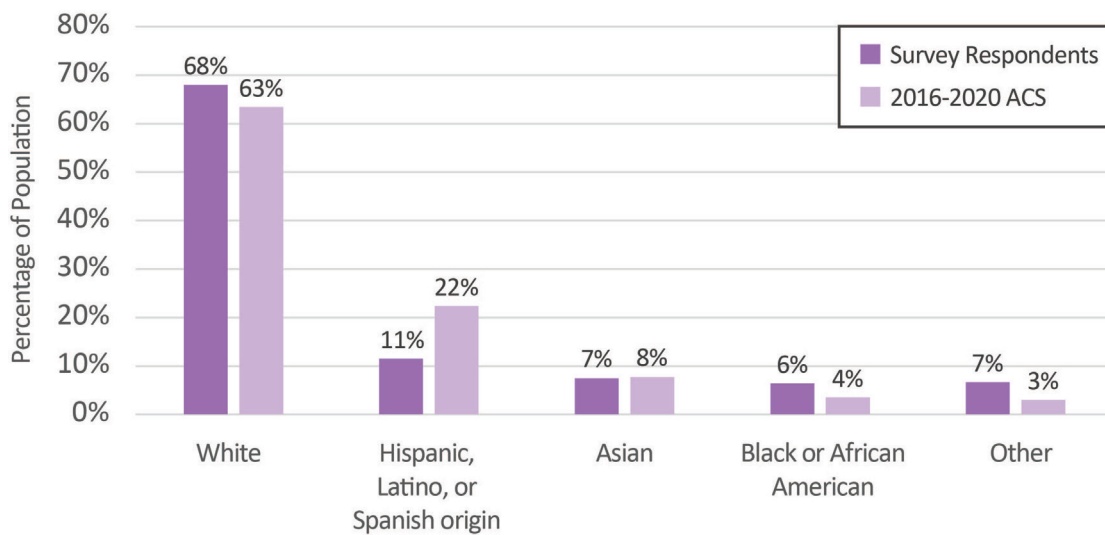


Figure 1-7: Which of the following best represents your race/ethnicity?

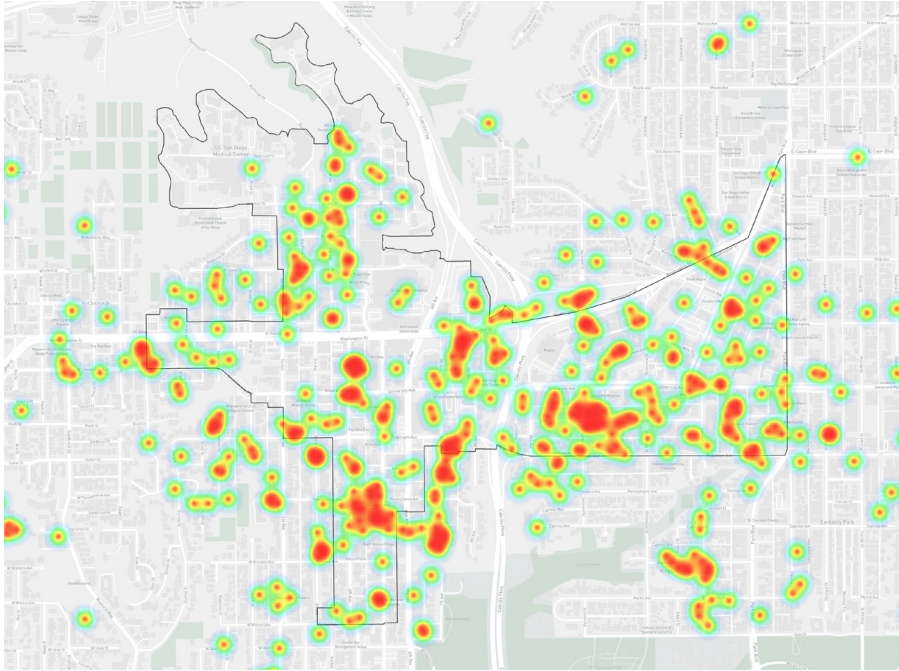
No. of Respondents: 418



Tell us about yourself!

Figure 1-8: Where do you live?

No. of Respondents: 512

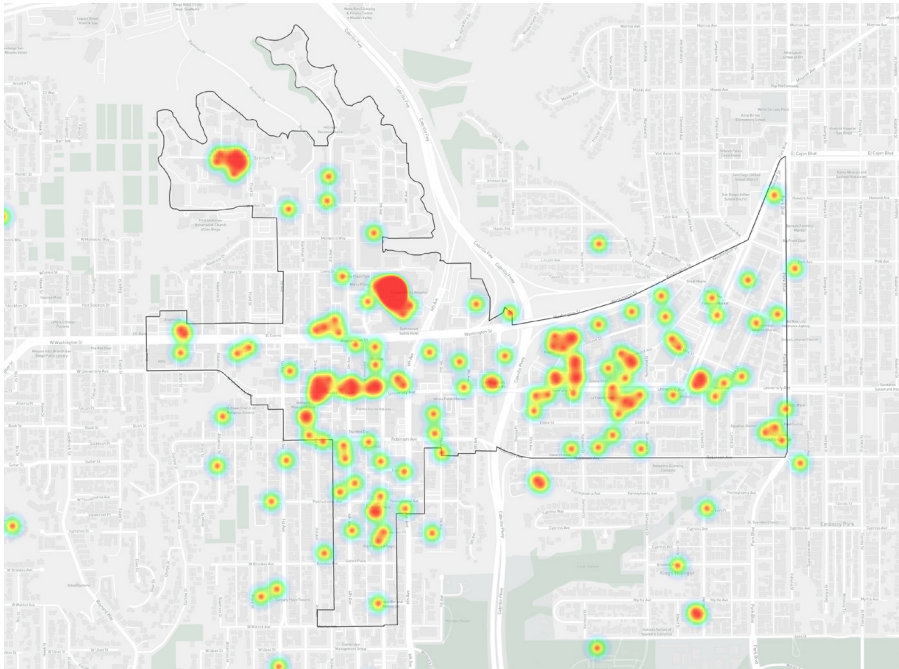


Pins may be located outside the map area.

Respondents were asked to place pins on the map, indicating where they lived, worked, went to school, as well as other areas of interest in the Hillcrest Plan Area. 512 respondents placed pins to indicate where they live, **Figure 1-8** illustrates the intensity of response rate by location.

Figure 1-9: Where do you work?

No. of Respondents: : 280

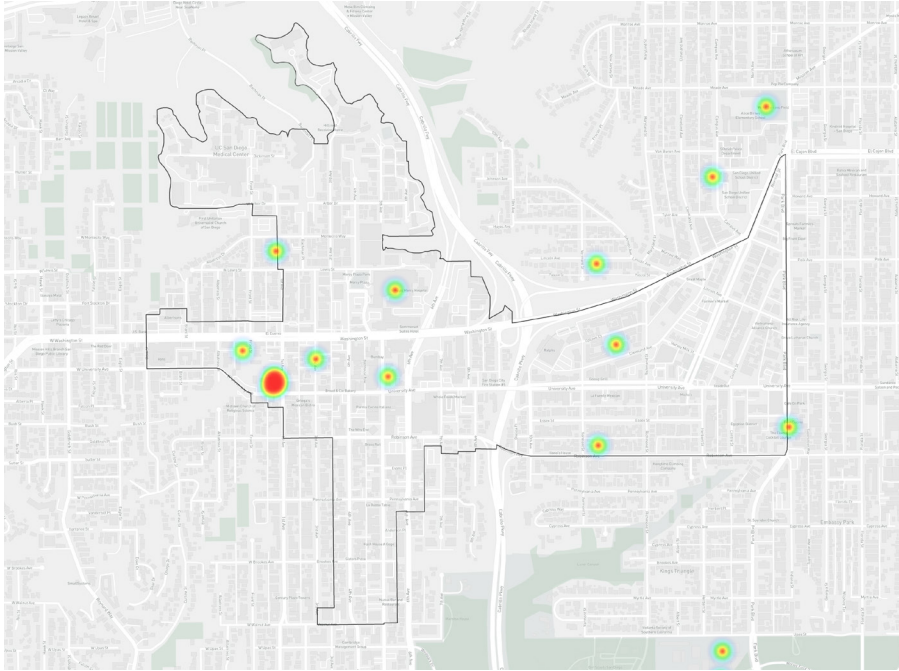


Pins may be located outside the map area.

Respondents were then asked to place pins on the map, indicating where they worked in the Hillcrest Plan Area. 280 pins were placed on the map. **Figure 1-9** illustrates the intensity of response rate by location. A large concentration of pin were placed along University Avenue and in the UCSD and Scripps Mercy Hospital campuses.

Figure 1-10: Where do you go to school?

No. of Respondents: 40

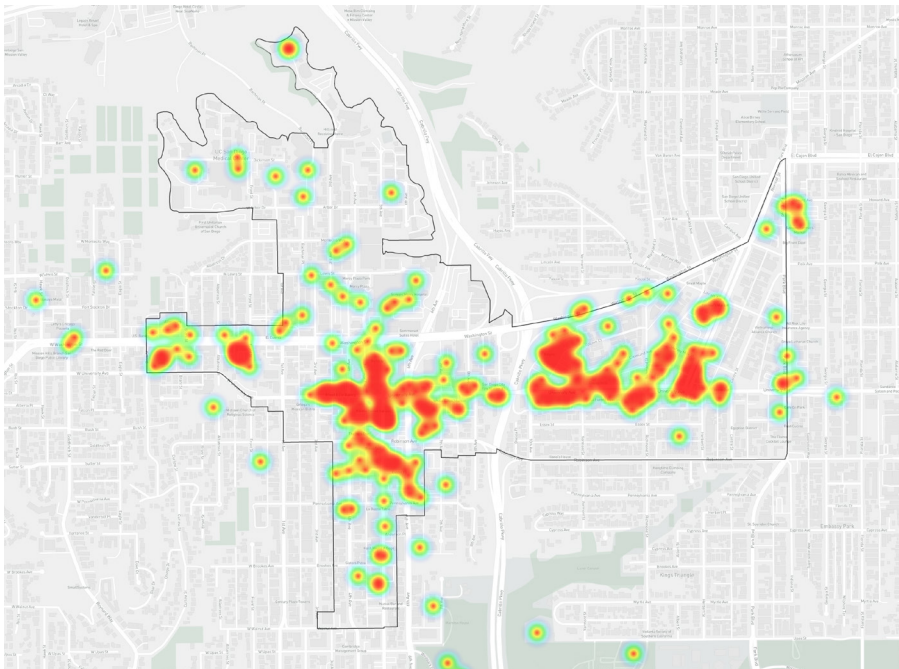


Pins may be located outside the map area.

Respondents were then asked to place pins on the map, indicating where they go to school in the Hillcrest Plan Area. 40 pins were placed on the map. **Figure 1-10** illustrates the intensity of response rate by location. A large concentration of dots were placed at the Florence Elementary School.

Figure 1-11: Other Areas of Interest

No. of Respondents: 310



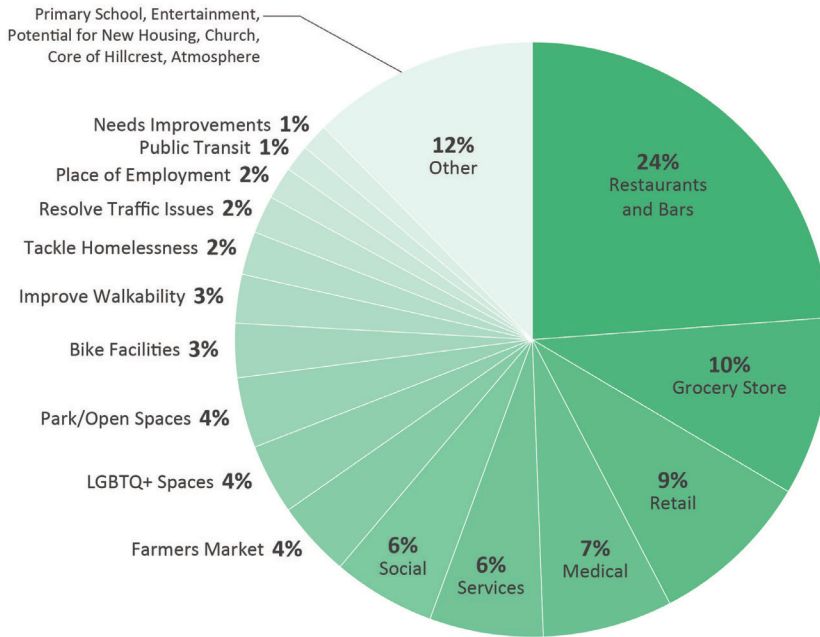
Pins may be located outside the map area.

Respondents were also asked to place pins on the map, indicating where other areas of interest in the Hillcrest Plan Area and describe why this location was of interest to them. 310 pins were placed on the map. **Figure 1-11** illustrates the intensity of response rate by location. A large concentration of dots are placed along the major commercial corridors such as University Avenue, Washington Street, 4th Avenue, 5th Avenue and 6th Avenue. **Figure 1-12** on the following page provides more detail on the types of places that respondents selected.

Figure 1-12 represents the themes of the places of interest. Respondents were given the opportunity to write a brief comment describing the significance of each selected place. A full list of comments is provided in the Appendix.

Figure 1-12: Other Areas of Interest

No. of Respondents: **340**



This page intentionally left blank.

2. Results

Highlights of the online platform are discussed and summarized below. The full set of responses to open-ended questions is included in the Appendix.

2.1 ANALYSIS OF RESPONSES

Platform participants were asked 22 questions about their ideas and priorities for the Plan Hillcrest Area and were also asked to identify locations that they thought could benefit from additional housing, streetscape improvements, as well as new parks and public spaces. Some questions were open-ended while others prompted respondents to rank their priorities among choices. Open-ended responses were synthesized and summarized to reveal broader patterns of responses

The percentages below refer to the number of responses for that particular question or named the given subject in their response to an open-ended question. Many questions allowed participants to check multiple topics as priorities, and in some instances, respondents did not fully answer a question; thus totals may not add up or may add to more than 100 percent.

2.2 VISION AND PLAN OBJECTIVES

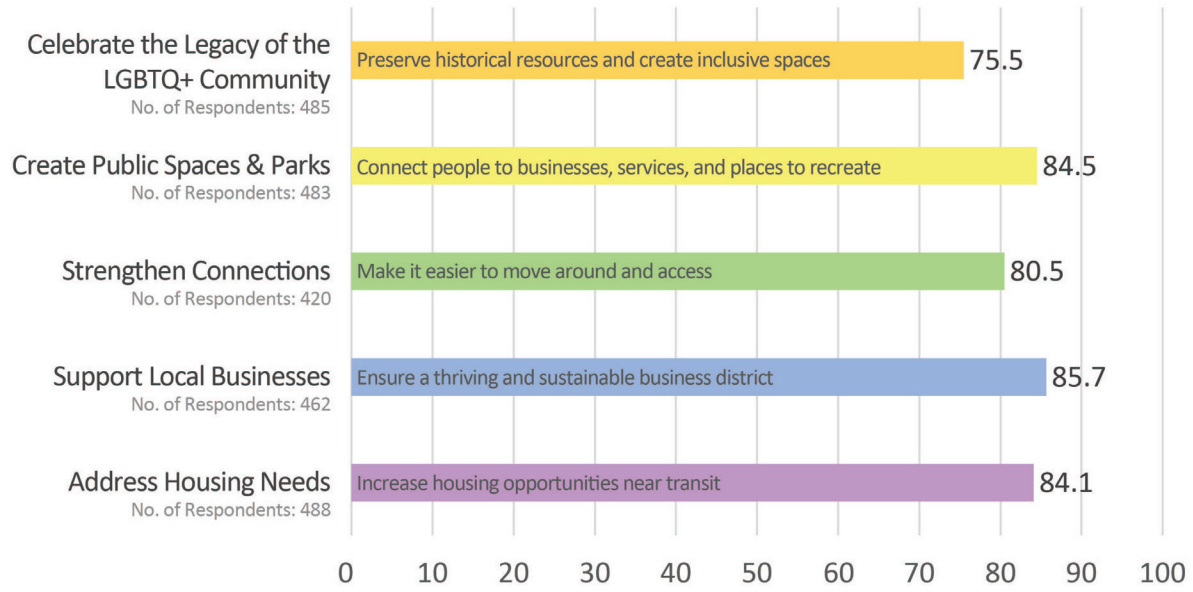
Question 1: How important are the above principles to you? Move the slider to the left to indicate “not important” or to the right to indicate “very important”.

The platform began by asking respondents how important each of the following priorities were to them from a scale of “not important” to “very important”. The priorities were:

- Celebrate the legacy of the LGBTQ+ Community
- Create Public Spaces & Parks
- Strengthen Connections
- Support Local Businesses
- Address Housing Needs

As shown in **Figure 2-1**, All five principles received strong levels of support, with none receiving an average score lower than 75 out of 100. Support Local Businesses received the highest level of support, 42 percent of participants gave this strategy a score of 91 or higher with an average score of 86. Create Public Spaces & Parks received an average score of 85, with 47 percent of respondents giving this principle of 91 or higher. Address Housing Needs received an average score of 84, and 57 percent of respondents ranked this principle 91 or higher. Strengthen Connections received an average score of 80, with 40 percent of respondents giving this principle of 91 or higher. Celebrate the legacy of the LGBTQ+ Community received an average score of 75, and 42 percent of respondents gave this strategy a score of 91 or higher.

Figure 2-1: How important are these principles to you?



Respondents were supportive of all the Plan Objectives, which received an average score of more than 80 percent.

Question 2: Do you have any additional feedback on the Vision and Plan Objectives?

Respondents were also given the opportunity to share any other thoughts on the Vision and Plan Objectives (**Figure 2-2**). 188 respondents commented on this question, with feedback on a variety of topics such as public transit, parking, housing, homelessness, as well as parks and open space. **Figure 2-2** displays the responses as a word cloud, which shows more frequently used phrases as larger and bolder text. A full list of comments is provided in the Appendix.

- **Strengthen Connections.** Twelve percent of respondents mentioned making public transit more convenient and viable for getting around quickly and safely. Respondents also wanted to see the City improve the bike network through better (and safer) bike lanes, and more bike path connections.
- **Parking.** Ten percent of commenters were concerned about the lack of public parking in the Hillcrest Plan Area. Comments also mention that any new housing developments should include an appropriate amount of parking for future residents.
- **Additional Housing.** Ten percent of respondents wanted to see more housing, especially near transit.
- **Homelessness.** Nine percent of respondents wanted to see the City tackle the issue of homelessness; including housing solutions and safety.
- **Other.** Other topics referenced increasing and improving parks and open spaces in Hillcrest; the need for affordable housing; issue related to safety and cleanliness; preservation of historic sites and buildings; as well as preservation of the LGBTQ+ character of Hillcrest.

Figure 2-2: Additional feedback on the Vision and Plan Objectives

No. of Respondents: : 188



2.3 PUBLIC SPACES & PARKS

Question 3: What options do you think are appropriate for Hillcrest? Check all that apply.

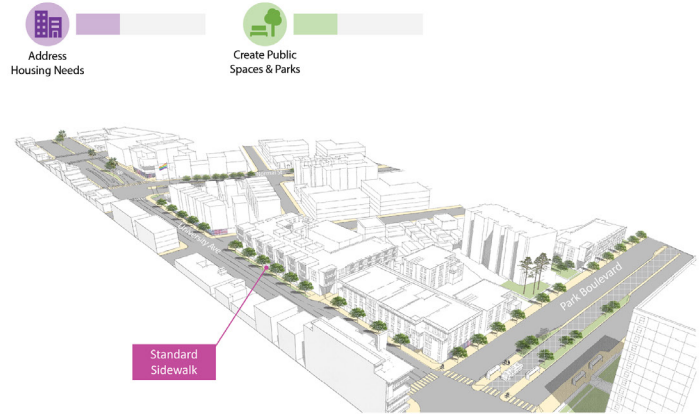
Respondents were asked to choose between three residential intensities and public space and park opportunities as seen in **Figure 2-3**. These included:

- Option 1 – Lower intensity urban buildings require more land area and present less opportunities for public spaces and parks.
- Option 2 – With more intensity there could be opportunities for wider sidewalks, street trees, and benches.
- Option 3 – Taller urban buildings require less land area and present opportunities for plazas, pocket parks, paseos, and courtyards.

Figure 2-3: Options for Residential Intensities and Public Space & Park Opportunities

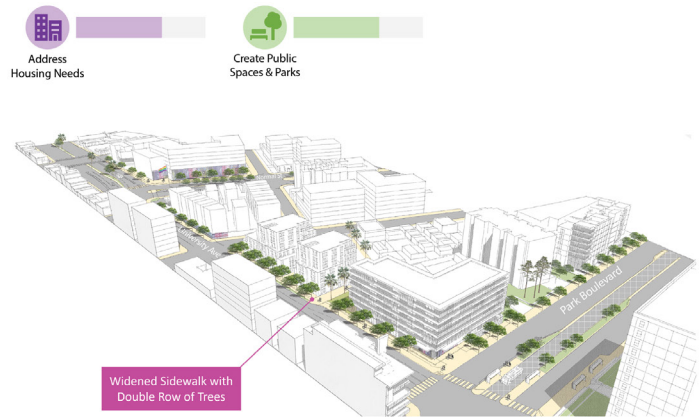
Option 1:

Lower Intensity urban buildings require more land area and present less opportunities for public spaces and parks.



Option 2:

With more intensity there could be opportunities for wider sidewalks, street trees, and benches.



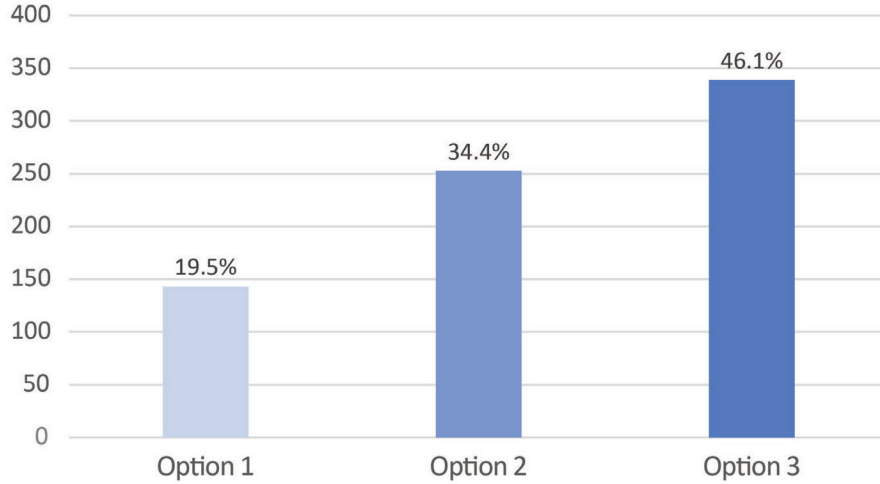
Option 3:

Taller urban buildings require less land area and present opportunities for plazas, pocket parks, paseos, and courtyards.



Figure 2-4: Residential Intensities, and Public Space and Park Opportunity Preferences

No. of Respondents: **735**



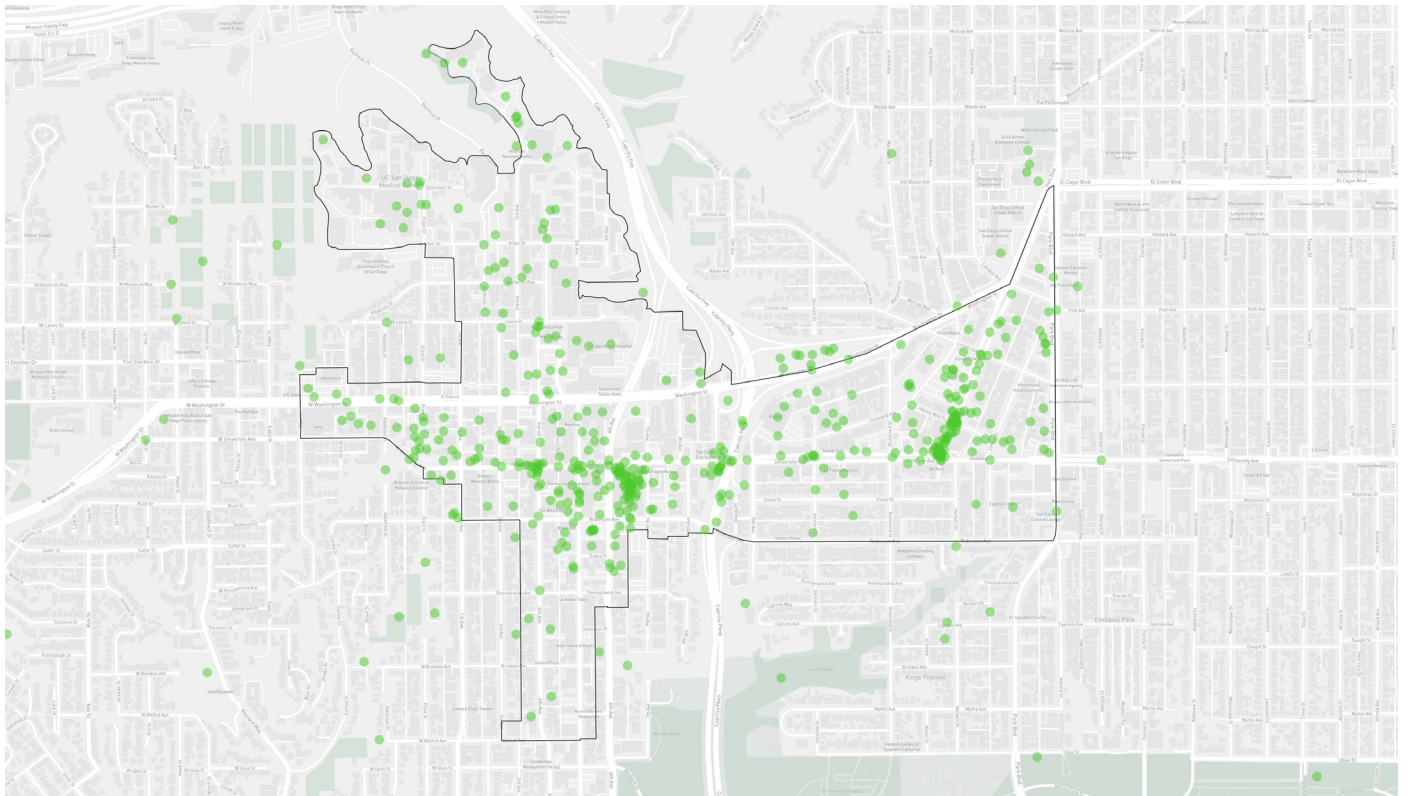
Respondents were in favor of Option 3, which incorporates taller buildings and provides the most opportunities for parks and public spaces.

Question 4: Where would you like to see more public space and parks?

Respondents were there given the option to place pins on the map, shown in **Figure 2-5**, indicating where they would like to see more public spaces and parks, and clarifying what type of public space they wished to see. A full list of comments is available in the Appendix.

Respondents left a total of 508 pins on the public spaces and parks map. The majority of pins were clustered along the Normal Street promenade, and at the cross section of University Ave and 6th Ave. There were also a lot of pins along University Ave where it intersects with 4th Ave, 5th Ave, SR-163, as well as pins spread all over the rest of the Hillcrest West subarea. The majority of comments mentioned wanting addition parks in Hillcrest. Other common public spaces included plazas, dog parks, and pocket parks. A full list of comments is provided in the Appendix.

Figure 2-5: Where would you like to see more Public Spaces and Parks?



Pins may be located outside the map area.

Question 5: Do you have any additional thoughts regarding the public spaces and parks in Plan Hillcrest?

Respondents were also given the opportunity to share any additional thoughts about public spaces and parks in Hillcrest (**Figure 2-6**). 150 respondents commented on this question, with feedback on a variety of topics such as parks, tackling homelessness, streetscape improvements, as well as other types of public spaces such as plazas and promenades. A full list of comments is provided in the Appendix.

- **More Parks.** Eighteen percent of respondents mentioned wanting more parks with comments mentioning the lack of parks in Hillcrest.
- **Homelessness.** Fourteen percent of respondents wanted to see the City tackle the issue of homelessness. Comments mention issues related to safety, and wanting the City to provide facilities to help solve this issue.

- **Streetscape Improvements.** Twelve percent of respondents wanted to see streetscape improvements including more street trees, pedestrian scale buildings, pedestrian only streets, landscaping as well as more pedestrian lighting and murals.
- **Other Public Spaces.** Seven Percent of comments mentioned the need to include other type of public spaces such as plazas, accessible rooftops, community gardens and linear parks.
- **Dog Parks.** Another seven percent of respondents mentioned the need to include dog parks in Hillcrest.
- **Other.** Other topics mentioned the Normal Street Promenade; not needed any additional parks; the need for playgrounds and amenities in public spaces; as well as issues in relation to safety.

Figure 2-6: Additional feedback on Public Spaces and Parks in Hillcrest

No. of Respondents: 150



2.4 MEDICAL COMPLEX SUBAREA

The Medical Complex subarea is defined by the large medical campuses of UCSD Medical Complex and Scripps Mercy Hospital. Washington Street is primarily oriented towards drivers rather than pedestrians and runs east to west along the South side of the subarea. The area currently has a mixture of single family and multi-family homes. Retail is mainly focused along Washington Street.



Question 6: What is your preferred scenario for the future of the Medical Complex Subarea?

Respondents were asked to choose between three residential intensities with different configuration of :

- Podium Midrise (up to 5 levels)



- Podium Midrise (5-7 levels)



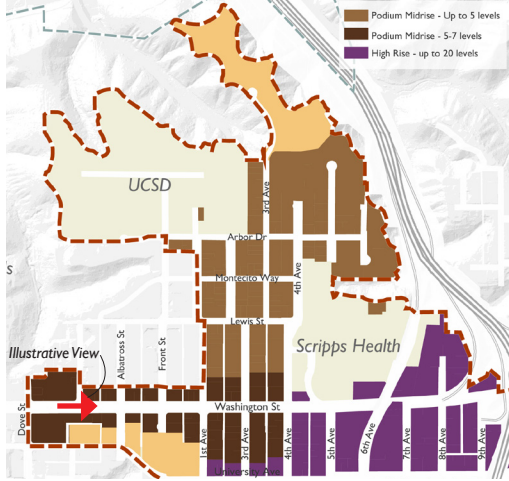
- High Rise (up to 20 levels)



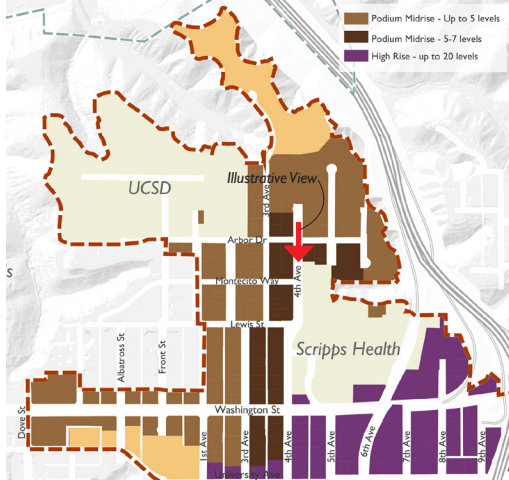
The three options included:

- Scenario 1 – Washington Street Corridor (**Figure 2-7** and **Figure 2-8**)
- Scenario 2 – 4th Avenue Transit Corridor (**Figure 2-9** and **Figure 2-10**)
- Scenario 3 – Core & Community Entryway (**Figure 2-11** and **Figure 2-12**)
- Other

**Figure 2-7: Scenario 1
Washington Street Corridor**



**Figure 2-9: Scenario 2
4th Avenue Transit Corridor**



**Figure 2-11: Scenario 3
Core & Community Entryway**

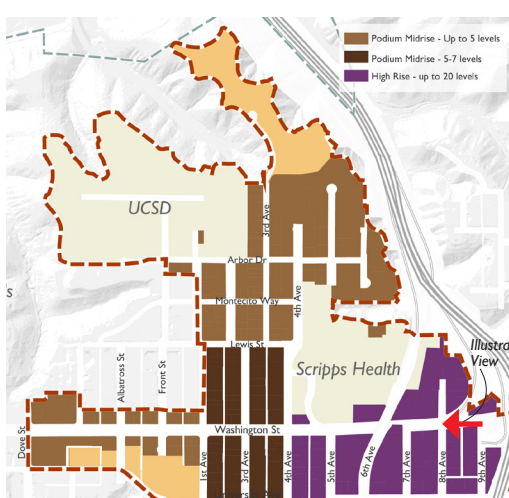


Figure 2-8: Scenario 1 – Illustrative Concept

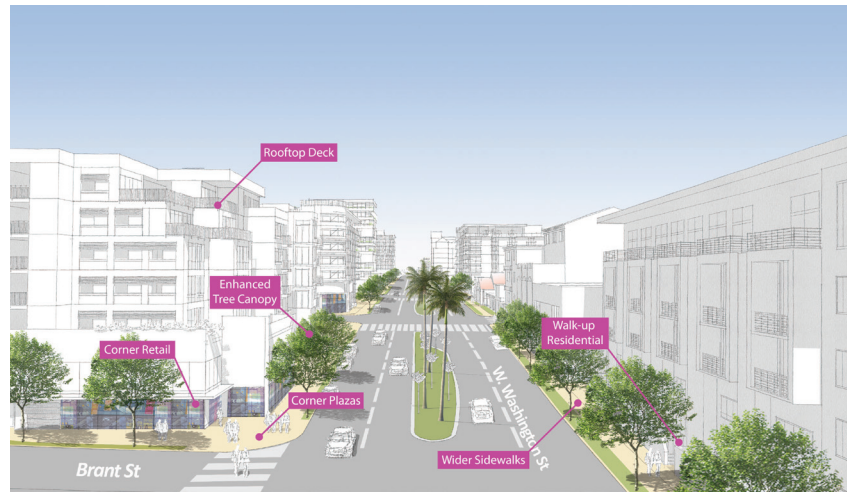


Figure 2-10: Scenario 2 – Illustrative Concept



Figure 2-12: Scenario 3 – Illustrative Concept

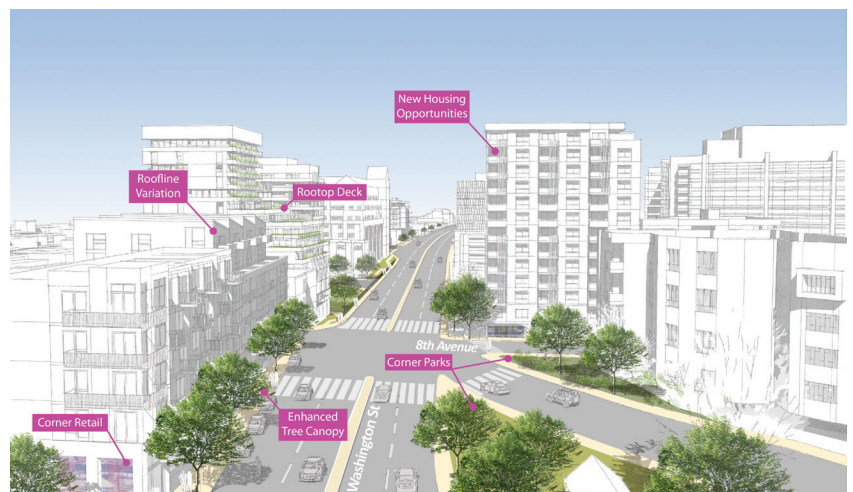
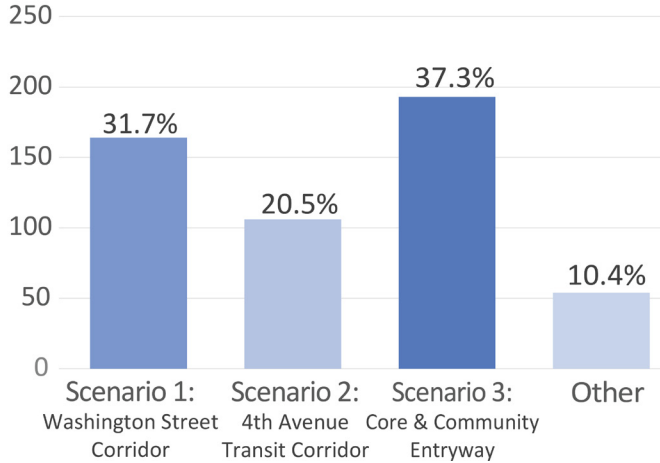


Figure 2-13: Preferred Scenario for future of Medical Complex Subarea

No. of Respondents: 517



Scenario 3 Core & Community Entryway received the most responses at 37.3%.

Question 7: Do you have any additional thoughts about housing in the Medical Complex Subarea?

Respondents were also given the opportunity to share any additional thoughts about housing in this subarea. There were 100 respondents who commented on this question, with feedback on a variety of topics such as density, affordable housing, parking, as well as public transit and traffic as seen in **Figure 2-14**. A full list of comments is provided in the Appendix.

- **More High Density.** Eighteen percent of respondents mentioned wanting more high density with comments mentioning the importance of adding as much housing as possible, especially near transit.
- **No High Density.** On the other hand, eleven percent of respondents mentioned not wanting high density (or high rises) in this subarea. Comments wanted to the City to include more midrise options, and not wanting hillcrest to look like downtown San Diego.
- **Affordable Housing.** Nine percent of respondents wanted to see more affordable housing. Comments also mention that any new housing developments should include an appropriate amount of parking for future residents.
- **Less Density.** Six percent of respondents wanted to see more housing, but at a lower density. Comments mention that increasing the density too much would also create traffic issues and ruin the character of Hillcrest.
- **Other.** Other topics referenced increasing parking; not making any changes to Hillcrest; improving public transit/streetscapes; wanting to see a combination of the three alternatives shown above; as well as preservation of the historic character of Hillcrest.

Figure 2-14: Additional feedback on Housing in the Medical Complex Subarea

No. of Respondents: 100



Question 8: Which option do you feel is closest to your vision for the future of Washington Street?

Respondents were asked to choose between two street sections of Washington Street (**Figure 2-15**). These included:

- Scenario 1 – Transit Priority (**Figure 2-16**)
- Scenario 2 – Bicycle Priority (**Figure 2-17**)
- Other

Figure 2-15: Key Map of Washington Street



Figure 2-16: Scenario 1 – Transit Priority

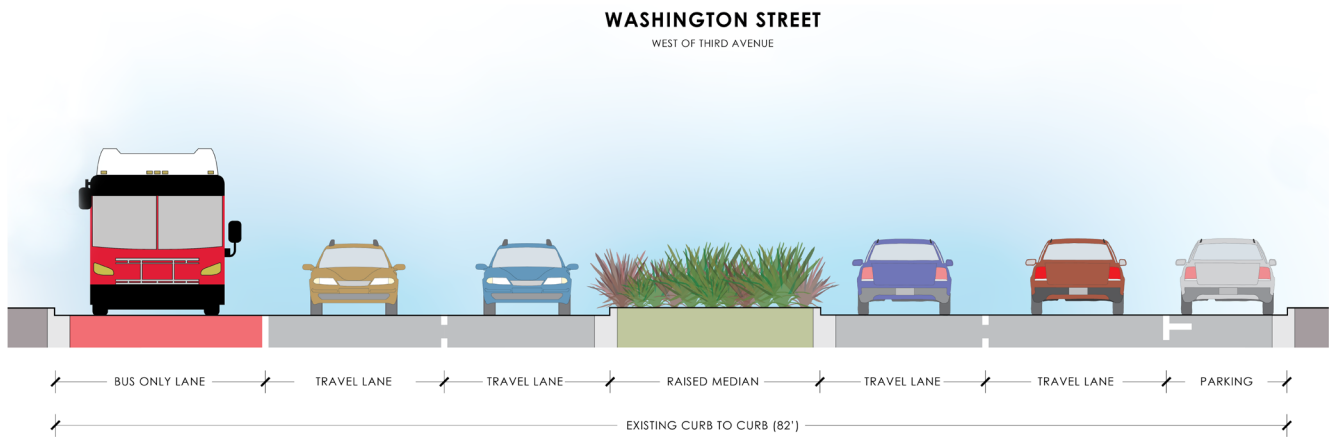


Figure 2-17: Scenario 2 – Bicycle Priority

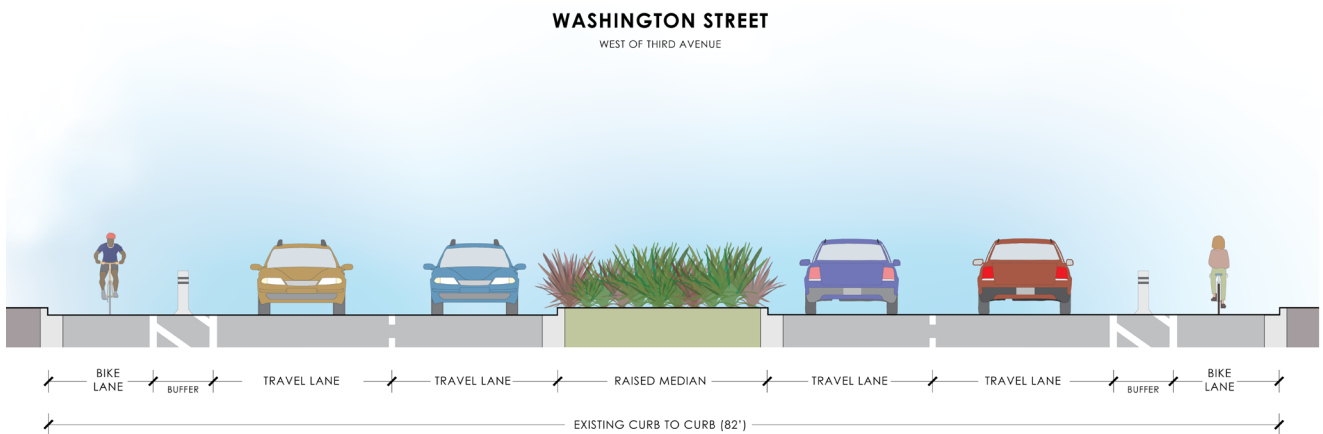
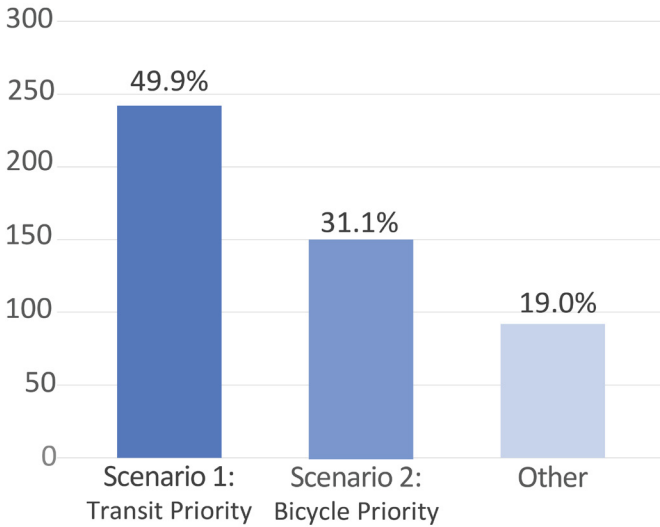


Figure 2-18: Preferred Scenario for future of Washington Street

No. of Respondents: 485



Scenario 1 Transit Priority received the most responses at 49.9%.

As seen in **Figure 2-18**, almost half the respondents were in favor of Option 1 (Transit Scenario), while 31 percent were in favor of Option 2 (Bicycle Priority).

Of the 19 percent who chose other, 41 percent want to see both bicycle and transit priorities. A full list of comments is provided in the Appendix.

Question 9: If you choose other, how do you envision the future of Washington Street?

Respondents who selected ‘other’, were prompted to specify in an open comment box. Among respondents who selected “other,” 40 percent wanted to see a combination of both scenarios with transit and bicycle priority; 13 percent wanted to see an increase in public transit along Washington Street, while 11 percent believed that the preservation and the addition of parking was important. Other respondents wanted to see less bike lanes, no change, additional bike lanes, as well as wanted to see issues related to traffic resolved. A full list of comments is provided in the Appendix.

Question 10: Do you have any additional thoughts regarding the future of Washington Street?

Respondents were also given the opportunity to share any additional thoughts regarding the future of Washington Street. 123 respondents answered this question, with feedback on various topics ranging from improving public transit to wanting to a combination of both scenarios. Other respondents were interested streetscape improvements, walkability as well as issues related to parking as seen in **Figure 2-19**. A full list of comments is provided in the Appendix.

- **Transit Priority.** Nineteen percent of respondents mentioned making public transit more convenient and viable for getting around quickly and safely.
- **Transit + Bicycle Priority.** Fourteen percent of respondents commented about wanting a combination of both scenarios where both transit and bicyclists are prioritized.
- **Streetscape Improvements.** Eleven percent of respondents wanted to see streetscape improvements including more street trees, wider sidewalks and less curb cuts.
- **Less Bike Lanes.** Ten percent of respondents mentioned not adding additional bike lanes to Washington Street as they feel they are underutilized, and they would work better along University Avenue instead.
- **Other.** Other topics referenced more/improved bike lanes; preservation of parking; wanting Washington Street to prioritize cars; as well as wanting to tackle issues related to homelessness and traffic.

Figure 2-19: Additional feedback regarding the future of Washington Street

No. of Respondents: 123



2.5 HILLCREST WEST SUBAREA

Hillcrest West, which is west of SR-163, is characterized by the Hillcrest sign and the heart of the area, with a number of restaurants, shops, offices, and nightlife. The pedestrian-oriented blocks consists of fine-grained, smaller lots, some of which have been assembled to allow large buildings. The area has a mixture of residential types from single family homes to mixed-use developments. Major streets in the Hillcrest West Subarea include University Avenue, 4th, 5th and 6th Avenues.



Hillcrest Sign



University Avenue

Question II: What is your preferred scenario for the future of the Hillcrest West Subarea?

Respondents were asked to choose between three residential intensities with different configuration of :

- Podium Midrise (up to 5 levels)



- Podium Midrise (5-7 levels)



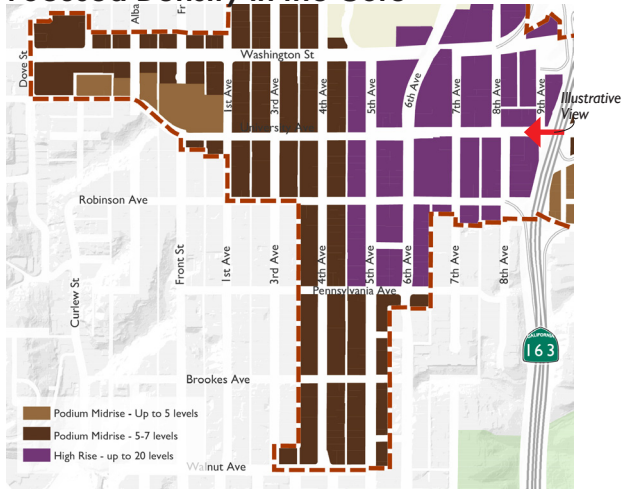
- High Rise (up to 20 levels)



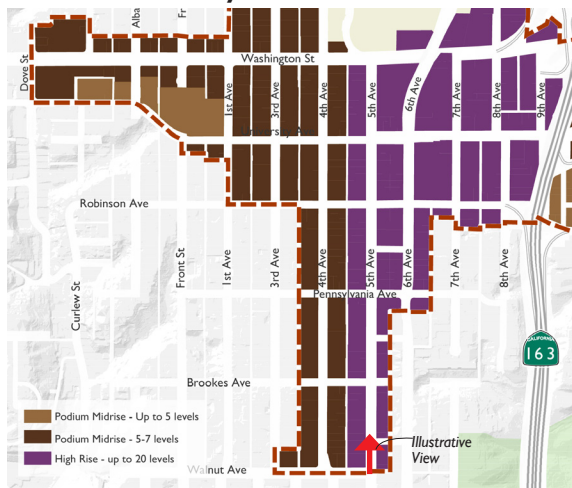
The three options included:

- Scenario 1 – Focused Density in the Core (**Figure 2-20** and **Figure 2-21**)
- Scenario 2 – Focused Density in the Core + 5th Avenue (**Figure 2-22** and **Figure 2-23**)
- Scenario 3 – Focused Density in the Core + Corridors (**Figure 2-24** and **Figure 2-25**)
- Other

**Figure 2-20: Scenario 1
Focused Density in the Core**



**Figure 2-22: Scenario 2
Focused Density in the Core + 5th Avenue**



**Figure 2-24: Scenario 3
Focused Density in the Core + Corridors**

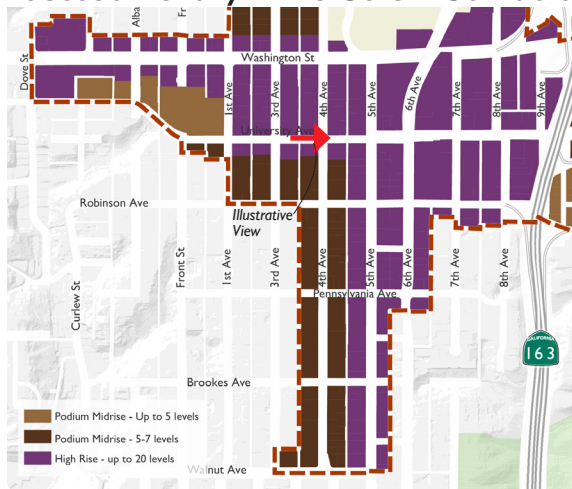


Figure 2-21: Scenario 1- Illustrative Concept

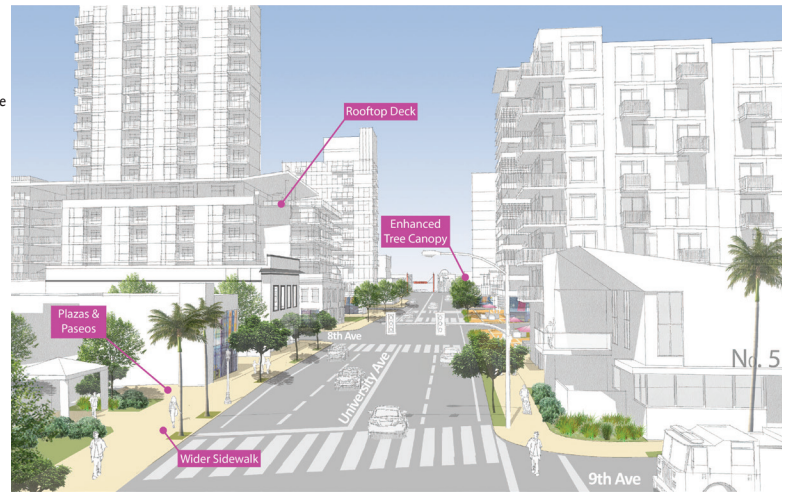


Figure 2-23: Scenario 2- Illustrative Concept

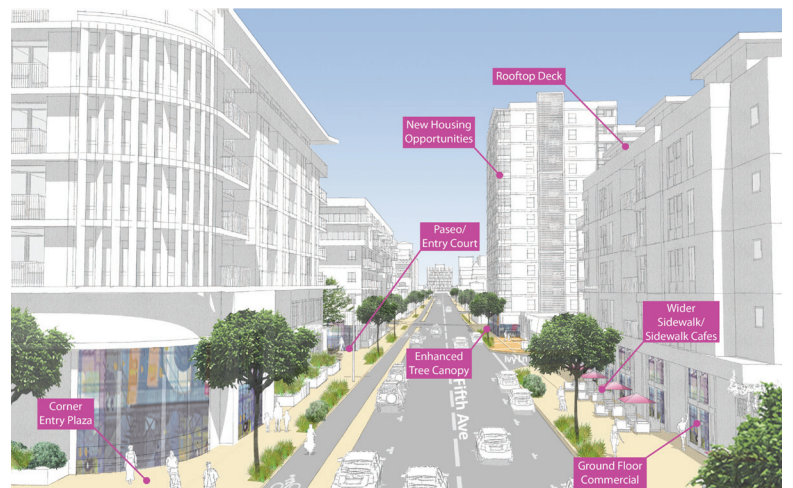


Figure 2-25: Scenario 3- Illustrative Concept

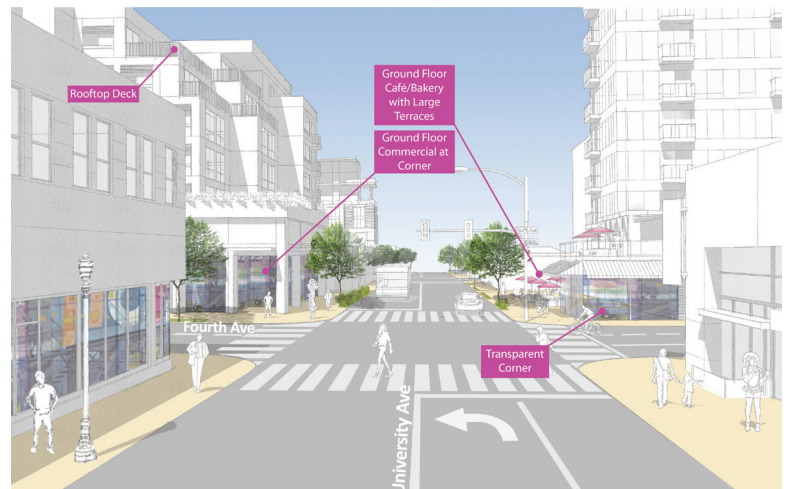
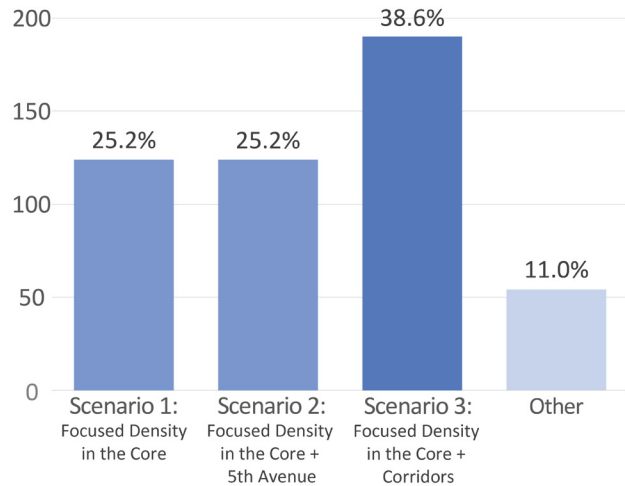


Figure 2-26: Preferred Scenario for future of the Hillcrest West Subarea

No. of Respondents: 492



Scenario 3 Focused Density in the Core + Corridors received the most responses at 38.6%.

Question 12: Do you have any additional thoughts about housing in the Hillcrest West Subarea?

Respondents were also given the opportunity to share any additional thoughts about housing in this subarea. 112 respondents commented on this question, with feedback on a variety of topics such as density, affordable housing, parking, as well as preserving the historic character of Hillcrest as seen in **Figure 2-27**. A full list of comments is provided in the Appendix.

Figure 2-27: Additional feedback on Housing in the Hillcrest West Subarea

No. of Respondents: 112



- **No High Density.** Twenty two percent of respondents mentioned not wanting high density (or high rises) in this subarea. Comments wanted to the City to include lower density options (including midrise), and not wanting Hillcrest to look like downtown San Diego.
- **More High Density.** On the other hand, twelve percent of respondents mentioned wanting more high density with comments mentioning the importance of adding as much housing as possible, especially near transit.
- **Focused Density.** Eleven percent of respondents wanted to see density concentrated in specific areas including the core; along the 8th Ave Corridor; as well as on 4th and 5th Ave south of Robinson Street.
- **Affordable Housing.** Eight percent of respondents wanted to see more affordable housing. Comments also mention that any new housing developments should include an appropriate amount of parking for future residents.
- **No Change.** Another eight percent of respondents mentioned not wanting to see any change to the Hillcrest West Subarea.
- **Other.** Other topics referenced preservation of parking; ; including enough parking in new developments; preservation of the historic character of Hillcrest; as well as wanting to see streetscape improvements in the subarea.

Question 13: Choose the option that you feel is closest to your vision for the future of University Avenue (West, between Front Street and 6th Avenue).

Respondents were asked to choose between two street sections of University Avenue (West, between Front Street and 6th Avenue) (**Figure 2-28**). These included:

- Scenario 1 – Maintain Two-Way Operations (**Figure 2-29**)
- Scenario 2 – A True Multimodal Corridor - One Way Couplet (**Figure 2-30**)
- Other

Figure 2-28: Key Map of University Avenue (West, between Front Street and 6th Avenue)

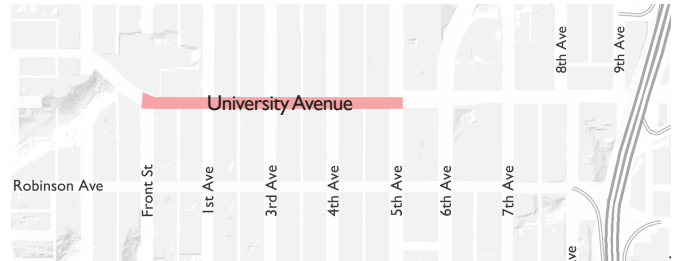


Figure 2-29: Scenario 1 – Maintain Two-Way Operations

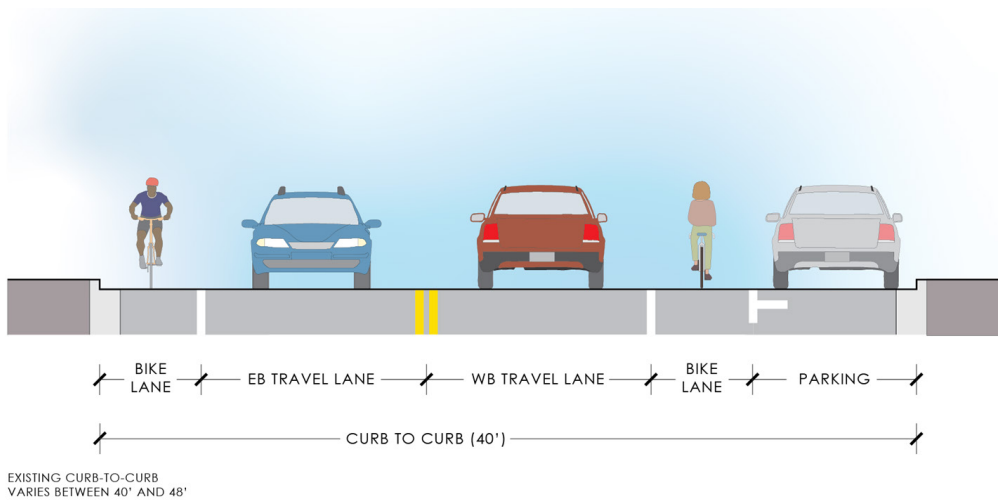


Figure 2-30: Scenario 2 – A True Multimodal Corridor - One Way Couplet

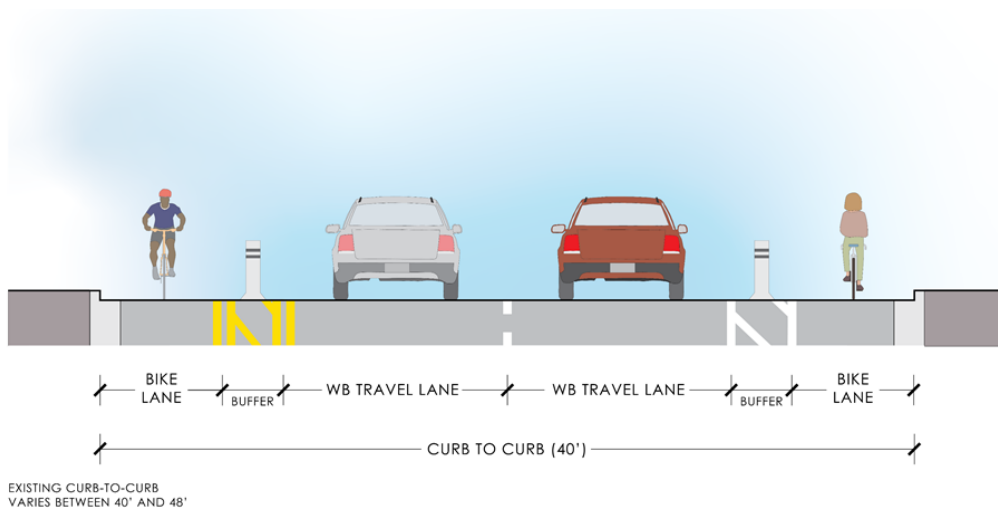
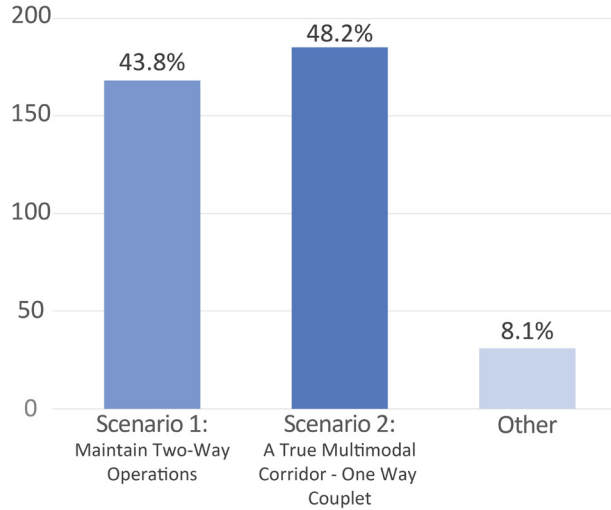


Figure 2-31: Preferred Scenario for future of University Avenue (West, between Front Street and 6th Avenue)

No. of Respondents: **384**



Scenario 2 A True Multimodal Corridor - One Way Couplet received the most responses at 48.2%.

As seen in **Figure 2-31**, a similar number of respondents preferred Scenario 1 and Scenario 2.

8 percent of respondents chose other, and wanted to see a bike lane improvements, streetscape improvements, as well as preservation of street parking and traffic lanes. A full list of comments is provided in the Appendix.

Question 14: If you choose other, how do you envision the future of University Avenue (West, between Front Street and 6th Avenue)?

Respondents who selected ‘other’, were prompted to specify in an open comment box. Among respondents who selected “other,” 16 percent wanted to see streetscape improvements; 14 percent wanted to see bike lane improvements; and 12 percent considered preservation of parking to be important. Other respondents wanted to see no change, preservation of traffic lanes, as well as multi-modal streets. A full list of comments is provided in the Appendix.

Question 15: Choose the option that you feel is closest to your vision for the future of University Avenue (West, between 6th Avenue and SR 163).

Respondents were asked to choose between three street sections of University Avenue (West, between 6th Avenue to SR 163) (**Figure 2-32**). These included:

- Scenario 1 – Transit and Vehicle Priority (**Figure 2-33**)
- Scenario 2 – Transit and Bicycle Priority (**Figure 2-34**)
- Scenario 3 – A Multimodal Corridor (**Figure 2-35**)
- Other

Figure 2-32: Key Map of University Avenue (West, between 6th Avenue and SR 163)



Figure 2-33: Scenario 1 – Transit and Vehicle Priority

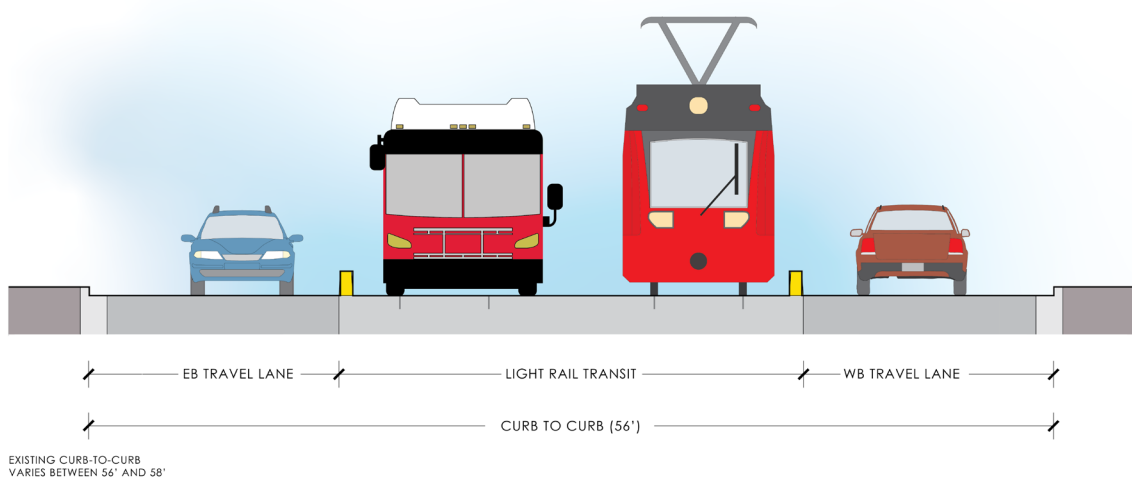


Figure 2-34: Scenario 2 – Transit and Bicycle Priority

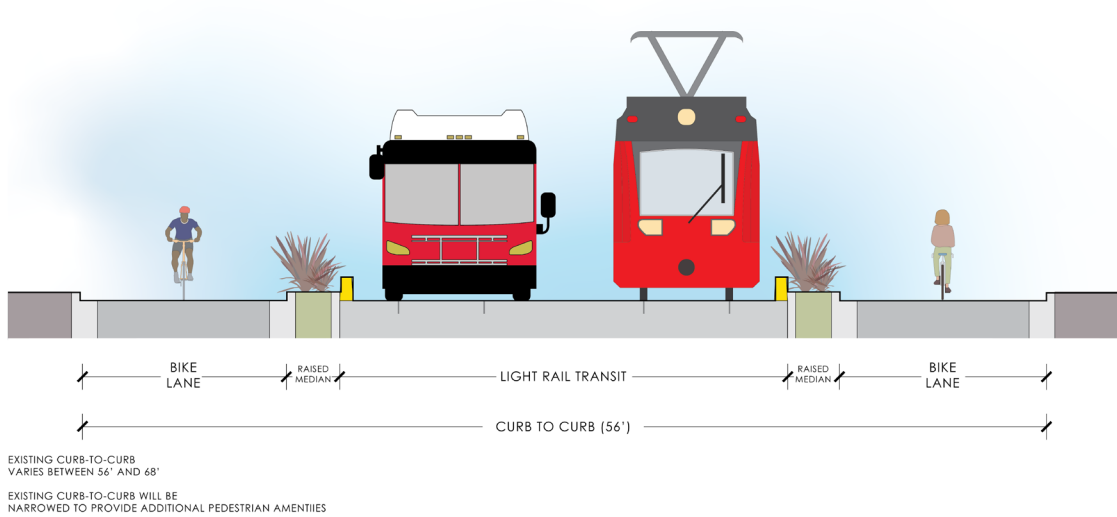


Figure 2-35: Scenario 3 – A Multimodal Corridor

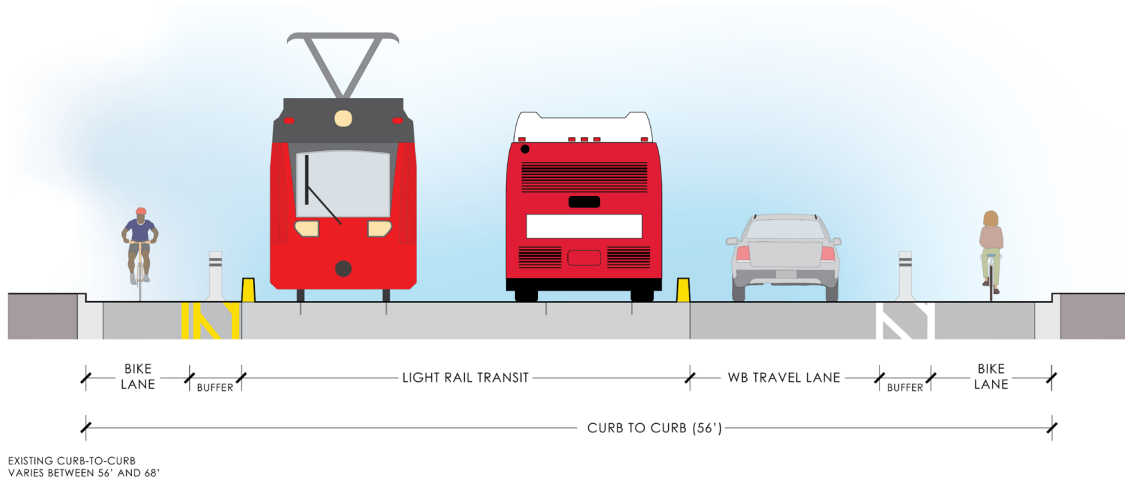
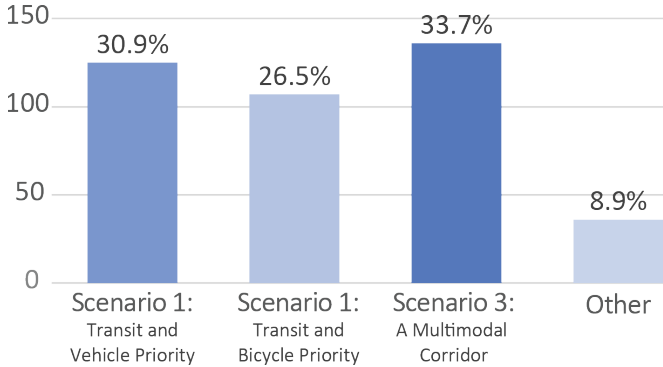


Figure 2-36: Preferred Scenario for the future of University Avenue (West, between 6th Avenue to SR 163)

No. of Respondents: 404



Scenario 3 A Multimodal Corridor received the most responses at 33.7%.

As seen in **Figure 2-36**, a similar number of respondents chose Scenario 1, 2 and 3. With Scenario 3, which accommodates all modes of transit (transit, bikes and cars) getting the most votes.

9 percent of respondents chose other, and wanted to see a car priority and the preservation of traffic lanes; a multi-modal street; as well as improved public transit. A full list of comments is provided in the Appendix.

Question 16: If you choose other, how do you envision the future of University Avenue (West, between Front Street and 6th Avenue)?

Respondents who selected ‘other’, were prompted to specify in an open comment box. Among respondents who selected “other,” 21 percent wanted to vehicle priority and preserve travel lanes for cars; 16 percent wanted to retain the existing configuration; and 11 percent envisioned it as a multi-modal corridor. Other respondents wanted to see improved public transit, maintained two-way traffic, as well as preservation of street parking.

Question 17: Do you have any additional thoughts regarding the future of University Avenue (West)?

Respondents were also given the opportunity to share any additional thoughts regarding the future of University Avenue (West). 84 respondents commented on this question, with feedback on a variety of topics such as improved public transit, preservation of street parking, as well as wanting to both public transit and bicycle priority as seen in **Figure 2-37**. A full list of comments is provided in the Appendix.

- **Transit Priority.** Fourteen percent of respondents mentioned improving public transit, as well as making it more convenient and viable for getting around quickly and safely.
- **Preservation of Parking.** Twelve percent of respondents wanted to see additional parking, as well as the preservation of existing street parking.
- **Transit + Bicycle Priority.** Eight percent of respondents commented about wanting a combination of both scenarios where both transit and bicyclists are prioritized.
- **Car-Free Street.** Six percent of respondents mentioned wanting to see University Avenue (West) as a car-free street.
- **Less Bike Lanes.** Six percent of respondents mentioned not adding additional bike lanes to University Street (West) as they feel they are underutilized, and they would work better along less car-intense streets.
- **Other.** Other topics referenced a combination of scenarios shown in the platform; wanting University Street (West) to prioritize cars; as well as wanting to tackle issues related to walkability, public transit usage and streetscape improvements.

Figure 2-37: Additional feedback regarding the future of University Avenue (West)

No. of Respondents: **84**

Not Enough Public Transit Usage

Increase/Improve Public Transit

No Bike Lanes No Change Enhance Walkability

No Cars Too Narrow

Preserve/Add Parking

Streetscape Improvements

Sharrows

Transit & Bicycle Priority

Scenarios with Edits

Vehicle Priority/Preserve Lanes

Bike Lanes/Parking

2.6 HILLCREST EAST SUBAREA

The Hillcrest East subarea is located east of I63. The main corridors are University Street, Washington Street, and Park Blvd. The Hillcrest East Subarea is divided by a north/south split along University Avenue, with pedestrian-oriented storefronts to the south and drive-up strip malls and larger buildings to the north. The Hillcrest East Subarea contains a mix of single family and multifamily homes, with more single-family homes south of University Avenue.



Pride Plaza and the future Normal Street Promenade



University Avenue

Question II: What is your preferred scenario for the future of the Hillcrest East Subarea?

Respondents were asked to choose between three residential intensities with different configuration of :

- Podium Midrise (up to 5 levels)

Podium Midrise - up to 5 levels



- Podium Midrise (5-7 levels)

Podium Midrise 5- 7 levels



- High Rise (up to 20 levels)

High Rise



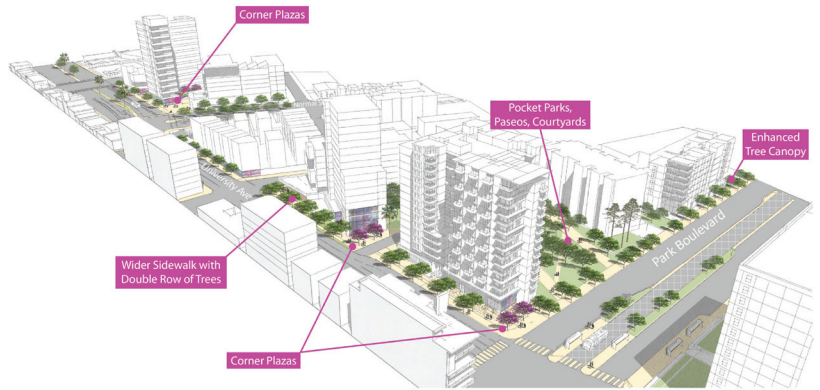
The three options included:

- Scenario 1 – Focused Density along University Avenue and Park Boulevard (**Figure 2-38** and **Figure 2-39**)
- Scenario 2 – Districts + Corridors (**Figure 2-40** and **Figure 2-41**)
- Other

**Figure 2-38: Scenario 1
Focused Density along University
Avenue and Park Boulevard**



Figure 2-39: Scenario 1- Illustrative Concept



**Figure 2-40: Scenario 2
Districts + Corridors**



Figure 2-41: Scenario 2- Illustrative Concept

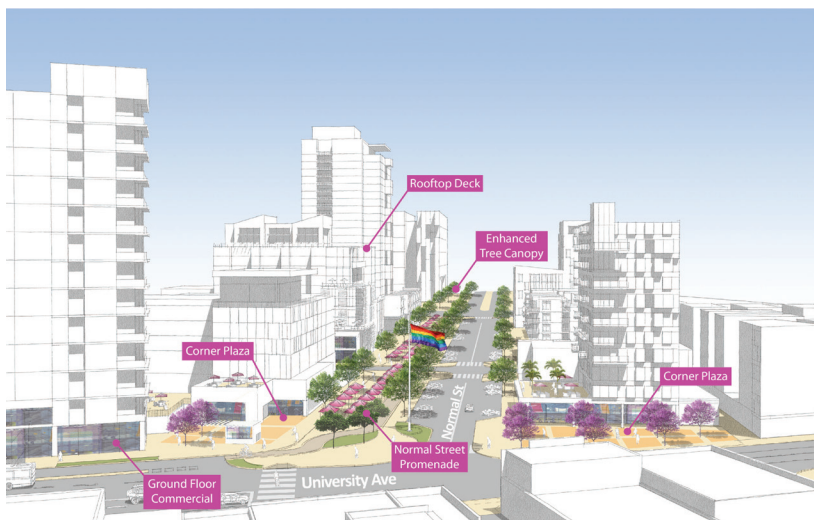
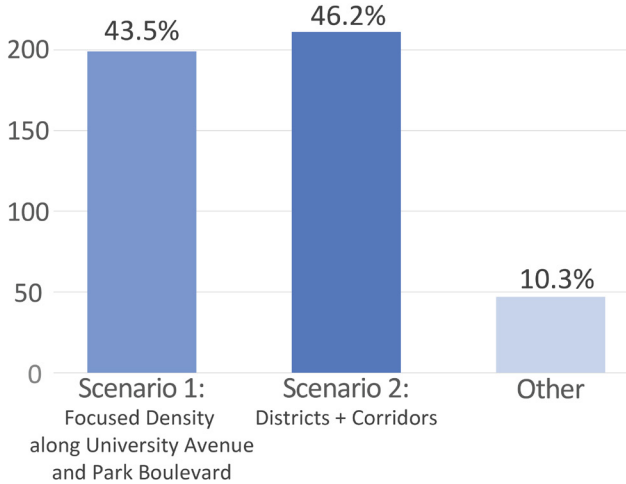


Figure 2-42: Preferred Scenario for future of the Hillcrest East Subarea

No. of Respondents: 457



Scenario 2 District + Corridors received the most responses at 46.2%.

Question 19: Do you have any additional thoughts about housing in the Hillcrest East Subarea?

Respondents were also given the opportunity to share any additional thoughts about housing in this subarea. 85 respondents commented on this question, with feedback on a variety of topics such as density, affordable housing, parking, as well as preserving the historic character of Hillcrest as seen in **Figure 2-43**. A full list of comments is provided in the Appendix.

Figure 2-43: Additional feedback on Housing in the Hillcrest East Subarea

No. of Respondents: 85



- **No High Density.** Nineteen percent of respondents mentioned not wanting high density (or high rises) in this subarea. Comments wanted to the City to include lower density options, and not wanting to destroy the character of the Hillcrest community.
- **More High Density.** On the other hand, fourteen percent of respondents mentioned wanting more high density with comments mentioning the importance of adding as much housing as possible, especially along Normal Street.
- **No Change.** Another fourteen percent of respondents mentioned not wanting to see any change to the Hillcrest East Subarea.
- **Focused Density.** Eight percent of respondents wanted to see density concentrated in specific areas including along public transit corridors; along Washington Street, between University Avenue and Robinson Avenue; as well as around the Normal Street promenade.
- **Affordable Housing.** Seven percent of respondents mentioned the importance of affordable housing.
- **Other.** Other topics referenced the preservation of historic buildings; preservation of street parking; including enough parking in new developments; as well as wanting to see more retail and public spaces in the subarea.

Question 20: Choose the option that you feel is closest to your vision for the future of University Avenue (East)?

Respondents were asked to choose between two street sections of University Avenue (East) (Figure 2-44). These included:

- Scenario 1 – University Avenue (East) - Transit and Bicycle Priority (Figure 2-45)
- Scenario 2 – University Avenue (East) - Multimodal Corridor (Figure 2-46)
- Other

Figure 2-44: Key Map of University Avenue (East)

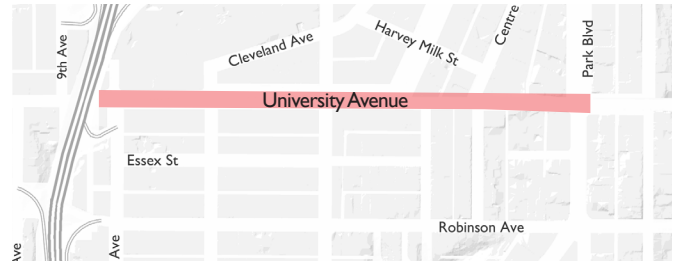


Figure 2-45: Scenario 1 – University Avenue (East) - Transit and Bicycle Corridor

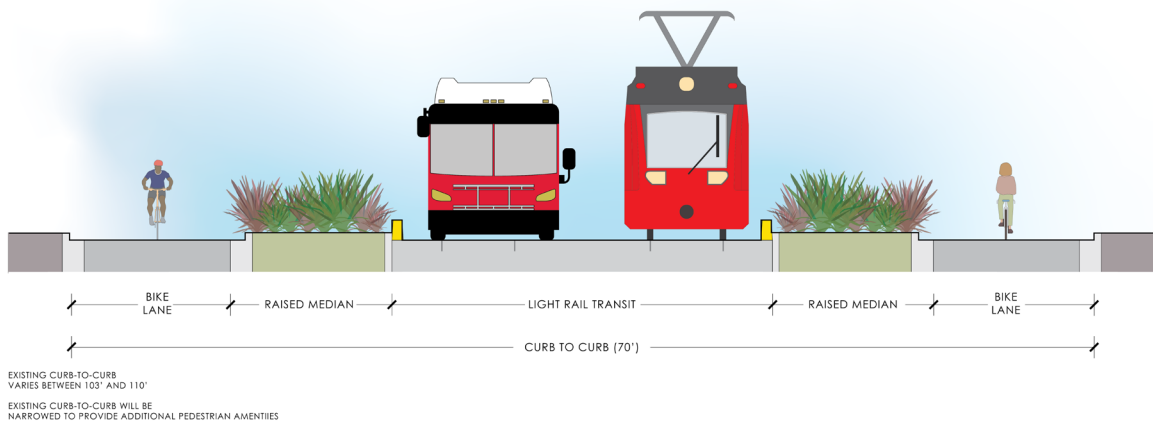


Figure 2-46: University Avenue (East) - Multimodal Corridor

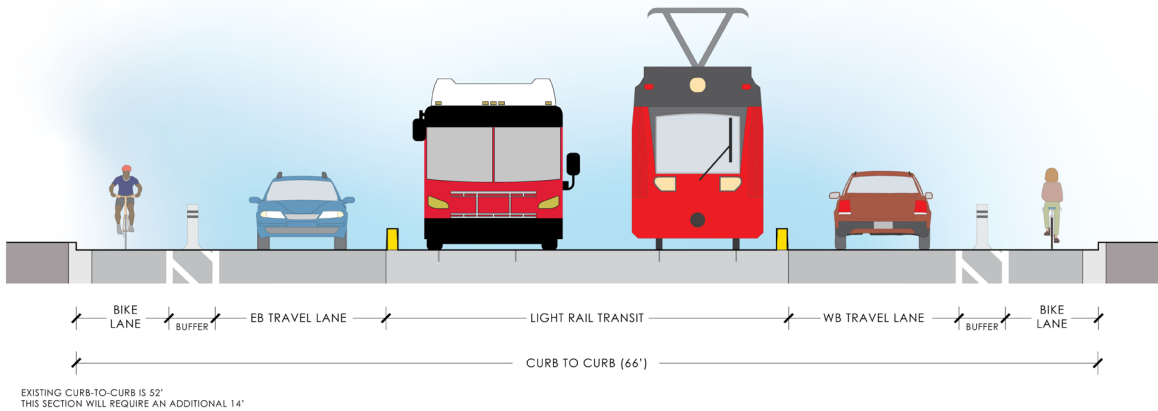
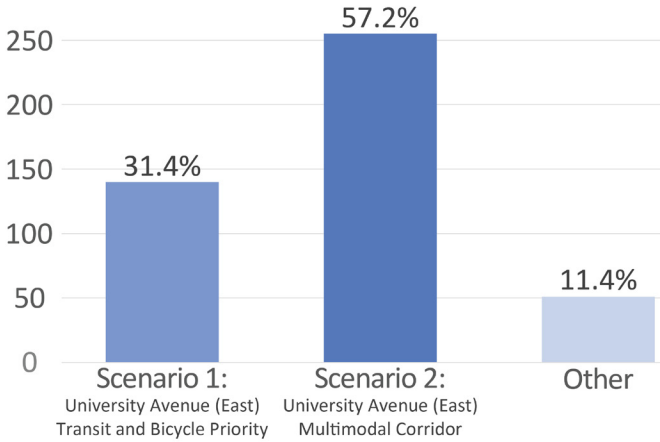


Figure 2-47: Preferred Scenario for future of University Avenue (East)

No. of Respondents: 446



Scenario 2 Multimodal Corridor received the most responses at 57.2%.

As seen in **Figure 2-47**, Scenario 2, which accommodates all modes of transit, received the most support.

11 percent of respondents chose other, and wanted preservation of traffic lanes; streetscape improvements, preservation of street parking, as well as resolution of existing traffic issues. A full list of comments is provided in the Appendix.

Question 21: If you choose other, how do you envision the future of University Avenue (East)?

Respondents who selected ‘other’, were prompted to specify in an open comment box. Among respondents who selected “other,” 19 percent wanted to see the preservation of travel lanes; 17 percent didn’t want to see any additional bike lanes; and another 17 percent wanted University Avenue to remain as it currently is. Other respondents wanted to see streetscape improvements, improved public transit, preservation of street parking, as well as the resolution of existing traffic issues. A full list of comments is provided in the Appendix.

Question 22: Do you have any additional thoughts regarding the future of University Avenue (East)?

Respondents were also given the opportunity to share any additional thoughts regarding the future of University Avenue (East). 54 respondents commented on this question, with feedback on a variety of topics such as wanting to both public transit and bicycle priority, improved public transit and Streetscape improvements as seen in **Figure 2-48**. A full list of comments is provided in the Appendix.

- **Transit + Bicycle Priority.** Thirteen percent of respondents commented about wanting a combination of both scenarios where both transit and bicyclists are prioritized.
- **Transit Priority.** Eleven percent of respondents mentioned improving public transit, as well as making it more convenient and viable for getting around quickly and safely.
- **Streetscape Improvements.** Eleven percent of respondents wanted to see streetscape improvements such as wider sidewalks, landscaping, street trees, as well as more seating to make it pedestrian friendly.
- **Preservation of Parking.** Seven percent of respondents wanted to see additional parking, as well as the preservation of existing street parking.
- **Car-Free Street.** Another seven percent of respondents mentioned wanting to see University Avenue (East) as a car-free street.
- **Other.** Other topics referenced bike lane improvements; not wanting to see additional bike lanes; and preservation of the LGBTQ+ character.

Figure 2-48: Additional feedback regarding the future of University Avenue (West)

No. of Respondents: **54**



2.7 KEY THEMES

Plan Objectives

- Most respondents were supportive of the Plan Objectives - average score of over 80%.

Public Spaces and Parks

- Overall respondents were in favor of taller buildings that present more opportunities for parks and public spaces
- Comment Themes: more parks & public spaces, streetscape improvements, and homelessness issues.

Housing

- Respondents were in favor of higher intensity

near the core, with a second district focused on Normal Street, and along the major corridors (University Avenue, Washington Street, 5th Avenue, 6th Avenue and Park Blvd).

- Comment Themes (**Figure 2-49**): amount of density, affordable housing, parking, and historical preservation.

Mobility

- Respondents were in favor of mobility options that prioritize all modes: transit, cars, bikes.
- Comment Themes (**Figure 2-50**): improving public transit, prioritizing transit and bicycles, adding/preserving parking, and creating streetscape improvements.

Figure 2-49: Overall Housing Comment Themes



Figure 2-50: Overall Mobility Comment Themes



2.8 NEXT STEPS

Responses from this online platform and input from other community outreach activities will help inform the development of preferred land use plan, mobility network, public realm and parks and urban design considerations for the Hillcrest Focused Plan Amendment.

3. Appendix: Open-Ended Responses

B. IF OTHER, PLEASE DESCRIBE BELOW.

you don't ask anywhere for general feedback, so I'll offer it here: this platform is confusing, time-consuming, and biased (with lots of loaded language and presentation features) and it does not clearly identify important aspects and impacts of this plan.

Retired resident

Normal Heights resident and frequent visitor to Hillcrest

Retired

I'm not sure if I'm technically within the boundary of Hillcrest but I live on Reynard Way and consider myself to be a resident of Hillcrest, certainly more than Mission Hills or Middletown

Retired--I spend almost all my time in east Hillcrest.

Full time remote

Landlord hoping for a safer, better Hillcrest.

Visitor: Food, shops, and LGBTQ+ sites

Live in Bankers Hill and frequent restaurants, bars and retail shops all along University Ave between 3rd ave and Park Blvd.

I OWN TWO HOUSES IN MISSION HILLS

grew up in Hillcrest, looking at moving back

Frequent visitor for shopping and dining

We also work here

NP homeowner

member of University Ave Christian Church with History of 115 years but now ongoing a major 3 year update

Frequent Hillcrest Live in outside neighborhood

Friend lives by Farmer Mrkt

visitor to the area

Renter in University Heights for 1 year

live nearby (North Park)

in the neighborhood of San Carlos

Native San Diegan

in-law homeowner

come down from Solana Beach by train/bus or drive +walk for over 85 years

elementary student

I live on border of hillcrest. I shop and spend leisure time their often. I also walk and jog area for exercise

Frequent visitor to area. Besides working in the area, I also frequently visit the area for business and recreation.

My Doctor is in the area, and I work for Scripps so have to go there for business sometimes. I LOVE the Hillcrest area.

like to eat and drinks in hillcrest

I live in Mission Hills and often shop and do business in Hillcrest.

Consultant

Sixty two year old, partially disabled who needs an ample supply of disabled parking in front of businesses. The majority of street plans I've seen and that have already been built are making it much more difficult for the disabled to maneuver. How does the ADA fit into in all of these plans?

healthcare worker in Hillcrest

I use services (medical, groceries, restaurants) in Hillcrest frequently.

Future resident

San Diego resident who shops in, visits friends in, and often bicycles through Hillcrest

Friends live there and we often go there to gather.

Property owner in Mission Hills

former resident renter, former employee

Frequently visit for dining, shopping, library, medical.

Resident Property Manager and Community Activist

Protect historic sites, walkable, trolley, less obsession on bikes and high rise

Mission Hills resident and property owner in Hillcrest and I shop, use the library, and go to cafes and restaurants in Hillcrest.

Live in adjacent neighborhood and shop in Hillcrest

H. SPECIFY WHY THIS IS OF INTEREST TO YOU:

USPS

Flicks

Rich's

Grocery

Grocery

Rite Aid

Doctor

My daughter and I go to the farmers market every Sunday and we're interested to see how this area can be improved.

Grocery

Vet

Pharmacy

Salon

Cutest block in Hillcrest. Huge tree canopy and many small businesses, restaurants, and local bars.

Local gay dive bar

Farmers Market and pride flag area is great for events

This abandoned park is occupied by homeless and drug dealers

Shopping, groceries, food

Transportation. Sometimes I take the bus to work and this is my stop. Other times I ride my bike and use Park Blvd to get into Hillcrest.

6th Ave. between Pennsylvania and Upas is treated like a speedway and there is poor street lighting and no pedestrian crossing between these two streets on 6th. With so many seniors living in this area, it is an unacceptable and unsafe condition.

University and 6th are in need of sprucing up. As the main streets for Hillcrest and the entry off of the 163 and the 8 to the downtown area as you pass through Hillcrest using the 163 off ramp. Is this really how we want visitors going through this corridor to remember our city and this neighborhood?

By far, the AT&T building is the ugliest architecture in the area and an absolute blight in the neighborhood.

There are many high rises in this area and more and more are being built or planned. The population is a mix of young families, singles and seniors in need of a pleasant outdoor space to play and relax while shopping on nearby stores and visiting area restaurants. Parking is all so needed. A parking structure like the one in North Park is sorely needed.

A crosswalk is needed here as there is none between Pennsylvania and Upas! Many families, children and seniors live in this corridor and a crosswalk would also slow down the traffic on 6th which is a very real danger. Also, the stretch from Pennsylvania to Upas is used for racing and loud motorcycles are constantly and purposely Erving up to set off car alarms throughout that stretch.

The small fenced area here just before the bridge on University is terribly unkept and could be a perfect little dig walk area or community garden spot.

With a growing population of high rises in Hillcrest, we have an abundance of bars and restaurants and sorely need a couple good clothing, department or other businesses to help anchor the community.

Remove or renovate totally neglected house and buildings like the little white house across from the church on Pennsylvania between 7th and 6th and all such properties in the Hillcrest community

The 7/11 store or some property in proximity should be considered for building a parking structure like that in North Park to facilitate businesses and customers to the area.

The DMV parking lot would be the perfect location to erect a parking structure like the one in North Park.

Why is the area of 7th Ave. south of University not considered as part of the plan? There is considerable development taking place along that corridor.

Property owner

Consolidated lot of often visited local eateries.

Social hub

Social Hub

It is the only designated open space (see 1988 Uptown Community Plan). Florence Canyon provides tree canopy, habitat and a place for migrating birds like the unusual hooded yellow warbler that appeared last year!!!y Plan

Bakery where I frequent

Coffee shop I frequent

Restaurant I patronize

Bar I patronize

My market

Trader Joes

Farmers market

Restaurant I patronize

Restaurant I patronize

Oppose new high rise condo towers on 6th Avenue

medical facilities/ doctors office

Area with potential

Part time Work and social scene

This is the core of Hillcrest. The Original 5th Ave.

Friend lives here

Restaurant: Lotus Thai

Restaurant: Bahn Thai

Restaurant: Hillcrest Sandwich Shop

Restaurant: Luna Grill

Friend works here

Restaurant: Crest Cafe

Socal Site: AWOL Bar

Restaurant: Hillcrest Brewing Company

Services: Bear Hair By Chuck

Grocery Store

Exercise

grocery shopping

grocery shopping

bike facility that I use daily

bike facility that I use daily

hospital for covid testing regularly

farmers market every weekend

Market

We workout in the park every morning. Would love other outdoors workout spots in Hillcrest

Would like to be able to walk from home to University shopping areas but have run into too many people acting out, yelling and throwing things to feel safe anymore

Stopped going to Trader Joe's Hillcrest because parking and homeless were so bad. Now go to Lazy Acres or TJs Mission Valley

Have medical appointments in this area. Love being within walking distance but have not felt safe walking only in the last few years

Try to drive down Robinson or 4th and it is getting impossible. Walking you have to go down 3rd to avoid homeless exhibiting threatening behavior

I shop and dine here

I shop and dine here

I shop and dine here

I shop and dine here

I relax here

Hang out

Dining, entertainment, public transport, bike lanes

shopping

Shopping/Restaurant

Restaurant area

Grocery/Restaurant/Retail area

AHF

AHF

Beautiful, restaurants, museums, walking, jogging, picnic.

Bars

Primary doctor

Pharmacy

The Loft

Center of the city and near a lot of places

Weekly walk to farmers market

Bars and restaurants

Bars

Bars

I hang out mostly in this area

Keep hillcrest gay.

Flicks

Richs

Frequent library user

frequently use USPS

many restaurants

mini dog park

library

regularly use the park

use the park

restaurants

restaurants

restaurants

pharmacy

Favorite place to hangout

Hillcrest Village is where I spend a lot of my free time

Public gathering place

Clubs and bars

Grocery store

Bar

Restaurants/bars I frequent

Restaurants/bars I frequent

Areas I wish there was direct service public transit to

I am interested in the proposed Normal Street Promenade

Connection to community over Washington

Access to connect communities with safe bike facilities

Hillcrest Farmers Market

Gayborhood

Fleur De Lis Pre-School

Vons

Lazy Acres

Church

Library

I love to bike to balboa park

I like to use the trolley, this is my closest station

This is my local library

This is my doctor's office

Beach and birding

Shopping

grocery store where I go shopping

Integration with neighboring community

Regular eatery

Lazy Acres

Shopping center

Rich's

Whole Foods, various eateries

The farmers market

The library is wonderful to visit with my son

Desperately needs renovation

Social groups, shopping

Church

medical services, shopping, dining

this is part of our walkable neighborhood and something that is representative of the community

Our medical facility, housing our doctors. We are able to walk there from our home; this is also one of our "long walk" routes.

More or less the area of the restaurants we frequent.

Restaurants we enjoy.

Theater, restaurants, coffee shops, bars we enjoy are located in this area

Coffee, restaurants, bars, gallery, services.

Grocery shopping

Independent businesses that add life, interest, variety to our neighborhood

Nice park with lots of trees

Shops & restaurant clusters with great urban canopy

Restaurant

Uptown

HBC

My weekly square dance club meets here

Dinning, shopping

local gym - The Experience - owned by an openly lesbian couple who are strongly committed to the neighborhood

core University Ave area needs major attention

main shopping hub

postal services and weekly farmer's market

egress out of the Hillcrest area to Mission Valley on bicycle

one way bike lanes

one way bike lanes

Trader Joes

exit from HW 163 into Hillcrest

@thehostelcalifornia

dog park

work and shopping

hillcrest market

Coffeeshop to hang out, grocery shop

Shopping

Shopping

Library

Library

Groceries

Bank

I want it safe, clean, nice and no street people.

We need ATT to be a better neighbor - demolish this building or work with us to beautify this mean looking eyesore please.

5th Ave can be so nice if you would just enforce the laws - all of the laws that are on the books. No public defecation to name one.

Please work with USCD and Mercy hospitals to pick up the poor insane and indigents that they turn out of the street.

Important location for LGBTQIA+ community members

Church

Great block for retail and restaurants. Also, there's a great urban canopy and some historic buildings worth protecting or adaptively reusing.

restaurants and night life

Favorite Restaurant

Grocery Store

Mental and physical and educational

Opposed to new high-rise condo towers and apartment blocks along 6th Avenue.

Opposed to high-rise buildings along 6th Avenue.

Good location for redevelopment project.

eliot towers

shopping

shopping

shopping

balboa!

shopping

Grocery

Cycling

I'm a school teacher

Regular shopping

Regular bike commute

I shop on West Lewis Street.

Pioneer Park. We go there when our young granddaughter visits.

Pioneer Park. We go there sometimes.

Closest shopping.

Important to have queer safe spaces

I go to the farmer's market nearly every week!

Most of the time, I get groceries at this Ralph's & Trader Joe's

Sometimes I get groceries at this Vons

I love the library!

the homeless drug addicts unwelcome and disgusting

airbnb not obeying laws at all

Grocery store and shops

walk/strolling

Bars/Clubs

Coffee!

Food

Food :)

restaurants

RESTUARANTS

I am a longtime customer of SalonInk

My children are patients at this Pediatrician Office.

One of my most frequented hangouts

Best friend's house

Eyesore of a new housing project

Favorite Restaurant

Very poor road conditions

Exciting new traffic pattern!

I work for this hospital system and have to go there on occasion.

My doctor is in this area.

Cultural area, meet here w friends. Parking is terrible.

Social area to meet friends at, and groceries nearby.

Community gatherings

Trader Joes Shopping

atmosphere

Shops and eateries

It's close enough to walk to

go there all the time

Favorite place to go out.

Friend's house

Favorite restaurant

Very poor road conditions.

Eyesore of a new housing development

Spend time socializing with friends.

Trader Joe's

Museums

Mail

Restaurants, groceries

Credit union

Main bus terminal

Eye doctor

Pharmacy

Groceries

Farmers market

Always human feces and homeless

Human feces and and homeless

Always human feces and homeless

Dr office

Always shit, a man always pees in public

People smoke crack here

Homeless hang out

Lady always begging for money from drivers

Young homeless hangout

Doctor, never enough parking

Night life

Am concerned about traffic congestion and parking availability

former workplace

family uses UCSD medical regularly

extended family

previous employment

previous residence

I use the library

I shop at Vons and Lazy Acres

Frequently shop at Trader Joe's and Ralphs

Medical offices and labs - we use these

DMV and Farmers Market

VT St Bridge

HUB frequent shopping

Born here

the HUB with Joyce Beers Community Ctr

Spend a lot of time here--as a patient

Library

I frequent this area

2. DO YOU HAVE ANY ADDITIONAL FEEDBACK ON THE VISION AND PLAN OBJECTIVES?

I put "Not Important" on the legacy of LGBTQ+ because if the plan is to celebrate LGBTQ+ then it should not be a legacy, rather it should focus on the affordability of this history LGBTQ+ neighborhood.

There are several Potential Historic Districts as included in the approved community plan. What's to become of that initiative?

I would love to have public spaces and parks, but I don't see a realistic plan for keeping these from becoming occupied by the homeless, mentally ill, and drug users. I see this every single day and feel like creating public spaces would only serve as a place for these people to congregate. The bus stops on University Ave. are defacto homeless camps with people passed out all around them at all hours of the day. Addressing these issues and general safety are more important than anything listed here.

There are no parks and an open space deficit of 90 acres in Hillcrest. How will those statistics change so that Hillcrest becomes a healthier place to live?

Integration of transportation to other area of city especially downtown

Stope building luxury units and high density. Build after infrastructure is in. Have a safety committee for the bike corridors to make adjustments toward safety and less obstacles.

I believe supporting housing needs, low/no car mobility, and community connections will be good for local business. It all means a local customer base for them, and a neighborhood isn't truly livable or walkable if you have to leave for all your errands and entertainment.

Hillcrest is adjacent to the biggest park in the city, and is well used by many in the community. Personally I don't think we need more public spaces and parks I believe there is more pressing issues. Efficient public transportation would be a great start, although not a big fan of the new bike lanes I am hoping over time we see an increase in use. Although this in my opinion is not conducive to all people in the community. I agree lets increase AFFORDABLE housing opportunities, Many folks living in the area are already suffering with increased rent gouging or unable to rent because of the increase in Airbnb that is eliminating long term rentals and driving up demand and prices.

Housing isn't needed. We are already in a drought situation and traffic and more cars only make matters worse.

For "strengthen connections," change the description to "make it easier and safer to move around and access"

We need to increase and maintain PARKING! Removing them in lieu for bike lanes have been a terrible decision!

Housing by adaptive reuse of existing commercial and residential properties; Parklets are not the only answer the only answer

We are tired of the delay and politics of Ben N. He has no plan or strategy. New leadership is needed.

Create Higher Density Housing

Parking. Parking! PARKING! I will take my business elsewhere if I cannot easily park my car very near the restaurants I like to visit. I will invite my friends to visit me outside of the Hillcrest area if I cannot park near them in Hillcrest. I already abstain from many social opportunities in Hillcrest due to the acute scarcity of parking. There is no need to address housing if there is already insufficient parking. Recommendation: Create two parking spaces per bedroom.

Preserving parking in our community

We need safe separated bike lanes and public transport on University.

Build more multipurpose house and condo in the multiplex unused Space, support the development of another supermarket

Make our community safe. Replace empty decaying buildings with housing

More Housing, Less Parking. Cities are for people not for cars.

Addressing housing needs is confusing. It should be focusing on affordable housing, not housing close to transit areas.

Get rid of the eyesore ATT building. Or at least make them fix the peeling paint and do something architectural to the ugly antennas

Hillcrest is now a traffic 'shortcut' for many heading to points north from Centre City. After WWII, I understand the on/off ramps to Hwy 163 at Sixth Avenue at University were built, and defacto freeway couplets were created by making Fourth and Fifth Avenues one way, and widening Sixth Avenue to almost a freeway. As a result, I estimate 50-60% of the traffic through Hillcrest is high speed through traffic- neighborhood destroying. Close the on/ off ramp to Hwy 163 and use the approach and part of the 'tarmac mass' at Sixth and University to create a public space. If possible, create a public space also in place of the surface parking in front of Rite Aid at Fifth and Sixth at Robinson. Traffic in Centre City has many points of access to Hwys 163, 5, and 94 to 15 and 805. Drivers can also still pass through the neighborhood to points north using the grid- but at neighborhood speeds.

Housing, housing, and more housing.

Bike lanes are already a nightmare - what a waste of tax dollars. You didn't make them wide enough for 2 people to ride side by side, you can't see traffic on cross streets, they are a danger, not a help.

Stop increasing density of UNAFFORDABLE developer for profit housing. Build non-profit developments of low income in-fill housing, around 25 to 35 units each. STOP building over 4 stories. We DO NOT have a housing shortage ... we have a shortage of AFFORDABLE housing. Your plan does not provide even a fraction of what is needed.

Higher density and better mass transit options for future residents. More transit connections to jobs outside of Hillcrest

Cleaner and updated, safer Hillcrest

I think the greatest emphasis needs to be placed on increasing the supply of housing. Hillcrest is a desirable place to live, especially for young adults, but the lack of housing supply forces people to live elsewhere and exerts upward pressure on housing prices. I think the next priority should be strengthening connectivity with other neighborhoods and points of interest. Transit, micromobility, and pedestrian improvements should be prioritized over driving and parking.

Make our neighborhoods safe from criminal homeless activity.

Make Housing actually affordable. If you don't make 100,000 a year you cannot live in Hillcrest or the surrounding area without aid, roommates, or living in poverty.

Hillcrest is in a wonderful position geographically and culturally to vast increase housing, both Affordable and market rate, with emphasis on alternatives to driving.

Have walking accessible retail/restaurants. No more giant parking lots with empty space

Preserve historic sites

I ride my bike a lot. Hillcrest has gotten progressively more hostile to cyclists. There are several businesses that I used to spend \$\$ at (Crest Cafe, Bread & Cie) that I no longer do because of their attitudes towards bikes. Cyclists spend \$\$\$!

Please do not remove more parking to create bike lanes. More parking spaces need to be added as you continue to build monstrous high rise buildings

Walkability (not just bikeability!) is crucial &, as a focus area, connects many of these objectives. Businesses, public gathering spaces, and homes should not be so starkly divided.

Maintain some of the older buildings, architecture and homes

improved public spaces, parks, and safe transit options (e.g., bike safety, bike parking) will offer great returns!

which of you are responsible for allowing a developer from arizona build the ugliest housing project in the most visible part of Hillcrest? Camden apt looks like a federal jail. Most isolated part of Hillcrest, locked behind a single road through the highest density housing in Hillcrest, and no parks or public transit within 1mi walking. So, I am highly skeptical these vision and plan objectives will result in anything but more money for tourist oriented businesses and out of state developers

Increase employment opportunities within the plan area

More alternatives to be car free

We need to build more housing and a denser neighborhood

More public transportation!!! Make more trolley lines

The addition of bike lines, which so far are largely unused, the installation of perpendicular parking at 10th and Robinson, and the elimination of parallel street parking on University avenue (starting at 10th Avenue and going east), is mind-boggling and has succeeded in creating huge traffic snarl-ups, bad-tempers and a visual nightmare.

Preserving the history of the neighborhood should not interfere with our need for addressing housing. There should be creative ways (other than a plaque in the street) that allow for new development to highlight the unique history of our community. We need housing, we need walkable communities, we need parks, we need to celebrate our history and this can all be achieved in concert with the adding housing to the community.

Improve pedestrian and bike safety on key corridors, slow down vehicle speeds

Climate change is the number one issue.

Any plan for the future should include measures that will increase housing stock and connects our community to surrounding areas using fast and efficient public transit.

I am really hoping for more housing and transit services in the neighborhood. I have been absolutely loving the protected bike lanes on 4th and 5th and I would love if they were extended down University Ave. Additionally, I want to continue to see more housing development in the neighborhood along with more parking. I live east of the 163 and parking is pretty good on this side of Hillcrest but parking is already quite bad on the other side. I am hoping that as new housing is built additional parking is added as well.

Critically important to strengthen connections, but not through increased and/or induced use of personal vehicles. We need a community that's walkable, bikeable, and accessible by public transit and those modes should be prioritized over vehicle use. Too many streets in Hillcrest are too wide, too dangerous, and not right for the neighborhood. This is a destination, not a thruway.

By strengthening connections I mean improving bus and bike infrastructure, not increasing car infrastructure.

Parking, affordable housing, solar and updated living

Expand trolley service to and through Hillcrest.

We need protected bike lanes that are in a connected network. Dedicated transit lanes and higher frequency.

Creating better public transit and multimodal options are a must. Prioritize people over cars.

Convert more properties into mixed use commercial and residential. Similar to uptown & atlas communities. Convert "The Center" into parking lot ground level, office and meeting spaces on the second level and studio & one bedroom apartments for younger generation to afford to live in a community that is most accepting of them. Make it a space the community can be proud of.

Weekly power washing to get the literal human feces off sidewalks. And provide porta potties to avoid the aforementioned issue in the first place.

We really need more public parking in this area!

First do no harm. The older buildings in the pre-WWII commercial districts in Hillcrest are ideal for authentic locally owned businesses. Remember #3 in Jane Jacobs' four conditions: To generate exuberant diversity in a city's streets and districts, four conditions are indispensable: The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. This mingling must be fairly close-grained.

Address the homeless issue

strengthen connections including convenient public transit BEFORE adding housing density. WHY? Parking has become nearly impossible for current residents. Renters are parking (sometimes for days/weeks) in private residential areas because of lack of space in and around apartments.

We really need a bus from El Cajon and Park to Washington and 5th along Washington. We need public trans to Morley Field.

We lived in the Bay Area for many years prior to moving to Hillcrest. We chose our neighborhood as we appreciated the diversity, historic neighborhoods, the investment of local merchants, artists in this wonderful community. We neither appreciate, nor approve of the projects occurring in Hillcrest (ex. Hillcrest III) that do not attempt to reflect the nature of this neighborhood. Development and building along this line do NOT take into consideration infrastructure issues: these structures do not provide enough parking, there is no consideration for increased traffic in the area, increased stress on sewer lines, streets and again, such development does not consider the unique environment that Hillcrest is noted for.

There is not enough parking in the area and it's getting worse!

I strongly support consulting with local social services and organizations!

Better walkability

"Strengthen connections" is ambiguous - to some it would mean widening roads for cars. For me, it specifically means bike + transit.

Bring back the streetcars or a trolley connection to this neighborhood.

I'm against the continual destruction of historic homes and buildings to make way for high-rise towers and businesses that will be too expensive for the community and further increase the already high vehicle traffic and lack of parking.

DO NOT take away driving and parking on University Ave!!!

Stop the political greed

Creating a stronger sense of community is something I would love to see return to our amazing neighborhood. Public transit, bike lanes, housing initiatives and local businesses are what make 92103 so special.

I wish our neighborhood would have a mix of its former "gayborhood" feelings while being connected to the present and prepared for the future. I love the complexity and integration of our neighborhood but part of its spark has dwindled over the last 5 years. Too many local businesses have closed, only to be replaced by other small businesses that don't make it or don't really serve the greater good of the neighborhood.

Celebrate unique and historic architecture in the neighborhood.

the plan MUST provide parking; this City isn't equipped to solely use public transportation or bicycles to adequately navigate the area on a daily basis.

Hillcrest seems to be the new not taken care of place in San Diego. Seems kind of like the slums in my groups opinion.

More street parking.

Hillcrest needs more green areas close to the center of everything, Balboa park is great but we need more small community green spaces. Parking is horrendous for those of us living here. I remember when you heard of hillcrest you thought LGBTQ+ now it's all small business this and small business that... hillcrest has lost its charm. The homeless crisis is very visible in hillcrest and needs to be addressed.

Hillcrest has lost its LGBTQ+ centric image and appeal. it has become more business and housing centric. There was a time when you thought of Hillcrest you thought LGBTQ+ not any more. there is so much new housing being built and not enough being done to save the charm Hillcrest has lost. there is no green spaces. parking is horrendous for those of us who actually live here. The focus has been to boring shoppers in and what about those who live here? We struggle with drink drivers hitting our cars, parking shortages, homeless needs, and so much more not being addressed but we can't build new buildings fast enough.

fix the roads and add more bike lanes

Consider the impact high rise buildings have on climate control. Consider the impact the removal of green spaces has on climate control as well as the effect the removal of trees has to local residents (i.e. the removal of the tree at the corner by the USPS office). Do not do what North Park did and remove all parking and put in bike lanes and then proclaim that everyone will bike to the businesses (you cannot expect a 60+ year old woman to ride a bike to a pet store to buy 20lbs of food or litter). People ride bikes down University Ave and do not stop and shop. They tear down the street, often not even stopping for their own red lights. Do not expect a high rise parking building five blocks away will work for shoppers (maybe for dining, not for shopping). Add security patrols at night (have you been to the 30th St parking garage at 10pm? I won't park there). I won't support local business if I can't get there.

Preserve integrity of existing neighborhoods

I want to park close to businesses.

In relation to public spaces and parks, the plan should envision a public swimming and recreation center as the current population warrants a pool.

We need a community center and community pool.

Closing university to traffic is insanity

My strength for creating public spaces/parks would greatly increase if there was not the fear of homeless.

Provide additional housing at the core center of Hillcrest, with supporting small local businesses and restaurants. Something with shops and restaurants on bottom floors with apartments on top.

Address safety and homeless issue. Be more diligent in cleaning up the streets so drive business and enhance quality of living for those paying high rent for this area.

Business/Restaurant uses of sidewalk should be encouraged BUT consistently adjacent to the curb so that pedestrians aren't navigating a maze of restaurant railings, parking meters, trees, and infrastructure boxes/barriers

Do NOT remove parking for bike lanes...however using parked cars to protect bike lanes is fine. Parking is needed by businesses for their customers and residents depend on street parking.

I really feel the bike paths and the extra curbs in the area are horrible..just saying.

Need to increase housing density near transit.

We need more apartments not condos. Maybe a hotel to help with tourism

I would hope that you will actually use the information you collect, rather than make the pretense, and then do whatever you want.

You're going in the wrong direction. Remove the bike lobby and start again.

Larger areas for pedestrian traffic. More affordable housing.

Focus on affordable and middle class housing, nothing else.

Hillcrest business association has done a very poor job of supporting businesses and keeping sidewalks and streets clean and safe. I moved out of Hillcrest for that reason and into neighboring University Heights

Please inform the mayor that he has a duty to represent ALL members of each community. Instead of leaving a legacy and preparing his resume for Sacramento, he should be focused on the people's needs and wants.

Make builders be innovative with structural plans. Include green space in all plans, and include energy net zero requirements.

Cities should be designed for people and not cars!

We need to allow more people to live in Hillcrest and all of Uptown. The best way to celebrate the legacy of the LGBTQ+ Community is with signage on the main streets, where the people are.

Housing to keep San Diegiens in San Diego is most important

create safe bike and pedestrian corridors for accessing the businesses in the area that won't put us in danger of the additional vehicle traffic.

Safety, both in terms of personal attacks (like mugging) or accidental (being hit by a car while crossing the street) needs to be addressed. Nothing else in the plan matters if people are too scared to go outside.

Hillcrest is supposed to be a safe and welcoming neighborhood for queer folks. However, many queer folks are currently priced out of hillcrest and getting pushed east and south. Many of my peers have recently been evicted from their hillcrest apartments so their landlords can 'renovate' and raise rent. That's the biggest issue hillcrest is facing: housing gentrification. This is a crisis. If you want hillcrest to still have working class queer folks, then the city needs to enforce rent control. Otherwise, hillcrest will just be another historical gayborhood, lost to gentrification and white washing

Regulating number of airbnb and their prices. We are unable to rent a house because many of them are airbnb

It is extremely important to me that the needs of our neighbors experiencing homelessness are considered in these plans.

Honor nature and native plants/trees, green the streets, set a tree canopy coverage goal, e.g. Singapore; Require public art as part of any new commercial development; Reduce vehicle traffic on major streets, ex. Univ, 5th.

Clean up the streets. Stop making voluntary homeless immune to laws.

Improve public transportation. Like a light rail

Widen 5th & 4th Ave. The new designs is dangerous

Actual affordable housing

Housing and homelessness are biggest issues that threatened our neighborhood. It bothers me I'm paying \$2,100 month walk past trash and garbage caused by homeless crisis. It's real health and safety issue!!

Pushing for more housing addresses the strengthening of connections and supports local businesses. More parks should be created. LGBTQ+ community should be supported deeply, but that support should come from developing housing affordability by creating more density. Preserving historical housing (and low density districts) only serves to further limits who can live and play in the area.

Affordable Housing!!! Address the violence happening and the homeless problems!!!

More housing for our neighbors without shelter

There is a vital need to have open spaces and walking/running trails and to address housing as there are so many homeless in the area. The Uptown District was so nice but needs an upgrade and a way to keep it clean

I rated the connection and public spaces categories lower because with both major hospital systems, Scripps and UCSD, located in Hillcrest, there is already a significant homeless population, and I fear these two objectives would only draw more to the area.

Cleanliness and traffic, both need to be improved

Affordable housing to lower/middle income folk is a problem across San Diego, but many are thoroughly priced out of Hillcrest especially. We do not need more complexes renting at \$3k+ per month, that does nothing to help the problem.

Address housing costs.

please expand Public transit. A trolley line to anywhere in the mid city (hillcrest northpark normal heights exc) would be amazing

I want more shade, public seating, public bathrooms

Communal spaces brings communities together!

Keep the new hospital accessible to the public.

cleanliness and safety should be priority above all else. we need a clean, safe place to walk, support businesses, play, etc.

Keep Hillcrest as a small local community safe for LGBTQ+ Keep small locally owned businesses. Keep big business corporations OUT ! No new construction for apartment building parking garage or large corporate business.

Increasing housing near transit, so fewer San Diegans have to rely on cars to get around the neighborhood! More housing in this neighborhood will also increase walking and biking, which is great for climate action.

Make spaces and buildings attractive and beautiful.

Need housing solutions for homeless.

I would like to see the homeless people off the street .

Always preserve historical elements to any project. NEVER cut a tree down, and prune existing trees to fit any project.

We need to address the homeless problem and the crackheads that drive business away from hillcrest.

I think all of these principles are extremely important. For housing needs, providing some parking for residents is crucial. Although near public transit, so many people have vehicles that will end up on the streets which are already too crowded with parked cars. Small multi story parking structures placed in the community could be helpful.

Most important consideration: PRESERVE THE CHARACTER OF THE NEIGHBORHOODS WE CHOSE FOR OUR HOMES

Don't add more high-rise buildings. They take away from the neighborhood ambiance that once existed and remove the sunlight

Get rid of bike lanes. Parking is an issue. Please bring our parking spaces back.

Strengthen Connections should have an emphasis on reducing environmental impacts and reducing carbon footprint, with

Extremely Important to address the horrible increase in crime and homelessness in the area. What once was a safe and beautiful community, is now unsafe, unpleasant, dirty, and unacceptable.

We need more playgrounds near us and resources for children. Public kids classes, rec center activities, water play areas, etc.

Hillcrest is such an important safe space for the LGBTQ+ community. I'd like to continue to see that as a priority, alongside more parks or other public community spaces.

Higher density and remove height limits

Balboa Park near, don't need more. Get rid of vendors there. Need affordable housing.

Assuring that we have the infrastructure to support intended growth, that you are realistic about how development plans impact day to day life (which you are not), and that your efforts are not just the ventriloquism of the development community.

There was a perfectly good Updated Uptown Community plan - this is all a Land grab and bullshit!

effect rapid transition for ecologically sustainable, regenerative, diverse, resilient, productive future

Preservation of historic buildings and homes

These initiatives are pointless if you don't address all the homeless in the area.

Considering the history of the Hillcrest community, I think that it is essential that it remains a safe place for members of the LGBTQ+ community. In regards to public spaces and parks, I think that there should be public spaces that don't revolve around a business.

I hope the planners will take into consideration the irreversible harm that population density brings. I am not in favor of adding housing and filling every inch of land with buildings. We need open spaces, nature, and a slower pace of life.

Of course these things are all desirable. But what does "easier to move around and access" mean, or "sustainable" business district? Or what does address housing needs mean?

I'd like it to be safer to cross Washington street on foot. And for cars to drive slower.

No high rises density is already too much for infrastructure

Need to address the growing homeless problem in our area and Do not want high rises in residential areas of Hillcrest and Mission Hills

Providing additional homes while making hillcrest into a walkable community should be the overarching goal

Please create more nature trails and foot paths on "paper streets." Please ensure homeowners stop blocking access to the many canyons with public paper streets going through them, such as the ones near 3841 Brant St, 3650 Front St, 3679 8th Ave, 804 Torrance St, 637 N Crescent Ct, and MANY others. Please build Hiking trails through Bachman Canyon and by West Lewis Street Pocket Park. Thank you!

Should also help to minimize climate change

4. SPECIFY WHAT TYPE OF PUBLIC SPACE WOULD YOU LIKE TO SEE:

Mini park

Implement "Mystic Park" vision by realigning SR-163 entrance and creating community park space at Washington & Lincoln

Extend the Normal St promenade and connect redevelopment of DMV site and Board of Ed site by tunneling Normal and creating a wide green passage over the street. High density housing and vibrant uses on the redevelopment of both sites.

Promenade

park with shade and seating

park with shade and seating

public plaza

active park space

Rich Rich Baby

Pocket park with limited amenities. But lots of shade from trees.

Promenade. This street is supposed to get a road diet. Road diet is badly needed. Widen walkway and provide a separated bike. More trees/grass. Less impervious surfaces

Pocket park seems possible if it can be made generally useful and not merely an alternative for housing.

Promenade/Market/Street Vendors

parks

A park for children

A small green area with tables for eating

Outdoor courtyard for hospital patients

Outdoor courtyard for hospital patients

As a good neighbor, AT&T should open up to the public this fenced in area at University and 6th

A small park with benches, playground/fitness equipment

open space / park

open space / park

Public plaza to provide outdoor seating for various dining establishments.

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Walking corridor (no cars)

Pocket park in this empty lot.

Linear park along 6th Avenue

passive park

linear park along Centre Street

passive park

Public seating / green space (market hall type environment)

Public park / plaza if the bank can be required and replaced

zeroscape landscaping, walking paths, benches, good lighting

park

park

parklet

trees, benches, restrooms and water

Playground at once the green space for the hospital is created or claimable art installation

Art installations that kids can climb on and play equipment interspersed across the linear park

Cut through between the library and Florence elementary

Plaza

Public Parks in Hillcrest are a misuse of square footage. Go to Balboa Park or any of the other nearby parks. Focus on parking. Focus on water and electricity concentration.

replace the 163 with open space

replace the 163 with open space

Promenade

Pocket park

pocket park

open park

pocket park

parklet

parklet

dog park

Dog Park

parklet and dog park

Park for people visiting the hospitals

Remove freeway access and replace with a town square

Return 6th Ave to two lanes. Widen sidewalk on one side and create a grand promenade to Balboa Park.

Park

Park

Att park opened to the public

Pride park

Close on/off ramp. Use canyon approach for on/off ramps, and as much of the University Avenue surface area between Fifth Avenue and Sixth Avenue to create a public square. It is horrible now. Also create a square in front of Rite Aid if possible with redevelopment.

With redevelopment of Rite Aid, try to place a public square on the current surface parking portion of the site.

Linear Park / Green Space along this concrete-dominated section of University.

Pocket park

Pocket park

Pocket park

Green space

Park

Public park or square

Urban park with grass and trees

Urban square/plaza

Little Italy type palazzo.

Park

more parklets in this commercial area

Urban parks

Alley way could be used as a vibrant spaced for street art!

plazas with trees

Pedestrian plaza

Multi use park and biking. No cars

Tear this down. Public space or resort hotel

City park/ dog park

Park

There is an empty lot with a giant tree on 8th that would make for a great dog park

Close Georgia Street Bridge to cars and make a pocket park

Close neighborhood 163 onramp and direct people to Washington Street entrance. Make space into a community park..

City park

Parks/green space/gathering space

Pocket park

Park space

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

bike parking

parklets / seating / bike parking

parklets / seating / bike parking

parklets / seating / bike parking

park, dog park or church with a large public lawn

greenway

park, dog park

public fountain, mini park

Managed campsite

Park

Pocket Park

Pedestrian Plaza

convert washington street from a stroad to a boulevard

Walkable space that supports community.

park

Pocket Park

This street closure and park need to come to life

Cap the freeway and add a public park!

More public benches

Public gathering/park/plaza

Park

Park

park

Some sort of small park with grass/benches. As more people are working from home and moving into the neighborhood I would love to have little areas to get outside to eat lunch, etc.

Public park accessible to the school and community.

Pocket park

Linear Park along University, located on one or both sides rather than in a median which is wasted space for all people and users.

Linear Park to complement the Normal Street Promenade. No reason only part of this incredibly wide road be converted into a pedestrian space.

Plaza Park

neighborhood plaza / playground

rim park with views and shade

Dog park for everyone in dense housing! Currently an abandoned (?) parking lot.

Mini park: there's a grassy gap there right now.

Benches, trees, grass area for picnic gatherings

An open area with shade trees.

Plaza/ park with large trees

multi-use park/roadway

More trees along university and in center divide.

Above ground plaza

Less empty buildings

More greenery

Plaza or Park, Rite Aid Parking Lot

Park or Plaza where massive parking lot is for Ralph's/strip mall

Linear Park

Urban park

Urban Park

Park and/or plaza for events

Park

Ideally, the ATT building would be replaced by a park

Park

just turn all of normal into a park, it's pretty useless as a road

Need some kind of small neighborhood park here too

Pedestrian only street.

Park

park with parking

Park

elevated linear park, greenway and rail trail (over I63)

playground & open space

south of Robinson: canyon development & ped/bike walkways/bridges

Park

Park

Park

Dog park and playground

Dog Park

Dog park

open space / park

public access instead of parking lot. Relocate DMV out of neighborhood.

Normal Street converted to pedestrian zone.

University Avenue as a trolley line.

Park Blvd as a trolley line.

Public Pedestrian access, garden/park

HUB convert surface parking to outdoor public square with opportunities for more shopping.

5th Avenue trolley line north.

4th Avenue trolley line south.

Preserve cottage houses

Preserve cottages and bungalows

This is so easy! Provide public transit to Morley Field from University, Upas and or Park. The open land and facilities are already there.

park

park

park

Park

Park

Park

Street promenade

Park

Park

Shady spot for waiting on a buss

Close this little road segment to create a little pocket park and simplify the street geometry

part time or full time pedestrian only streets

green-ing of I63 bridges and pedestrian/bike friendly infrastructure that connects the two sides of the freeway

Public plaza or park. Get rid of AT&T - not LGBT+ inclusive

Above store apartment housing. Could maintain the sun lit streets with pedestal type building. Set the 4+ floors back where possible. A compromise for all concerned.

Park

Pedestrian Area, close streets

Park Area, less homeless people

Anything, remove homeless encampment

Canyon trails including dog park, entire Canyon to I63- homeless abatement

Grass, trees, benches, and landscaping along Normal.

Corner plaza after realigning Univ to eliminate offset intersection

Strongly support the proposed Normal St Promenade

park in the middle of the business district

More trees.. landscaping

More trees.. landscaping

Combination walk/jog trails and dog park = homeless abatement

Micro Dog Park

Micro Dog park

Park with Local LGBTQ+ memorial

Dog park, space available near I63 overpass.

Seating, Shaded Areas, Dog Park, Children Park.

Park with an emphasis on San Diego LGBTQ+ trailblazers.

dog park!!!

dog park!!

Promenade

open plaza

small park

park

small park

turn this whole area into an outdoor restaurant plaza with open seating in the middle.

park and turn the att building into housing.

urban corridor

Park, dog park

Public park, dog park

Small former dog park around here - renovate

Pocket park

Pocket park

Dog park

pedestrian mall

Remove the ATT building add public space as a "focal point" of Hillcrest.

This is a very unattractive area of garbage and asphalt, use it!

At & T building is an eye sore. Replace it with a park with trees not just hard pack for dog pee.

Joint Use Recreation Center connected to library and Florence Elementary that includes a multi-story rec center with a swimming pool

Create a swimming pool complex within the shell of the teachers training annex building

remove the wall and allow for public access to the ATT park

Swap land with the State to allow for the redevelopment of the Hillcrest DMV. City land at the old Chragers training facility off the I-15 is ideal for a land swap.

Close the University On/Off ramp and turn it into a neighborhood pocket park

Pool

Reconfigure intersection to remove one way SB lane and allow for a public space

Public space opportunity around a future gondola station connecting Mission Valley to Hillcrest

Close 5th

park where Rite Aid is

develop dead space into park

PARK

PARK

Normal Street Promenade

Additional public park with new UCSD Medical Center

Pocket park at Florence Elementary?

Scripts pocket park fountain entry way

plaza

public plaza

Park

park

open space cover over I63

trees and seats

Park, hillcrest town square, events etc..

Improve pedestrian/bike I63 over crossings @ University and Robinson

University between Normal and I63 is overly wide for vehicles - reallocate space to park, pedestrian, and bike use

Linear park running next to 6th Ave would help expand Balboa Park.

More greenery with benches or small park to be able to visit on breaks or on a day off

Bigger sidewalk

Narrow street

Trolley Station

A park with a garage attached for more parking

park

Basketball courts

gathering space

public access to the garden space here

park

park

roundabout to slow traffic

Park

Small community park and plaza

Dog park and community park around this area

Please keep the promenade idea

Park

Underground public parking garage with park on top.

Normal Street park.

Dog park.

Dog park in this canyon? The area has been proposed as a park before.

Playground or play statues

Park area with playground

Hiking trail and viewing area with seating.

Hiking trails with seating for viewing.

A set back of open space before entering the high rise area of the hospitals.

Take out the water feature and make the area flatter and raise the grading higher than the street level for some quieter area from the street.

An actual dog park where dogs can run owners can sit and visit.

An outdoor community plaza

Green space as an antidote to the massive new developments on the corner of Robinson and 6th

Green space, benches, and trees instead of concrete slabs

Garden with benches.

Garden with benches. Space for artists from the community.

More places to sit in this general area for the farmer's market, during events at the flag, ect.

I love how the alley is used for monthly art shows, would love to see more infrastructure here to make it a public space to use at other points, too!

Fiesta cantina has been empty for a while, maybe this could be bought and transformed into an outdoor seating/reading area? Or maybe a small dog park!

I would love to see the seating area in this complex made into more of a seating area & small park, and to see it utilized as housing/ more businesses. Maybe events could even take place here in conjunction with the alleyway artwalk?

Canyon

Reduce vehicle lanes on univ, add bike and walk lanes, create a linear green belt

make 6th a walk/bike only street to Balboa Park

Add a green beltway on Vermont to Balboa park

Park

Park

Protected Bike Lanes

Protected Bike Lanes on University

Pedestrian Bridge Over the Cabrillo Freeway

Dog park

Parks

Park

Fountain or garden area with benches

Develop the canyon into a walkable green area with facilities and outdoor casual dining

Park serving bus station

Some sort of experience for photographs or outdoor dining near the sign

Park

museums

Parks

some type of water and bench area for gathering or working

Park

PARK

park and trails

trails

trails

park

Park/plaza

Park

Wider sidewalk

Pool

Public part built around Cell phone tower

Parks!

Parks!

Public park where Pernicano's used to be.

Small park

Promenade

parks

parks

Linear park with protected bike lanes along all of University Ave would be amazing!!

Park or public plaza

Courtyard with plants, trees and a fountain

Park with plenty of greenery, trees for shade, and a large center fountain. If space permits, add an area with seating for small performances or important speeches

dog park (wherever is appropriate)

Small park

park

wider sidewalks

Park

Open plaza to replace the ATT below street private space. With a water feature or kinetic sculpture. Great gateway to the area from the I63.

Underground the Rite Aid parking lot and put open space on top.

Linear park along 6th Ave.

Park

Park

Park

Park

I think I63 should be converted from a freeway, and become a linear park, with bike/ped/trolley connections between downtown and Mission Valley, with a new zoo entrance. This area could be new public space in Hillcrest.

park

Park, green space

Playgrounds

Grassy and shaded park

Public square

Public park

Grassy public park with benches and trees

Grass and trees

Grass and trees

University Heights needs more parks

South Mission Hills needs a large park, identified in the Community Plan as Reynard Way Park

Hillcrest needs a park or plaza near Robinson & 5th

The Medical Complex area needs a park, in addition to the small space planned near UCSD hospital.

Park

Large open park space, not concrete

linear park running parallel with and north of Washington

pocket park

Park

Linear Park on north side of W Washington St.

pocket park

Dog Park

Dog Park

Linear Park

Park

A park

Parks

Park

A small park with seating areas

Public space and park

Footpath

Footpath

Footpath

Footpath

Footpath

Footpath

Footpath

hiking trail

Hiking trail

Footpath

Footpath

Footpath

Footpath

Playground park

Footpath

Footpath

Footpath

There are so many residences and families in this area and no dog parks

Playground, small dog park, and public plaza

car-free corridor or promenade on 5th between Robinson and Washington

Park

Park

5. DO YOU HAVE ANY ADDITIONAL THOUGHTS REGARDING THE PUBLIC SPACES AND PARKS IN PLAN HILLCREST?

Y'all wanna do something about the urban camper at some point right?

How about an actual park in Hillcrest - you know, swings and such

Normal Street has a great opportunity for a public space and gathering place. It is just ugly and uninviting as is.

How will the homeless be managed in these public spaces? Don't want to see green space become gathering areas for the homeless.

Tree-lined streets with wide sidewalks, including a few pedestrian streets are what I would like to see in Hillcrest, along with one or two larger parks.

More "plaza" style spaces, no cars, walkable spaces where restaurants can increase outdoor seating, there can be pop-ups and merchant spaces, etc.

Is it accurate to observe the "potential Linear Parks are street medians? It is very difficult to distinguish the colors of the highlights. They all look the same.

We need better linkages between Balboa Park and parks within Hillcrest

Overall the area is park deficient especially further away from Balboa park

They will be immediately colonized by the homeless. Adjacencies, "eyes on the street," and providing facilities for them in other areas should all be considered.

Everywhere that does not interfere with businesses and does not eliminate any more parking. We need parking for businesses.

I would very much like to see more street space opened to human scale enjoyment of our wonderful local cultural amenities by removing or restricting car and truck traffic. I'm very jealous of the Gaslamp District Promenade, for example. Several blocks around 5th and University could be even more vibrant with a "super block" design that allowed for safe wandering without the threat of car and truck traffic.

We need to make more public use of rooftops on new buildings, add public wi-fi, public restrooms

Any park built now will only become a hub for homeless camps. Move the Farmers market to Robinson and 5th

at rite aid parking lot - at Att - at chase

Public Parks in Hillcrest are a misuse of square footage. Go to Balboa Park or any of the other nearby parks. Focus on parking. Focus on water and electricity concentration.

Yes, in the past high-rises have been built right up to the sidewalk, buildings if they're higher need a bigger setback from the street. The city most definitely has not been doing that.

Preserving parking in our community

Maintain balboa park and create a connection to the park maybe adding more tree on the sidewalk

Bike Lane to connect to 4th/5th street bike lanes

Encourage park lets in all commercial districts. People should take priority over vehicle storage.

I would like to see High Rise buildings with public Plazas

None of the listed options addresses the need of AFFORDABLE housing. Investment developers NEVER offer anything affordable. The fact that Hillcrest is turning into a wannabe downtown eyesore, without affordable housing, and more transients than I've ever seen in my entire life, makes this project one big effin joke! Who can afford \$2670 for a studio at Mode? Or \$6k for a 2/2? These plans are outrageous, not to mention the fact that the LGBTQIA+ is quietly being erased from the gayborhood! I guess this was the consequence for equality. I don't even recognize Hillcrest anymore.

Redevelop the DMV into a mixed use high rise with public parking on the lower levels. DMV could occupy an entire floor and ground floor could be retail/public services. Maybe even move the post office into the same building

Create safe walking and bicycling corridors.

Washington could really use the green space. University could also use a lot of love. From 6th to 10th is particularly inhospitable.

More mini and pocket parks.

I didn't move to San Diego to live among high rises. Keep high rises downtown and save other neighborhoods for lower density.

Normal street between Harvey Milk st and University ave should be closed off to vehicles to create a full pedestrian plaza/square

Normal street between Harvey Milk st and University ave should be closed off to cars to create a true urban plaza/square. Add bollards

Housing first! Our communities can handle and embrace density!

More benches and areas for people to hang out, read, etc

street parking along University should be repurposed to serve as more public space

Florence canyon has so much possibility as a lookout or natural resource for the community.

As developers construct large buildings, require them to include public parks or open space that fronts the public streets as opposed to enclosing community spaces for residents only.

There needs to be more accessible public facilities like restrooms, and the parking situation is in dire need.

Hillcrest has far too much asphalt. We must prioritize walkers & bikers over drivers, bringing the neighborhood to live rather than treating it as an in-between/non-place (aug \square)/space of transit. Lush greenery, parks, and lively plazas are crucial for hillcrest's future.

increased bike parking is needed

Mission Hills residents with large backyards obviously include undeveloped open space as "green areas" on city maps instead of dealing with the legacy of crappy land management that comes with being a real estate mecca

Parks everywhere

Incorporate public spaces by making streets more narrow and reclaiming pedestrian space. Also potential for alley greenways that connect between 5th and 6th avenues

limit freeway access so fewer cars pollute Hillcrests public spaces

More trees

Denser tree planting along University Avenue, Robinson Avenue, Washington Street, More street lighting on Robinson Avenue between 10th avenue and 7th Avenue.

The map did not work well in my iPhone.

I would love to see little parks and areas with benches/tables. I think there is quite a bit of space that is currently unused that could be repurposed to serve the community a little better

Without a lot of wide open space, emphasis should be places on linear and pocket parks wherever feasible. The lack of tree canopy and green space is unacceptable today.

the Normal Street Promenade is sorely needed.

I love the idea of giving some of the road spaces back to people rather than just cars. Wider sidewalks are OK - but promenade (car free) are better.

It's hard to cross 6th Ave to get to Balboa park, need to make crossing more accessible at least every quarter mile.

smaller parkletts, but must have maintenance

We need more small parks desperately.

Please, please consider the environmental impacts on any final plan.

Yeah we need a bunch of parks, there's zero until you get to balboa

Address the lack of housing and access to mental health services for hours less people before anything. If this isn't addressed first these parks and public spaces will become just another tent city. The city needs to fix the bigger previously existing issues before anything else

More Dog Parks. Children and families are being pushed out of parks by irresponsible dog owners

Public Places in previous slide is not believable. It only benefits developers and adds NOTHING to the character of the neighborhood.

Well, seeing that

Options 1-3 are not acceptable options, in my opinion. High rises do not fit with Hillcrest...this in not Portland.

More community gardens near businesses on University would be great!

Must address homeless crisis in this area.

No anti-homeless infrastructure please!! Upgrade local (non-police) resources instead

I like option 3 as well, but without addressing the unsheltered community, it will just create more dwelling spaces for them.

There's room for micro dog parks in many places, some Caltrans property

Hillcrest has NO parks, as far as I can tell. We badly need one we can walk to. Balboa Park is too far for some of us to walk.

Limited new parks justified by the proximity of Balboa Pk

There is no need for more park space. Balboa Park is within walking distance. More public spaces and parks in Hillcrest will mean more homeless people will move in and defeat the purpose. They will trash it and make it dangerous for the community.

Any new public spaces like parks are simply going to be overrun with the homeless within minutes of them becoming available, so it's pointless and frankly counterproductive to plan them in.

I love the idea of more green space in Hillcrest. I also understand why Normal Street has been chosen for a promenade, though I wish more of that promenade feeling found its way onto University Ave. Normal Street feels SO disconnected from Hillcrest Proper... unless more businesses will locate to the east end of Hillcrest, creating such an expanse on Normal Street may be in vain.

N/a

I believe that they are very important!

Hillcrest is a dog community and is in dire need of its own dog park and many more green gathering areas.

Hillcrest is a dog community and is in dire need of a dog park, we need to look to San Francisco to incorporate small green spaces all over Hillcrest in unused spaces.

The old plaza where the landmark theatre is located needs to be housing

A lot of people will probably request a dog park. Please make sure it has a very good fence and keep it off the beaten path. My dog has been attacked by an off leash dog in this area and is now very fearful, so rules about leashes in parks that are not fenced dog parks need to be actually enforced

More spaces for hanging out that isn't surrounded by alcohol. The Hub is decent but a park would be wonderful, esp dog parks. I have met many folks in the neighborhood simply by us walking our dogs around the same times each day.

fully support taller buildings with more public parks but we NEED additional parking to accommodate the residents living here

Yes, law enforcement. Presently, minimal (at best) law enforcement is present. Bring back cops walking and riding bikes to better interact with the public that they serve please. What good are open spaces if the public does not feel safe in them?

Plant shade trees. Hillcrest is becoming a concrete wasteland.

Consider how to make these spaces safe for older citizens and less available to scary homeless

Create a public park by capping the I63 freeway for several blocks north and south of University Ave.

more public housing

I do not care about double trees or widened sidewalks, but I would love to see little areas with lots of plants and places to sit. There are not enough places to sit currently.

Take care of the homeless problem first.

Maybe have additional Alleyway improvements for public spaces, such as the HILLCREST Art Mural alley

I hope the Normal street promenade is canceled. The traffic flow will be an issue in the future with multiple large apartment buildings going up.

Beautify this area with more murals, lighting, and landscaping in bare spaces.

SD has done so much to increase bikers' safety. One area where a lot of people go but that has ZERO places to lock a bike is at the 1600 block of University, outside of Inside Out. It would be great to be able to lock a bike up outside this VERY busy hillcrest landmark.

Generally, homeless should be removed from parks and pedestrian spaces

N/A

It looks as though your idea of public

We have Balboa Park right here. We need money spent on actual infrastructure (roads, signs, pipes, parking, etc) not building more mini parks.

All of the streets need to be well lit at night. In addition, crosswalk signs should change automatically, not just when the button is pressed by a pedestrian. The lights should favor pedestrians not vehicles!

For years people for years have tried to get a Park along normal street. Why is it taking so long?

All new buildings and structures approved need to be net zero emissions, and parking needs to be available for any additional housing.

Please keep the Normal st promenade. The DMV and Post office are wasted space. Don't get rid of them but the need to be revamped. And that ATT build UGH!!

See if you can find a place to put a dog park.

Seattle did a great job of using second level space for parks and pedestrian cross overs to avoid the crazy first level vehicle traffic.

Please consider adding public restrooms along university for two reasons: one, our houseless neighbors deserve the dignity of a restroom rather than being forced to use the street. Two, bar hoppers need options when they've had a bit too much, to be frank. Also: please put in bike lockers to any new public spaces rather than bike racks (I used to live in DC, and they have these pay-per-use bike lockers near some metro stops). More benches will make the area even more walkable as well. Also, no hostile architecture or landscaping (I was very disappointed to see this kind of landscaping pop up near where the 7-11 used to be).

I would love to know whose pockets are being lined with bribes

Homeless are unwelcome and ruining the gayborhood. Airbnb can go away too pretty please.

It is shameful that Hillcrest does not have a public green space. Green major/commercial streets, use native plants, add seating and public art installation on major/commercial streets.

Need to enforce laws for mentally ill homeless in order to make this safe. Otherwise, everyone move away. Try to fix east village first.

I'm worried the public spaces will be a place for the homeless and smell like urine

Clean up homelessness

On 4th street and Montecito near the large parking garage there is an old fire lane with grass, more things like that/ better maintenance

I do not think a park/ public space in Hillcrest is a need. There are plenty of park spaces nearby.

More public housing!

I'd love a nice large ish dog park!

with bike lanes

The area needs a park with a water feature, like a pond or small water stream

DMV site should be a park

More public space is less necessary than the late hours transit options or parking for accessing those spaces, or increased affordable housing for people to live near those amenities. If no added parking AND transit does not run reliably past 2am (when bars close), then these areas become overrun w homeless and underutilized.

More shade, more seating, more public bathrooms, replace cement with grass to create a sponge city

maintain and keep safe

Leave Hillcrest alone. So many locally owned businesses have left and ugly expensive cheaply built corporate trash apartments have been built ruining the character of this beloved neighborhood Hillcrest . Hillcrest had style flare and character now it's tiring into a thumb with a hat

plenty of greenery, trees for shade and waters features such as fountains

I think an unleashed dog park would be very popular in Hillcrest and in Uptown

Need housing solutions for homeless, otherwise all of the public parks will be overrun.

On this map, "Village Hillcrest" is labeled on the wrong block.

We need to find ways to expand Balboa Park into Hillcrest, including a new linear park along the west side of 6th Ave.

DO NOTHING TO SACRIFICE SINGLE FAMILY HOMES

There isn't a lot of room to add more in Hillcrest, could only tag one. But near the Girl Scouts' location, possibly in that area.

I would like to see less housing development

Tear down that horrible eyesore att building

Public spaces like the Little Italy Mercato (plaza), and a park, would be a wonderful/much needed addition and improvement.

We have a lot of parks but lack outdoor live entertainment.

There are a lot of green spaces with balboa park but very few playgrounds

Any location but with safe and clean public bathrooms, pet water station would be helpful too.

Nowhere! Balboa Park is largest in city!

The area is inundated with concrete. Anything that can be done to increase green space is appreciated.

We have the biggest park in San Diego. Trees and plants are nice additions along the sidewalks and enough for urban life

Balboa Park cannot sufficiently support all of Uptown (with more density) and other San Diegans as well as guests. We need to offer community parks since yards and homes with outdoor space are being eliminated.

Public spaces and parks tied to the history of Hillcrest and the LGBTQ history

AT&T Tower and Medical Complex areas are opportunities

There was a perfectly good Updated Uptown Community plan - this is all a Land grab and bullshit!

The large space under the VT Street Bridge is identified as a "park" in many plans, but is currently a site for homeless encampments. Filling that in could be a solution to both, assuming building supporting housing for the homeless is part of this plan.

More parks, less development, quality of life

They will become homeless hangouts like Balboa Park.

I think the public spaces need to be intentional. There should be a consideration for how the spaces will be used and how the community would like to use them. The public spaces should be more than just a patch of grass with a few trees. I've seen that a lot of people in Hillcrest have a dog (myself included) so it would be beneficial to have a dog park.

Knock down the AT and T building and put a park there with movies at night. Put a "Welcome to Hillcrest" sign on the Washington St. bridge on the 163 exit ramp. Police the homeless situation better so they aren't a public safety hazard.

I want to discourage the planners from overbuilding. Hillcrest is already overly burdened and congested.

Need to address the homeless so others can safely use the public spaces, sidewalks and parks

You can still have public spaces without high rises. You will destroy the history of the area with tall buildings

Playgrounds and or playable statues at the normal street promenade

Playground park

More dog parks

I'm not sure if the SD Unified campus in Normal St is outside the area but a medium size park should be integrated into the development there. It would also be nice as buildings are developed along University to see the corners cut at an angle like in Barcelona to allow for small urban seating areas.

We have Balboa Park, any additional parks are not needed and will become a haven for homeless

I think there should be pocket parks sprinkled throughout the Plan Hillcrest area in between developments along major walk, bike, and transit corridors

7. DO YOU HAVE ANY ADDITIONAL THOUGHTS ABOUT HOUSING IN THE MEDICAL COMPLEX SUBAREA?

No to buildings over 8 stories. I live in the proposed area of towers up to 20 levels. The last thing we need is more luxury high rises.

Increase High Rise/High Density area

Please install transportation first, as all big, successful cities (NYC, Chicago, Seattle, SF) have done. Then build along those public transportation corridors.

Quit fixating on how many new housing units you can cram into these neighborhoods. More housing won't bring down prices,

These all take away the built environment in the core of Hillcrest around 5th Ave and Robinson. The old structures should be retained as otherwise it is an environmental and quality of life impact that is too severe. Refer to what the citizens worked up for the city in the draft community plan instead. It is what was wanted by the majority of residents. This is too intense for this built out area.

where is the historic district?

Density is important. Will help make Hillcrest more vibrant

No more highrises in Hillcrest. why do we have to look like downtown?

Focus the denser buildings on Washington/University and 4th/5th (south of Washington) where transit will run

Zero changes to housing should be made until after parking is resolved. Focus on parking, not housing or public parks.

Add as much housing as possible to that area!

Additional high rise should be placed on both sides of Washington street from 1st to 5th.

I don't understand the options as shown. It is not clearly presented. (?). First class , SAFE, complete streets needed throughout. Frequent bus surface. Add a fixed rail line along Washington, or preferably University Avenue.

All three seem fine (and largely similar). The narrow band of high-rises along part of University in scenarios 1 and 2 seemed the most off. I'm most concerned with ensuring plentiful retail and grocery options, plentiful parks, and good non-car transit options go along with this high-density development.

Keep high rises downtown. Higher density does not equal housing equity anyway.

Future towers to house families should be prioritized over blocking future towers's views. It's a city.

Whatever has the most housing.

More density is better.

5 stories let alone 20 (!!!) is way too large.

Access to affordable housing should be a top priority for city planners. Id like to see an increase in percentage of condos instead of rentals along with increased low-income housing in new buildings

Tons of older homes here, while we absolutely need more housing it would be nice if we could preserve some the older features

more bike parking and parking storage, please

camden apts is the ugliest housing project i have seen since I lived in a dorm on university campus.

Make Washington St. More pedestrian friendly, buffered bike lanes and wide sidewalks

All three scenarios look amazing. I would love a new MTS line that goes to old town via el cajon and washington street. Preferably with right of way as well

High rise should be permissible everywhere — doesn't necessarily mean it will get built

Higher rise is fine

I would like to see as much additional housing as possible and I love the idea of adding high rises to the neighborhood.

Scenario 2 is a no go for me, but the others don't offer the maximum density required either. I would like to see all of the major transitways (Washington, University, 4th & 5th) be zoned for high-rise housing with the remainder to be mid-rise. Low-rise should be the last resort.

include parking in all of these affordable homes with solar too

Hillcrest is near downtown, the airport, the trolley, the Surfliner, and highways. Any new housing should try to be as close as possible to these amenities. I'm in favor of adding as much new housing to Hillcrest as possible.

The more tall housing the better, these plans all look similar. We need a lot more high rise.

Scenario 1, building focused on washington st, without a significant reduction in the primacy of the automobile through there, is a bad idea

The way this was asked makes it really hard to tell which option has the most density. I would have chosen that if it was clearer.

These are all poor options and too much density

These choices are all problematic and it is hard to visualize and understand the implications. Concern about traffic and parking with such increased density.

Hillcrest is best as a intimate village. No tall buildings!

The indicated high rise in around 5th and University will wipe out the commercial heart of Hillcrest. Mid-rise everywhere would be better. High rise belongs in Downtown and Bankers Hill.

Adding this much density will ruin the character of the neighborhood and lessen the value of traditional homes that have been here for over 100 years. Again these scenarios add to the enrichment of developers at the expense of the current home owners and their property values.

Washington St. can hardly handle its traffic now. Not to mention lack of parking. Bachman will be closed for two years too. And it is supposed to be used by ambulances and fire trucks? Bracketing it with 20 story buildings will create a transportation nightmare.

I don't like any of these. Why do we need 20 story building?!

It would be helpful to shade back the locations that already have highrise or intensive newer construction, which probably won't get redeveloped any time soon regardless of the plan (e.g., Village Hillcrest)

Keep our neighborhoods the way they are it gives Hillcrest character! We are NOT Downtown!!!

No opinion

Less high rises along University Ave, please. Don't take away the sunshine and the sunset.

N/a

Will these be affordable housing units? What about the existing community that lives here now? It's a tight space. Will homes be displaced? Where will people park? Those that live here and those that commute for work.

It needs to be affordable housing

How are you going to address traffic trying to access I63 north and south with all of this new density please? What is your plan of police out of their car and walking the streets and riding bikes please?

Too many tall buildings block natural sunlight.

no opinion

It's a shame that the area will need so much high-density housing. I would personally not want to live anywhere with high-density housing. All of these building options are tall and detract from the scenery of San Diego. But if I had to choose, I would choose Scenario 3 because of the corner parks. Corner parks would be attractive to me if I was moving to the area.

Address lack of public street parking by removing/limiting the signs limiting use to medical related permits. The medical buildings appear to have adequate parking buildings since they hardly reach capacity. Street parking should be opened up for residential use for the residential portion surrounding Scripps.

Highly constrained by high traffic on Washington St.

too much infill- don't need more housing, need more parking for what we already have

Generally approve of Scenario 2, but object to 'high rise' zone extending to University and Ist (across from Florence Elementary? no)

City planning staff is trying to force feed high density housing alternatives on local residents and workers. This isn't legitimate community planning, its planning by government staff mandates.

These are not really options. They're practically the same thing. Just say you're not giving options.

All apartment building must have parking equal to resident density. This area has no access to the trolley so parking is essential

Allow as much housing as is needed.

More density on Washington Ave is helpful with making the area more walkable

Do the medical operators have the option of establishing a hotel or dormitory building for temporary or extended shift personnel on their campus? This would reduce traffic and the need for additional parking.

We shouldn't invest in building these massive high without rent control in place. We don't need new mid rise and high rise buildings—we need affordable rent!!!

I think more podium midrises from 5-7 floors along Washington from Dove to 1st would be a good idea. Maybe even another designation of buildings from 7-12 floors, however I'm not sure how feasible that is in regards to planning/permitting.

Without robust public transportation, high rise is not suitable for Hillcrest. No one wants to live in a car jammed city. There is a reason we do not live in LA!

They're all fine if the green space isn't allowed to be homeless drug camps

I'm worried About parking

Reduce the number of planned mid and high rises by at least 50%. Turning everything into a high rise will destroy the character and neighborhood feel and will turn it into a soulless, anonymous city-scape that no one cares about. Adding that much housing and retail will also increase traffic to an intolerable degree.

Density shouldn't be capped anywhere. The city will fill in and people should have access to the hospital nearby. Currently medical professionals can't afford to live in the neighborhood.

none

Underground parking is a must

No opinion

Add housing affordability options for New Housing ie. 60-90 AMI 40-60 AMI market rate etc.

emphasis on the community remaining walkable/ accessible

Please bring only affordable housing option plus lots of parking here. No more luxury living!

Would opt to combine scenario 1 & 2's higher density options, so long as sufficient parking for residents AT MINIMUM is included in these plans.

It should literally all be high rises

NONE!

All three look great! I would most support the option with the highest number of affordable housing units close to transit.

I don't want any 20 level high rises in Hillcrest

We need additional scenarios that entail downzoning areas within this subarea, not just upzoning alternatives.

I cannot tell what the differences are from your three choices, so cannot select anything.

Fewer high rises

I would like a combination of 1 and 2

Make the streets/lanes (for cars) narrower. Narrower streets mean lower speeds and safer for people and bikes.

This needs to be affordable housing! Current rent in this area is out of control

UC Med Center is planning to add 1000 housing units. That's enough high density housing. The rest of this subarea can remain as it is.

No 20 story buildings. Max 7.

It's really confusing to compare these scenarios this way.

None of the above

community development orthogonal to travel has been successful in SD, ie 4th Ave scenario

UCSD already has a plan for building residential units on its property, and is in conversation with residents and businesses about its plans.

None of the above

The ONLY options here are for 20 story high-rises ??? Seriously, this is not a platform but a POLITICAL push-poll. Shame on you! What about mid-rise+ 8-12 stories?

Too much development

I do not want any additional buildings over 5 stories.

Ridiculous to add this density! The current infrastructure does not support this. UCSD and UC are money grubbing businesses that only value greed.

Density is key. But this only works with transit and active transportation options. Relying on cars in dense urban centers is a recipe for disaster

Less high rises

9. IF YOU CHOOSE OTHER, HOW DO YOU ENVISION THE FUTURE OF WASHINGTON STREET?

Prioritize Transit and Bike.

I bike lane. I transit lane. I car lane. This is the equitable solution. Having bikes share a transit lane with buses will make bikes feel unsafe and slow down buses. Having buses share the lane with cars will slow down buses. If this is not an option, then I would prefer Scenario 2. If cars want quick access to the freeway, Highway 163 is right there. You mention pedestrians waiting outside businesses along Washington. The current configuration is a racetrack. I have been almost hit by cars while crossing Washington.

There should be bus lanes and bike lanes in both directions along Washington Street. The bike connection is important for riders to connect to Old Town and the Midway area. This can be done easily while still having a car lane in each direction.

Scenario 1 maybe but what is the bicycle option along University. This information needs to be provided in order to fully consider the options.

leave it alone - too crowded/slow as it is

I would see the dedicated transit lane from scenario 1 but a 2 way bicycle lane on the opposite side, much like G st downtown.

Transit and bicycle

Better car mobility

Focus on parking. No need to 'enhance' or "develop" anything other than parking solutions.

Parking priority - Angled spots if planning midrise and taller buildings.

Preserve parking

Bus only lanes and protected bike lanes, with parking or travel lane removal

There must be a way to promote both cycling and transit.

Having five lanes for cars and one for transit is not "Transit Priority". There should be dedicated bike and transit lanes on Washington street.

Neither. Leave it alone!

There should also be transit priority lanes. I have a car, but I think this street in the center of our city should skew multi-modal. If you expect people to use bicycles, they won't unless they have safe, separated lanes-physically separated lanes. I bicycle.

Washington desperately needs bike lanes down to India St. It should also be a major transit route, with transit priority both directions. I'd prefer to see transit priority in both directions and less of an emphasis on parking. Beyond the western edge of this map, Washington NEEDS concrete protected bike lanes.

NO MORE BIKE LANES they are too dangerous for cyclists and motorists and pedestrians.

I think the future of Washington Street should incorporate both transit and cycling improvements at the expense of preserving parking.

There's no reason to have to choose between transit and cycling. Washington should provide for both.

We need BOTH transit and bicycle priority. Get rid of the median?

There should be a separate lane for each of transit and bicycles, with no parking and only one travel lane.

Bring trolley up Washington from midtown station

University should have bicycle priority and Washington should have transit priority. However, for this to be successful, bus only lanes should be implemented in both directions, not just one.

Scenario 1 (emphasizing walkability) must be coupled with additional infrastructure to make Washington street more walker-friendly.

Transit and Bicycle should be prioritized. I have too many close calls with cars as a pedestrian in this area. Alternative modes of transportation need to be prioritized

Why can't we prioritize transit and bike lanes? Why do we need two lanes for cars?? VMT is here. We don't need two lanes for cars.

Please stop adding bike lanes: they are causing chaos and are seldom used.

Both of these are auto-centric! One lane in each direction is enough for cars. Buses and bikes should each have their own dedicated lane. And if the bus lanes are in the center, you can use the median as the boarding station.

Bikes and buses, fewer cars.

It is a false narrative to suggest that the only possible mode prioritization is transit or bikes. The city has numerous environmental, social, and public health goals like reducing GHG emissions, reducing VMT, achieving Vision Zero, etc. that just are not met with either of these scenarios. The raised median does a disservice to everyone involved and is wasted space; better to expand sidewalks, add cycle tracks, or even floating parking (less than ideal) before installing a median. Washington Street in Hillcrest functions basically as a highway with cars speeding through and endangering residents and visitors. I find it interesting that each scenario maintains two travel lanes for personal vehicles rather than eliminating one in each direction to accommodate other modes of transportation. We will never grow as a city, never meet our goals, and never properly take care of all our citizens until we stop treating the car like God.

Have bicycle lane in center, raised median. Bus only lane and parking on each side.

When UCSD completes their new parking structure (and realigns Bachman) I think more traffic from UCSD will go to Hotel Circle. Also, when Mercy completes their new parking structure on 6th, most of their traffic will be removed from Hillcrest. I believe this will alleviate additional traffic caused by additional housing.

If we had a light rail I would support a transit only lane. I think improving traffic flow on Washington is key. It's not working well currently.

It should have both a protected bike Lane as well as a dedicated transit lane.

as the east west transit road through Hillcrest to El Cajon Blvd.

smaller median. Buses AND bicycles

Transit Lane + separated Bike Facility (Scenarios 1 vs 2 are a false dichotomy-- we can and should have both).

bus-only on one side, two way physically separated bike lane on the other. Parking on a major street is not needed -- park on the side streets which do not have fast traffic.

Adding in rapid bus lanes and bike lanes.

Keep it the way it is. No one rides bikes and it is a waste of space.

Streamline and increase access to public transit

Remove the median to allow for rapid transit lane

You're missing the point, I think. Bikes and transit are underperforming. Under the best of circumstances, few people going to the Medical Complex will travel by bike or bus. I suggest you create Scenario 3, based on small self-driving cars.

Many of us have passed the age when it is safe for us to mount a bike but we still rely on health care in Hillcrest. Priority should be given to public transit. Additionally with Bachman closing we need buses going along Washington from El Cajon to 5th.

I do not see allowances for parking on Scenario 1 or 2.

Center running transit lanes, expanded sidewalks with raised cycle tracks. See Van Ness Ave in San Francisco.

Transit needs chief prioritization. Incentivize transit and increase funds for bussing as much as possible. Improve busses as well in quality.

There needs to be parking for business, or garages, or better mass transit. Bus is there now, and no one uses it

Keep it the way it is!!

Is

If a bike lane down Washington will allow for the dismantling and replacement of the bike lane down University, then I'm all for it. Otherwise, no.

I would choose Scenario 1 but have the bus only lane become a shared bus & bicycle lane.

We need to bring back the light rail back to Hillcrest, university Heights and North Park area.

There should be a transit AND bicycle lane like there currently is farther along El Cajon Blvd. The bicycle facilities on University are only east of 5th so don't be telling cyclists to use nonexistent bike lanes!

It's tragic. What is your plan for extra policing on the transit vehicles? It's practically absent. Since the city give free transit passes to indigent coupled with the crazies and the criminal that force their way on the average ridership is and will remain a fraction of what it could be. You must create trust and safety to get people out of their cars. Anything else is you not doing your job - but getting paid none the less. Sorry to be so blunt - but we need real solutions here.

Install an open-air trolley line, free for all and running on a continuous loop.

Leave as is with PARKING

There should be an underground tunnel for vehicles from Front to 5th Avenue and the entirety of Washington Street should become a pedestrian plaza.

Center-running BRT lanes and protected bike lanes

More cars

Leave as is.

The bike lanes are wasting tax dollars and a lot of times, unnecessary such as the 30th st lanes recently put in. I say combine scenario 1 and 2 or leave as is. A trolley would be ideal for these priority lanes. You could take the Washington St location and have that go up through mission hills, into hillcrest, and even north park or university heights.

Trolley but if not possible bus transit

None. YOU ARE NOT LISTENING. Do not take away the parking. Use money to repair existing roads and improve signage and lighting.

Electric rail car which fits into a car lane, like Portland or San Francisco.

both bikeable and transit friendly, not one or the other.

Fix the pot holes and road flaws, maintain parking, and strategically include bike lanes.

Not enough people use transit or bicycle so both of these ideas are bad. Just because you build it does not mean people will use it. I never ride my bike there because they get stolen. Busses are unreliable and toooooo slow.

There needs a generous green beltway for pedestrians and bikers plus mass transit; one lane each way for cars. People are happier/healthier living with nature than living with concrete and cars.

I want a light rail. Not a bus.

I regularly take Washington St home. The exit from the 163 to Third Ave is often packed with traffic from people try to get to the hospital or University. It is a mess. Adding hundreds of residences in the high rises and simultaneously removing lanes of traffic for busses or bikes is idiotic. Adding people to the neighborhood and removing lanes of traffic will increase, not reduce traffic (and don't say increasing transit will reduce traffic. This is Southern California, not NYC. People drive and will continue to drive).

maybe bus and bicycle can share the line?

Transit and bicycle with one vehicle lane each way. Move the raised median to protect the bike and transit from the travel lanes and provide a nice walkway/promenade with kiosks.

automobile priority

You can't keep taking parking away from the businesses in Hillcrest!! One side a bike lane and one side parking

combo

Scenario 2: Bicycle Priority

Transit, Bicycle, less cars

It's already a jammed up corridor. The traffic flow for cars needs to be improved so it doesn't take three stop lights to get through some of the intersections here. We don't need transit or bike lanes here if it takes away from auto access. People going to the hospitals can't always use public transport.

Bike and bus lanes please.

Make sure pedestrians have priority as well as bicyclists

Why not have a pedestrian/bike lane put into the raised median? With the two options listed, the median is a little wider than a car lane. This would allow for safer bike/pedestrian passage and still keep the bus & parking areas from scenario I.

Get ride of a car lane so you can have both a bus lane and a bike lane

Public Trolleys connecting downtown and the center of san diego

Where people can use bikes without getting hit by cars

Leave Hillcrest Alone

Washington Street should have a bus-only lane AND a physically separated bike lane. Reduce the number of car lanes.

We can have it all. Transit and Bikes...

Bike riders are not using new lanes

Bike lane instead of parking lane

I think a nearby, we'll designed bike route should be considered, that provides similar access as Washington Street

There should be both bike lines and transit priority lanes

Washington Street is a major transit thorough fair. Two lanes of traffic each direction early accommodate the number of vehicles. Taking away parking along the street for more bike lanes, would negatively impact businesses in the area

No bicycle lanes. Leave as is

There is no need for a dedicated bus lane on Washington. Local ridership from 8th Ave to Dove will be light. Ridership will be low west of Dove because few riders, as now, want to go down the hill to I-5.

Washington St is an important commuter street leading to the freeway and several neighborhoods, it cannot be traffic restrictive, and you can't just eliminate parking without an alternative. BE REALISTIC.

A mix between the priorities - with proper signage, bicycles can co-exist in transit lanes.

Retain the corridor as-is

Transit-Emergency priority is essential to Washington St., but a reduction in private vehicle lanes should be on the table too. Too, traffic on Washington is mostly a function of waiting for traffic signals. Fewer lanes, stop signs instead of signals, fewer left turns, etc could maintain travel times even w slower speeds.

It would be beneficial to talk to the businesses on Washington Street that rely on walk in customers who mostly travel via automobile and need on street parking. If you eliminate parking, it will negatively impact their success and ability to survive. And why does the medium in your illustrations appear to be as large as a vehicle. That seems to waste space.

connected vehicle technology enabled

Isn't there a way to make this work for both? There is no viable parking (like the garage in North Park) so elimination of parking will be devastating to businesses, especially restaurants. I refuse to bike on Washington because it's terrifying... University is just a block over and is much safer. Is there a way to put in a protected bike lane, bi-directional, and maintain 1/2 of the parking?

Bicycle lanes are fine, but we also need light rail or a streetcars in Hillcrest coming up from downtown and down to Mission Valley to connect with the existing network. Also down Washington St. to Old Town.

I envision Washington Street without homeless and drug addicts. Instead of recklessly spending money on growing this city, let's spend money to get the homeless off the streets and either rehabilitated or incarcerated, whichever is necessary.

Leave Washington St as is. No more bike lanes with those ridiculously oversized berms.

Designated lanes for bikes and buses

With all the new residents in the proposed high rises all road space will be taken up by cars.

Don't change it. Designated bike lanes recently put in hillcrest have created less parking and more traffic

Transit and automobiles. Do NOT eliminate parking!

Please put protected bike lanes on the canyon park of Washington St

Washington needs to feature both transit and cycling priority as it's an essential connection between El Cajon Blvd and Old Town

10. DO YOU HAVE ANY ADDITIONAL THOUGHTS REGARDING THE FUTURE OF WASHINGTON STREET?

Washington (or any street in Hillcrest) should not prioritize cars over other uses. Hillcrest is a neighborhood and a destination, not a place for someone to race through on their way to somewhere else.

While I support greater use of bicycles as a transit alternative, there are many residents for whom this is neither safe nor practical. Public transit can accommodate persons of nearly every mobility level.

The commuter rail should be added to Washington and kept off University Place, the designated open space canyon, the only green area in the neighborhood.

I think it better to have transit & cycles on different streets but parallel

Transit is important and you could also include bicycles too. It would be better for cyclists to have safety along Washington and transit there too. Alan Hoffman suggested a brilliant plan at some point.

Dedicated bike lanes are great, but they service a relative minority at the expense of much larger vehicular traffic problems.

This is the primary east-west transit corridor, so supporting multiple modalities is important, parking can be off street or on side streets

There isn't a good east west connector through the city transit needs priority but also safe active transit is necessary to help activate Washington st

More street trees, fewer driveways/parking lots/drive-thrus

Focus on parking close to businesses. Enact and enforce "two parking spots per bedroom" for all housing both existing and future.

Preserve parking

Why not do bicycle and transit? There's enough room if you replace the median or one lane of car traffic

It makes sense to keep Washington a transit corridor for cars and buses and focus on University as the bike corridor

The high speeds of traffic along Washington Street are unsafe for bicyclists and pedestrians

Make it pedestrian friendly.

Bike infrastructure needs to be provided on close parallel streets

If you're wanting to be more like Amsterdam, then get us universal healthcare, living wages, and affordable housing. Not just bike lanes and buses.

Major redo to make it truly multi-modal

Washington is not fun to walk now. Sidewalk / streetscape improvements, better crosswalks / beacons, and a continued emphasis on restaurants/retail will be important.

Bus / bike lane shared? Would be great to have BOTH bike and bus options on Washington Street

Keep it low key - we didn't move to the area to be in the heart of mega high rises.

Get rid of the strip malls for higher density use

It is still important that people on bikes can access the area and beyond with protected lanes

Does the median need to be there and wouldn't a train be more beneficial for mass transit?

Expanding trolley service for mid city communities down Washington and El Cajon Blvd

Walkability!!! More greenery & sidewalks. Public transport is wonderful. Biking is great but ultimately we need to make hillcrest feel more walkable first, if we want it to feel truly like a community.

Traffic is already congested, prioritizing bike lanes hasn't worked well on 5th and 4th and is going to make it so much worse on Washington

class IV bike lanes, please

I have commuted and shopped by bike in the medical complex neighborhood for the last 10 years. This is because MTS service is unreliable and slow. Anything you can do to make it better for people trying to get to (ucsd/sorrento valley/kearny mesa/downtown) should be a priority

Why can't transit and biking both be prioritized? Can we have both?

Washington Street works well as is. Making it wider, or creating a transit priority lane will add to the traffic chaos that Hillcrest is now facing

Plan for the number of cars you WANT, not the number of cars you think you'll have. Hillcrest should be 90% car-free. Stop pitting transit against bikes, this is regressive and antithetical to the Climate Action Plan.

Protected bike lane required

This choice is silly, we need both alternate transportation options.

I believe there should be a bus only lane and protected bike lane with bus boarding islands option

Both bike lanes and a bus lane, please!! These should not be separate options. I bike down Washington Street for my daily commute (to get to Old Town Transit Center to catch the trolley). If forced to choose I think bus infrastructure is my choice, but Washington St is scary on bikes!

It makes more sense to route bikes along university. We need buses to be able to move more quickly through our neighborhood to make them a more practical/attractive option

repave it often

Roads don't just belong to cars. I like wider sidewalks and new bike lanes.

Each option currently gives cars multiple lanes and considers only one lane for bus or bike. Cars should only get a single lane.. we need to prioritize transit and bikes.

Less homeless blocking public transportation stations.

Pedestrian enhancements needed all over but especially where it crosses the I63. A bunch of sidewalks just disappear and dump you into a traffic lane on foot.

leave it alone

Do not reduce parking or the number of traffic lanes

Bike lanes make it harder for the majority of the citizens to travel safely and don't prioritize people with physical limitations. NO BIKE LANES!

Add shade trees.

We have prioritized bikes to the extreme. I don't even see many bikes in the new designated lanes. What a waste of resources.

More bike parking would be helpful!

Increased density will make Washington St more of a destination than a thoroughfare. The street design should match that intent.

I think decisions made for Washington should be directly affected by those for University, at least on should be for bikes but I don't have a preference for which

Would love to see light rail come to Hillcrest to connect to old town, airport

High rise development with ground floor commercial is good. But have some parking and transit. Bikes should be on University.

As a cyclist, I will always prefer Univ anyway. Might as well let the buses rule here.

If scenario two is chosen, the separated bike path needs to continue to Normal Street. If this isn't possible, I support scenario one.

From my experience, both Washington and University serve public transportation, while University Ave seems to have more bikers at current, and Washington serves as the connection for busses heading to Old Town, I wonder if adding a bike lane to Washington would bring more bikers to the area?

Bring back the light rail connect it to the harbor area and down to university heights to ease traffic and bring back nostalgia.

also create a dedicated bike lane with transit priority

It's already a rather narrow road. With bikers, transit, cars, and businesses, where will people park? We're already missing parking due to outside eateries and bike lanes.

I'm okay if Washington St is more for cars but only if University is made safer. Despite some bike lanes, University is too dangerous to bike on. People drive too fast, don't obey traffic laws, and it's horrific as a driver, much less a cyclist

STOL removing parking. Disabled and seniors don't have the luxury to walk or bike everywhere.

With the kind of density that you are talking about - you need underground subway. Really.

It's not big enough for cars and bicycles to be safe. Stick to a trolley and cars. Let people ride bikes on side streets. Not many ride anyway.

Keep sidewalks wide enough for pedestrians.

Transit + Bicycle = Ban Cars

Definitely give priority to busses over bicycles on the main roads. While it is enjoyable to travel by bike, each bike can only carry one person, while busses can transport large amounts of people. Based on the housing density, it seems as though large amounts of people will be travelling on the roads at once.

Both options only work if they extend beyond the area shown here. Having a bike lane or bus lane for just a few blocks isn't as important as the whole corridor/a significant section of Washington St.

Washington St currently acts as a barrier between Hillcrest residents south of the street and those north of the street. Prioritizing POV throughput will largely keep that context intact.

No biking on Washington Street, since dedicated bike lane is already being prioritized on University.

I bike regularly. These bike lanes are an eyesore

Trolley should be overtop of Washington St connecting North Park to new transit center

too much traffic already with more housing too much additional traffic

Ideally, University corridor would be bike corridor and Washington would be transit corridor (Medical and Hillcrest West areas)

Maybe having a trolley line to run east and west on Washington to El Cajon. Lvd

Your focus is VERY single young able bodied male. You are making it more dangerous for so many people. We get it. You have a bike lobby. What about the hundreds of thousands of others who pay extremely high prices to live here and don't ride a bike? Why do you assume that's the only measure of a carbon footprint? My carbon footprint is lower than most, even with the use of my car.

Put greenery along the sidewalks for the pedestrians to interact with, WIDEN PEDESTRIAN AREA

Parking has been an issue in our neighborhood for a very long time. Eliminating parking along Washington and 5th will create a ripple effect that will harm those who lives throughout the community.

More room for alternative transportation please, we have enough car centric urban planning.

Could bicycles and transit use same lanes? I want both options. Maybe put bicycles on University.

We also need to create a protected bike lane further west on Washington as it slopes down towards middle town and the harbor. As a cyclist, it is the most direct route to the harbor but feels like an incredibly dangerous route. Let's protect people!

Need more trees, more walkable

There is no point to put bike lanes on Washington since it will end going east after 9th street. Priority bus is better.

It would be nice to have both a light rail and barricaded bike lane. If bus is the only option, I'd prefer a bike lane.

The bike lanes along 5th already destroyed that traffic corridor. No bikes lanes on Washington. Traffic is already bad enough along Washington during peak travel times and reducing the number of car lanes for a bus only lane will not improve matters. I do not think there is a need for bus only lanes. They can share with cars like they already do.

A mix of both would be preferable.

Unfortunately, bicycle usage is not as wide spread as we might wish.

The erasure of cars would be a plus

And always walking priority

Clean up area and make it more pedestrian friendly

I think bicycles would be in less danger on University Ave. Washing Street is usually quite congested.

Honestly, the street probably needs to be widened to accommodate more integrated uses--unless a centrally located public parking structure that made up for the parking taken away is included in the various plans as well.

More bus, more bikes, less cars. More shade. More seating. Underground trash cans

Make streets for the people, not cars

It would be nice if residents and visitors could walk down a clean, safe street. That should be the 1st priority of our politicians.

Leave Hillcrest alone

Improvements in sidewalks with new trees up and down the street (permanent enclosures around trees rather than just a square with dirt where the tree is planted)

Washington is busy with car traffic. Bikes are not commonly seen.

Already too many bike lanes in Hillcrest.

Washington is wide enough for a trolley to come up...

I only chose bicycle priority with drivers/busses sharing, as it is now, because University is way too narrow to lose any more space for dedicated bike lanes. That would be creating a very dangerous situation for all and congest the Avenue even worse than it already gets!

The street needs much narrower car lanes to help slow traffic down and encourage sidewalk adjacent businesses, cafes etc. Its too wide and fast of a street

We can no longer allow the drug addicted homeless population to harass law abiding citizens, trash the sidewalks and pass out in front of businesses and walkways.

Traffic moves too slowly throughout Hillcrest; thought needs to be given to the length of traffic lights and how turning lanes back up traffic. Bike lanes are confusing and no one will ever replace their cars- most people do not live close enough to work to bike. Bike lanes are a nice idea, but very confusing. The new cement barriers in the street are ridiculous and unnecessary

Washing streets is the speedway. I never ride a bike on that street. University is perfect for bikes and scooters so transit is the best and safest option for washington. Also a quick way for emergency vehicles to go.

Put the BRT in the median like other cities so that both sides of the street can access it

No bicycles on Washington especially if more high rises. Need parking

Quit trying to get rid of cars

Bike lanes on Washington will get little use because riders won't go up or down the big hill.

BE REALISTIC. ACT LIKE YOU LIVE IN THE COMMUNITY.

The bike lanes cause massive traffic congestion. Additionally the protected lanes make parking and transit more difficult.

wider sidewalks

Ruining entire communities and business districts for a few bicycle enthusiasts is insane! cars are not going away!

Bring back the trolley

It would be nice to make the bridge above 6th avenue more walkable. The curb is too narrow and cars zoom right by.

Seems like parking is an issue for businesses to thrive there. So many come and go.

the cars drive too fast on Washington. I'd love to slow them down with narrower lanes or something. My husband has nearly been hit crossing at intersections.

No cyclists would use this; look at average commute times. Ridiculous concept to build and they will come. So fee cyclist Commuters. I've been one. I'd rather share the current roads, which are fine

While the priority should be for transit on Washington, active transportation should also be prioritized. Especially when considering sidewalk widening. There should be absolutely no street parking on Washington, it's too busy and street parking interrupts traffic flow, it also adds danger to all road users

The bus only lane could double as a bike lane, in the same way that this happens on El Cajon Blvd.

More (native) trees in the canyon section

I chose the transit option in part because the ambulances could also use the transit lanes when needed. In the afternoon peak traffic can be at a standstill eastbound. As this is one of the major accesses for two hospitals ambulance access needs to be considered. The street also needs much better tree canopy and future building designs should provide shade and enhance the pedestrian experience. It is currently very unpleasant to walk on Washington east of the library for a variety of reasons. A traffic light should be considered at Wash and Albatross and one of the left hand turn lanes on Front headed towards Wash should be restricted to straight. It is very hard to make a left from the part of Front St next to the library on to Washington- or sign it as right only. The people making the double left turn from front into Wash never rarely stop for cars exiting the piece of Washington by the library. With increased population and expanded medical facilities reliable transit will be needed

Washington Street can still facilitate the movement of cars but since it's an existing commercial corridor reaching two major hospital complexes the road needs to better prioritize transit an other pooled ride options like future microtransit while making it safe to bike to these transit and rideshare options.

12. DO YOU HAVE ANY ADDITIONAL THOUGHTS ABOUT HOUSING IN THE HILLCREST WEST SUBAREA?

they look identical to me.

Focused Density on 4th and 5th Ave south of Robinson

No to high rises up to 20 stories. Not needed here. Focus on midrise development.

I have lived nearly all of my 70 years in this area. I am very much attached to the community represented here where multi-generation households live lives connected to one another.

There should be higher densities closer to downtown.

Disagree with any Focused Density anywhere

More density should also be allowed continuing west

5th Avenue is the major north route and 6th is worthless. You need to be careful because Robinson and Pennsylvania are poor connections between 5th and 6th. I see congestion

Stop allowing developers to bulldoze existing homes to "assemble blocks" for new high-rise condos and apartment blocks. Preserve existing neighborhood character.

Washington Street is ruined already so it would not be a loss but the rest of Hillcrest is charming and historic and needs to be cleaned up but not leveled. These plans are not considerate of the existing established community.

20 levels is way too high for this area. Solar access will become horrible for existing smaller buildings, including the one I live in.

what is the expected population from each scenario? Or is it build it and they will come?

only options are 'bad' 'horrible' and 'terrible'

Density in the core is important but the more density the better. Especially ting density into bankers hill

No High Rise in the core, up to medium.

Focus on parking close to businesses. Enact and enforce "two parking spots per bedroom" for all housing both existing and future. All Midrise and High Rise structures must fully provide sufficient parking within the property lines for all residents and guests without the use of street parking.

Preserve parking

Please add as much density to this core as possible, this is the place to put it and it deserves to grow as much as possible

Make it affordable!

I like density in the core, but don't erase the vintage feel if , for example Fifth Avenue from Robinson to University. Big buildings could be placed in the middle of certain blocks with the small building, still physically separate and functioning as true shops should be left in place. The same applies to Fourth Avenue between Pennsylvania and Washington. No full block developments unless they are SUPERBLY designed. Architectural review needed. Podium buildings-cheap- should be discouraged.

I have a preference for the aesthetics and livability of 5-7 story midrises. However, with the employment opportunities in the area, expanding high-rise options in the area is likely the best call to let more people live near work. I hope for future residents' sakes that some of these are built as condos, so people can weather the shocks of the housing market.

NO HIGH DENSITY - there are plenty of other areas to choose from.

I think providing the highest density is the best option. There's a difference between preserving historic marvels in a city and then there's preserving because of a fear of change. Higher density is inevitable and I think should be implemented now.

I feel that option I would keep some of the integrity of the original neighborhood while still allowing for substantial growth.

Do not want expensive high rises ruining hillcrest

In case I answered differently than I thought, I want to choose the option that allows the most housing and business development.

More density is better.

Put the density in Linda Vista

Access to affordable housing should be a top priority for city planners. Id like to see an increase in percentage of condos instead of rentals along with increased low-income housing in new buildings

Maintain the historical craftsman homes on 8th Ave

bike parking and storage needs to be prioritized

High rises along 5th ruins the creative abs cultural vibe of our neighborhood.

Density closest to transit should be the priority

There is enough density in Hillcrest, especially with addition of the high rises along 5th and 6th avenues. It will be very easy for additional high rises to become slum-like.

Again, high-rise should be permissible everywhere here. Doesn't mean property owners won't elect to build at a lower height.

I like the idea of as much additional housing as possible.

The differences are unimportant to me.

Provide parking to those displaced since all construction crews will be parking in any available spots

Scenario 3 seems like the highest density and that's what's required to solve the housing crisis.

We need more higher density housing to support Hillcrest businesses and we need a hotel to bring in more tourism and to the Hillcrest core

Scenario 1 is kinda nonsensical. Extending south also improves access to Balboa park.

none of these are good options It is already to much traffic.

again, problems with all of the choices and presented in a confusing and skewed way. concerns about traffic and parking.

None of the above! Hillcrest is best as a intimate village. No tall buildings! Don't ruin what makes the area special.

I was involved in Downtown redevelopment for many years. I support high rise buildings in East Village and the Marina District, but they don't promote a lively pedestrian commercial district. High rise in the Gaslamp and Little Italy is a bad idea. High rise in the Hillcrest core is a bad idea, too.

None of the above. Why this neighborhood and not the east village, golden hill, bario logan, mission hills, city heights, etc.?

No more than 4 stories on the perimeter. Better yet, parks only on the perimeter. None of these scenarios is good to me, but if you must, keep the density in the core. TOO DENSE!

Midrise up to 5 levels seems to be under represented in all scenarios.

Historic buildings, especially those that remain along 6th and 1st Ave are very important to me, I want to see as many preserved as possible

Opinions might differ if these larger buildings don't have parking. This is not addressed. I'm a fan of high density but wow...

2 levels

We DO NOT need more generic high/mid/low rise housing without parking!! We need to keep our community and neighborhood with character! I love seeing the bungalows and craftsman style homes!

OMG yes! Plan I seems to demolish that Jack in the Box next to the fire station in favor of some high rise. I am STRONGLY in favor of this, as that JITB is a notorious homeless hangout and magnet for the area. Seize that puppy by eminent domain and tear it down to its foundations!!!

Again, will these be affordable? Units that have been going up are WAY overpriced for the average citizen living/working here.

No high rises at all

The core should be low density allowing for more open space. Don't forget to fight for a big budget for cops walking and on bikes to make people feel safe to sue the outdoors, public spaces and public transit please.

More public housing

I strongly dislike high-density housing, as it blocks the natural landscape, but scenario 3 has the best concept illustration.

Yes to increased development but also yes to preservation/adaptive reuse of historic/notable buildings

More cars

Keep most high density housing in the core.

Highly conected area, minimum additional density

keep high rises out of hillcrest- don't need further housing here

I object to high rises around Florence Elementary, but above and beyond that, Scenario 3 seems especially heavy on the high rises

None of the density levels being forced by city staff are acceptable. It looks like staff's plans were drafted by the BIA and its minions at Circulate San Diego.

You don't have the parking or road capacity for this

KEEP THE HIGH RISES TO DOWNTOWN! STOP TAKING AWAY THE WESTERN SUN FROM BALBOA! ITS BULLSHIT

As much affordable and middle class housing as possible.

You all need to innovate. Make all new structures be green, and that everyone can park. Why make our best neighborhoods more dense when we have whole areas that can be rebuilt. This makes no sense to any of us. Ruin the great neighborhoods when you have places like City Heights that need to be renovated??

As stated before, all residential building must have sufficient parking for residents and guests - Parking by permit

Hillcrest is "on the crest of the hill". Take advantage of the natural typography by allowing taller buildings there. The views are fantastic!

Enhance pedestrian and bicyclist safety. Too many vehicles now without the increased development. Sky bridges connecting commercial buildings?

We need highrises, but scenario 3, in my opinion, would make this area feel too much like downtown (though I think highrises are a great idea surrounding University & 5th Ave). Again, maybe another building category that caps residences at 7-12 floors could be useful.

No high rise in Hillcrest. Keep the high rise downtown. We do not want to live in a concrete jungle jammed with cars!

New housing needs to be affordable

Parking

No change. Again, adding this many mid- and high-rises will destroy the character of this neighborhood and only serve to already increase the costs of living here and make it harder to get around. The only people who benefit from the high rises are the construction companies and banks. It will destroy the neighborhood and increase social inequality.

Capping density is a bad idea. let it build up in the core so that it can support a vibrant retail scape and other more sustainable uses. If we continue putting limits, we are killing future retailer's ability to survive

Less density, single level.

It's fine how it is!!!!!!!

Low income housing we need. for sec. 8 people.

More public housing

focused density, public housing

Suggestion have a design Charette/ Community; Think tank soon!

Too high! Whatever is chosen, please add enough parking!!!

As commented elsewhere, only so long as sufficient parking is included for residents at minimum.

It should literally all be high rises

There needs to be ample parking for residents and visitors to help support businesses.

No housing !!!

I support the highest density option, as long as it includes a high percentage of deed restricted affordable units.

I feel sorry for Hillcrest with all this density being forced upon it.

I am against any High Rise. 7 stories is all that is required. All Historical elements should be preserved, if not a whole building then a facade or parts should be incorporated into all modern designs. Trees should be preserved and never cut down, pruned.

None of staff's alternatives allow downzoning. They all are limited to upzoning the subarea. This isn't community planning.

Again, can't see the differences.

Lots of high-rise buildings would be unfortunate in this area.

Higher density and remove height limit cap

Move housing towards the 8 corridor. Leave Hillcrest W status quo

The category of "high rise up to 20 stories" is excessive and unacceptable.

No 20 story buildings.

Limit density to podium mid-rise

All the proposed scenarios are too intense development with buildings that are too large and too tall. This will destroy the character of this community.

Without having more information on available parking and accommodations for each scenario, including open space, I opt for better solutions.

none of the above

5 levels is significantly higher density than currently exists. beyond that is excessive and destructive of environment.

There should not even be an option for anything over 65 feet. period

Again, where is the middle ground, mid-rise+ of 8-12 stories?

Less density

No more building in this already congested area please.

Developers money grab; these will be unaffordable, ugly, and create gridlock!!

Podium Midrise with up to 5 levels is more than enough height. 20 stories would destroy the character of Hillcrest.

Density is key, it will allow the area to thrive and support local businesses

Please add playgrounds and construct footpaths the many paper streets going through the canyons

14. IF YOU CHOOSE OTHER, HOW DO YOU ENVISION THE FUTURE OF UNIVERSITY AVENUE (WEST, BETWEEN FRONT STREET AND 6TH AVENUE)?

Please please please switch the parking and bike lane placement. Every day I ride my bike on University there are cars parked in the bike lane between 5th and 6th. It defeats the purpose completely and it is shameful that San Diego keeps building bike "lanes" like this.

The reality of climate change will surely increase adaptation to greater use of public transit but in the near term, the continuation of two-way traffic seems sensible to me.

It would not make sense for University Avenue to temporarily become one way, and one way streets are more dangerous than two ways. Why can't there be protected bike lanes on the two way street?

Stop the multi modal corridor at First Ave, a high accident/death corner, instead of Front.

If going for couplet, make sure to control traffic speeds to maximum 25 mph. Don't allow it to become a high-speed road

Need to get rid of parking between 4th and 5th Avenue on the south side of University, four spots impede significant traffic off of 4th onto University

Preserve parking

Enhanced bike facilities are great, but one way streets might not be the safest (cars go faster). One lane in each direction with separated bike lanes as well?

With pedestrian and bikes, it does not make sense to keep cars in this area

Transit, Cycling and Pedestrian activities should take priority in this area.

University Avenue is so busy, why make it busier? Leave it as is a two-lane each way avenue.

The corridor definitely needs separated bike lanes, and I support restoring the fixed rail that was sadly closed after WWII. As an aside, the above ground power lines along Robinson Avenue need to be underground from Curlew to Florida Street- unsightly.

Scenario 2, but with 2-way car travel operations. I don't get the one-way idea here. Protected bike lanes (concrete or steel protection via bollard, curb, or raised bike lane, not that plastic flexpost nonsense) are the only things which should be seriously considered.

I think bicycle lane roads should be turned into the same material used in kids playgrounds. I saw them implemented in Florence, Italy and thought it was genius. Softer material and no need for paint since the material is colored.

Having unseparated bike lanes with parking on the other side is worse than nothing. The bike lanes should be totally separated by a concrete median.

University should focus on pedestrian and bicycle traffic only - it is already one of the highest volume pedestrian streets in the City. Move through traffic and transit to Washington and make University 1-lane in each direction. One way streets encourage fast traffic (making the area unsafe), are confusing to visitors, and increase out of direction travel.

Prioritize public transport & biking, establish free or CHEAP vertical public parking structures to accommodate residents & visitors. Once parked, people can become more immersed in the community by walking bike or taking the bus around!

Why study car-free University Avenue on one end but not the other? Make the entire corridor car-free.

less of two evils, who came up with these plans? whoever did is trying to ruin the area

"a true multimodal corridor"--intentionally misleading doublespeak for one-way car travel!

Bike lanes make it harder for the majority of the citizens to travel safely and don't prioritize people with physical limitations. NO BIKE LANES!

Keep University Avenue as a two-way street and raise bike lanes if possible

Shift the current bike lane on University to Washington, and open more parking spaces. And the option to make University WB only one-way street? Ha ha, good one! I guarantee you there will be a public outcry over this of epic proportions if it is ever attempted, and will be THE issue in the next city council elections for the district. People will make it so, I guarantee you.

Maintain two-way operations (as MTS route 11 runs on this portion of University Avenue) but add raised bike lanes to allow for smaller buffer widths and potentially keep some parking/loading zones

More cars

like Santa Monica, if you eliminate street parking, you must provide FREE parking structures.

It is not advisable to reduced the capacity of the east west vehicle network by 20% without a reduction in overall density

University should be lined with recreational open space, linear parks and occasional mid-to highrise buildings interspersed with existing historical buildings.

YOU ARE NOT LISTENING TO YOUR CONSTITUENTS. We don't want any of this. Put it to a real vote and see, not this film flam poll that most people don't know about. Both of those options are horrendous.

No one bikes, and no one rides the bus so both are bad ideas. Build the infrastructure prior to forcing change.

I prefer any option that requires me to rely less on my car and more on walking, public transit and biking!

Make Univ. a linear park with green beltway for pedestrians, bikers; build a central parking structure near DMV; encourage walking on Univ.

Why not put the bike lane behind car parking? [Lane][parking][bike lane][sidewalk]

No change. Adding protected bike lanes may protect bicyclists, but there are not enough of them to make this a worthy endeavor. Reducing lanes of traffic means it will take people in cars longer to get where they are going which increase greenhouse gas emissions. Bike lanes are not a baseball field in a cornfield. If you build it, they still won't come.

Change the buffer to be a landscaped area or a promenade.

none for transit

One way cars, one way bikes & parking. Bikes have to follow rules of the road and should be capable of following 'one way' directions. Without the loss of parking for car commuters.

I support removing parking to create space for physically protected bike lanes.

improved sidewalks with new trees planted

University Ave cannot go from 2 lanes to 1 - already traffic. Enough with the bike lanes.

Do scenario 2 but buffer the bike lanes with parking. Make car lanes super narrow so speeds are reduced to encourage a quieter more walkable environment

Absolutely zero bike lanes. All development In Hillcrest E

University is too narrow. Where do the cars park?

No more poorly designed bike lanes that make it hazardous to drive like on 4th and 5th Ave

Stupid, stupid, and more stupid. Just have cyclists share! More gridlock for autos? Go back to school!

No matter what we do, there should not be parking on University Ave. The area is already too congested and parking adds undue delays in traffic, adds dangers to bicyclist, and creates conflicts with other drivers. University is the main east west corridor for the city and at this time there is not a good east west corridor that connects Point Loma, mission hills, hillcrest and north park. The biggest issue being the lack of a bikeway plan in the hillcrest section of university ave

16. IF YOU CHOOSE OTHER, HOW DO YOU ENVISION THE FUTURE OF UNIVERSITY AVENUE (WEST, BETWEEN 6TH AVENUE TO SR 163)?

Two way

light rail, car lanes, bike lanes

Use Washington Street for the multi modal corridor. There is more space to do so and it is already the preferred route for cyclists. Cyclists have to have routs that are interconnected. If you build up Washington Street with commercial and housing the trolley stops will be favorable so that the plans are coordinated. Who is making up these plans someone from out of town? They don't make any sense.

leave it alone!

3

Emergency vehicles can use the bus-only/light rail lines. Don't let the fire department dictate your planning priorities!

I'd hope that there is a scenario like 2 but without medians / vegetation so that, instead, sidewalks can also be expanded in addition to the protected bikeway and center-running transit-only lane(s)

like it is

two-way traffic with max one lane for light rail

Add two travel lanes, two-way bike lanes, and trolley corridor. no buses.

Bike lanes cannot meet my transportation needs.

One way portions on University seem impractical; light rail seems impractical for this area; hopefully there would be crosswalks at each corner for those of us who walk.

Maintain 2-way vehicle traffic. This is a very short stretch. Why disrupt the traffic flow? Cars need to turn north on 6th Ave to get to the freeway going north since it becomes the on-ramp for SR 163.

You need to think how to allow smoothly cars on the onramp to 163. Sorry, cars are NOT going away. Until you have law enforcement on their feet making people feel safe again.

scenario 3, but with the car and bus together so there can be landscaping

Scenario 2 is the best design because of the raised medians (solves confusion about lanes), but there is nowhere for cars to travel. I recommend a design with raised medians that also allows for car travel.

like Santa Monica, if you eliminate street parking, you must provide FREE parking structures.

Leave as is.

No trolley, just bus, car, on University with bike lanes

You cannot reduce the vehicle network by 20 to 40% and still add significant density

Holy cow you've completely lost your mind and ethics. You are supposed to be REPRESENTATIVES! Where are you pulling this garbage? All options are horrible and rejected. Where do you get off banning cars from a major road connecting to a freeway? Why are you sacrificing infrastructure that serves the majority in the community to a relative handful of cyclists? If you plan to massively renovate roads for cyclists, then you can't tax car owners for it. Where is your plan to require licenses, annual registration, annual inspection, and per mile usage fees for cyclists to pay for all of this?

ELECTRIC RAIL CARS CAN DRIVE IN THE SAME LANE AS A NORMAL CAR LIKE PORTLAND OR SAN FRANCISCO!
WE NEED THAT HERE

Turning University avenue into a Park Ave/C St/30th St hybrid. The level of traffic cannot support this idea.

Transit, pedestrian's green beltway, and bicycle priority

No bike lanes. No bus only lanes. The transit in San Diego isn't yet developed enough for people to take it instead of their cars. Prioritizing transit in places that already have decent transit is one thing, but San Diego's transit system is a joke. It won't take cars off the road and all of these designs will only make traffic and greenhouse gas emission worse.

Vehicle priority

Parking?????

No light rail

I support a light rail lane but not a dedicated bus lane on top of that. We still need two way traffic on university ave. I rarely see bicycles using the new bike lanes It's hard to say that bike lanes are the highest and best use. The bus lanes on park ave didn't make any sense to me. If that had been a light rail lane then I would have supported it.

Leave Hillcrest alone do not turn it into the ugly part of La Jolla or filthy downtown

University Ave cannot go from 2 lanes to 1 - already traffic. Enough with the lanes.

"multimodal corridor" seems fine, though I think a trolley would fit better on Washington, and I like my green median on University.

Trolley n/s on 163!

Two way traffic for vehicles, one transit lane for trolleys, and one lane for cyclists.

Probably leave it as is. redirecting traffic into robinson is dangerous with the super narrow street

It would be completely impractical to close traffic lanes in this segment.

multi-modal corridor with bus and bicycle uses sharing lanes

Retain the existing configuration.

Bicycle lanes are great but not at the expense of moving traffic or a streetcar.

Buses are already under-utilized and it doesn't make sense to dedicate a whole lane to bikes for very few bicyclists.

leave as it,,,restaurants and stores,,,low density....needs parking to be available

You will not be able to fit all those new people in the new buildings on the road

transit and vehicles

Would recommend that we start with scenario 2 right now and work our way to scenario 3 as we execute the regional plan. We can't wait 30 years for bike lanes to be I,Poe

Put the Trolley underground

17. DO YOU HAVE ANY ADDITIONAL THOUGHTS REGARDING THE FUTURE OF UNIVERSITY AVENUE (WEST)?

Prioritize light rail transit over rapid buses. The Park Blvd. development with rapid bus lines is a waste of space.

One way streets are more dangerous than two way.

Do NOT allow the little purple line, commuter rail go through designated open space. See prior comments.

I realize this extends outside Hillcrest, but it would be ideal to make University & Robinson one-way couplets from Front St all the way to Park Blvd.

This is the wrong place to add more density. Interconnectivity with transit should shift to Washington Street overall as should the density projects. Hillcrest is already too dense.

don't break what don't need fixing

Keep speeds to max 25 mph. Don't need super wide bike lanes if protected from other traffic--expand sidewalks

Parking. Parking! PARKING!! There is no need to increase housing if parking for two vehicles per bedroom within the property lines of the housing is not enforced.

Preserve parking

We need to prioritize a bike lane, public transit and if possible remove the cars or reduce them down to one lane. This last option is the best to provide safety to all

Hillcrest should prioritize those who actually live there rather than drivers who just want to pass through! Make Transit and Cycling a priority!

As long as these are well-protected bike lanes, Scenario 3 seems best. Where would light rail connect? I'd love to see light rail in Uptown, but what's the alignment?

Give me transit options or give me death.

This city is already too crowded. Find ways to provide equitable housing. No high rises with expensive condos that are just illegal hotels. No more bike lanes, they are destroying mobility for those of us with disabilities.

People may complain about traffic, but with trolley and rapid transit service on university. People will likely use them or walk instead of drive

University Avenue should be a place for people, not cars.

Adding new transportation options into the neighborhood is paramount for the survival of the area. However, parking must be addressed. A new parking structure is desperately needed or make specific streets permit parking only for residents. I believe this will cut down on residents being scared of the change

Moving through traffic to Washington would make University a much more safe, comfortable, and attractive place to be.

Build more public parking garages to benefit businesses

Absolutely prioritizing walkers, bikers, and public transport over cars is ideal for hillcrest (& all of midtown/uptown, for that matter!).

Public transit is absolutely important, but can't lead to further congestion along university avenue.

prioritize transit

not strongly opinionated about this area

I think emergency concerns of scenario two could be overstated since emergency vehicles could totally use the bus only lane

Please stop adding bicycle/scooter lanes. They have succeeded in causing traffic havoc/back-ups resulting in a visually unappealing area (there is traffic everywhere).

All of University Avenue should be car-free, including in North Park.

I would like to imagine no cars, but it's not practical yet for many residents.

Before I moved to Hillcrest I lived in Downtown Denver. They have a pedestrian/transit only portion in the middle of the city that is very well done and adored by the community. An equivalent outlay would be if University, the main thoroughfare was for public transit/bike only and Washington and Robinson were devoted one direction streets with timed lights and parking.

I love Scenario 2!

I love the idea of removing car traffic from that stretch. A lot of people already walk in that part of town, and this would encourage more to do so, increasing traffic to restaurants etc and making this a more popular lunch/evening destination

We need safer bike facilities that toddlers and moms feel safe riding on. All ages and abilities. Transit needs to improve.

Kindy stop proposing plans which have cars crossing the bike lanes to park. It sucks for everyone involved and is dangerous. Put the parking outside the bike lane to act as a barrier when proposing parking next to bike lanes.

give businesses a fair chance to attract and retain customers who do not live in the area. don't make right now new building development decisions based on speculative, long-term transit possibilities

Bike lanes make it harder for the majority of the citizens to travel safely and don't prioritize people with physical limitations. NO BIKE LANES!

Transit and bike lanes are underutilized now. What are you doing to increase usage today?

University is not wide enough for all the traffic it has to accommodate. Better to use Washington St, Park Blvd, and El Cajon Blvd.

Many of our huge buses run almost empty. Could vehicle size be adjusted by use numbers? If only 6 persons ride a certain route, wouldn't a 12 passenger van work better and reduces congestion?

More bike parking in University Ave (West) would be great!

The light rail should be on 5th, not 6th, in my opinion. Populations, stores, etc. are on 5th

Need MUCH more info about these options. In Scen 3, would there be modifications to Robinson, such as EB only? What about widening the 163 bridge? There is absolutely not room for two transit lanes on this roadway. This is crazy.

Banning cars completely (!?) or making University a one way street? LOL. See comment above.

public transport and bikes only in that area would be amazing. I see so many accidents on a weekly basis. No cars would also reduce the amount of people from other areas that come to our neighborhood to do bad things (gay bashing, driving huge trucks with guns and rebel flags etc.)

You need to include complete connectivity for bicycles no matter what.

Disabled, seniors and service workers need parking.

Please DO NOT remove any more parking!!!

Less parking is good; light rail good

These scenarios give too much priority to bikers, when the large amount of people in Hillcrest can travel more efficiently by public transportation.

I bike regularly and I hate these bike lanes, they're an eyesore. We can share a designated lane with vehicles.

We do not need further housing in ugly high rises- need to retain neighborhood feeling. That's why we live here.

If unidirectional in this corridor, perhaps design a single lane for both light rail and buses (but not private vehicles)? I think this is done in tunnels in downtown Seattle? Also, to where would delivery/commercial vehicles servicing businesses park in these scenarios? Would emergency vehicles (if stopped, e.g. for police activity) block rail, bus, vehicle, or bike lanes?

Preserve historic structures along University. Prohibit their demolition and replacement with higher density housing.

You are not representing the needs of your constituents.

Buses are cheaper than trolleys and more adaptable to changing needs.

I think making university car-free is a fabulous idea. Emergency vehicles can use Washington, I'm even in favor of making Washington Street more car-focused in order to ensure that there are no traffic/emergency vehicle issues, if that would alleviate concerns. Also to reiterate: please consider bike lockers for people to store their personal bikes, on both University east and west! These could be put near the lightrail and/or bus stops.

More trees, more seating, more walkable

Scenario 1 would be ok if a pedestrian bridge over Cabrillo Freeway was included.

Parking

Scenario 2 or 3 are the most compelling. If you combine the bike lane with a promenade that would be even better.

Parking????

More transit options- streetcar?

To have more community input

Ugh- the one- way couplet. Argh! Is that the really the only way?

Get rid of cars

Leave Hillcrest alone do not turn it in to the ugly part of La Jolla or filthy downtown

Transit and bikes ONLY on University would be amazing!!

Hillcrest businesses need parking spaces.

All Historical elements should be preserved, if not a whole building then a facade or parts should be incorporated into all modern designs. Trees should be preserved and never cut down, pruned.

LIMIT BICYCLE TRAFFIC TO THE LEAST CAR-INTENSE STREETS

Again, too narrow to prioritize cyclists. Too many prefer this route to drive on as it is less busy and more risk free.

Where is ample parking going to be provided?

University is working well would not want to restrict it more to cause traffic to back up.

AstroTurf for the bike lanes to protect bikers if they fall

Please stop trying to get rid of cars. Put bikes on less traveled roads!

The rail in this section is an impractical fantasy. There is not enough demand to justify the cost of light rail or streetcar.

One-way couplets are an effective way of dividing communities and destroying connectivity within the community. They are a terrible idea and should only be considered in most communities as a strategy of last resort.

Its too narrow to accommodate bikes, cars and transit.

Bikes are not a priority. The city is being ruined by the Circulate cabal

if you anticipate more cars using washington under these scenarios, just make sure those crosswalks are safe.

The area is extremely unsafe to ride a bicycle or other active transportation mode as is. The traffic makes the buses unpredictable. Both need to be fixed to allow for the city to meet its climate action goals. Also parking and the number of cars and turns are not safe for pedestrians without significant redesign of the streets

Currently there are very few bicyclists

19. DO YOU HAVE ANY ADDITIONAL THOUGHTS ABOUT HOUSING IN THE HILLCREST EAST SUBAREA?

Your plans are not based in the reality of high rise housing economics, or physical site design. Depth of lots on S. side of University isn't sufficient for high rise. Ralphs site won't be redeveloped. Provide more realistic options.

It would be beneficial to maximize density around Normal St Promenade

Disagree with high rise (Focused Density) anywhere

They both look the same. Sorry.....

If I were a newcomer and saw all the high-rise buildings you want to build, I would find a place to live in another part of town.

There is no reference to the established community with these lay overs. So if a high rise is next to a two story building how tacky will that look and it will likely shade the shorter building. It is very inconsiderate to the established community. Can't density be moved to Linda Vista ? It is nearby and has transit but less density.

density on park not university

People LIVE HERE on Normal ST. Keep your tall buildings on Park Blvd. Stay away from the north part of Normal St. PLEASE

All existing and future housing must provide two parking spaces per bedroom and two guest parking spots per unit within the property boundary.

Preserve parking

This area is ripe with opportunity to increase density and built high. Please encourage as much housing, businesses, and buildings as possible.

None of these will be affordable.

High density along public transport corridors, and targeted density in other areas. Preserve heritage buildings! Look to European planning.

Normal St. has major untapped potential to have improved streetscape and massive amounts of housing/retail/dining. Glad to see some building taking place there now. Both options presented are good, slight preference for option 2. I don't see a reason not to allow 5-7 story podiums fronting Essex and Robinson.

Highest density option is the best idea. There are already tall towers in that area. Shorter buildings will eventually be demolished for higher density housing in the future so might as well build bigger already.

Too big

Access to affordable housing should be a top priority for city planners. Id like to see an increase in percentage of condos instead of rentals along with increased low-income housing in new buildings

Usually always supportive of more density, but I like the medium density around the normal street promenade

The area is dense enough.

Make high rises permissible everywhere!

Higher density is how we have to go if we are to solve the housing crisis.

see if we can get the DMV to build some dense housing on their lot.

This can't be real there is no way these high rises should be completed it should all stop

For all of the many forced choice options being presented, the choice should be other because would involve untenable increases in density without adequate public spaces (not talking wider sidewalks & the occasional tree here!) and involve negative impacts on pollution/climate, disruptions to businesses, reduced quality of life for residents & less appeal for visitors

None of the above! Hillcrest is best as a intimate village. No tall buildings! Don't ruin what makes the area special.

Podium midrise is most appropriate for the entire area.

Less housing and more public spaces and retail.

Too many 20 story buildings - Low rise only!

None of the above.

Holy moly—up to 20 levels! 1 billion percent opposed

High rise need wide streets

Both plans would wipe out The Hub, the true core of this community, and would tear down our most desirable housing complex (Uptown Dist). Never gonna happen. It appears to completely ignore the Egyptian Historic District.

No more highrises. All the overflow parking has become my street with single family homes by everyone on Park Bl. If I leave in my car I don't get to park in front of my house when I return because someone will leave their car in front of my house for a week or more until they return from their trip so they didn't have to park at the airport.

Keep it just the way it is!!

I'm not a huge fan of either of these because they create too many open spaces that will simply become congregation areas for the homeless. Just use the space to expand the high rises, or create gated open spaces and parks.

Again, are they building by displacing people?

No high rises at all

Pack it full of density

more public housing

Less high rise please. High rises are extremely off-putting in a charming town like Hillcrest.

More parking

This is the area most able to handle density, but not if the capacity of University is lost.

Scenario 2 is overly focused on high rises, but I also think high rises along Washington corridor is an ideal place to put high rises, perhaps aesthetically the best place

Preserve historic structures. Prohibit their destruction and replacement with higher density housing.

No growth since you're refusing to be realistic about roads and parking.

Why not designate everything between University and Robinson High Rise? The majority of residents who live there now, live in multifamily.

No high rise in Hillcrest. We do not want to live in a concrete jungle jammed with cars!

High rises make sense if they are affordable , doesn't lead to gentrification

All fine if laws against setting up drug camps on the sidewalks are enforced.

Calm down with the high rises. They're not improving the neighborhood. That said, since there already is a high rise at Park and University, it wouldn't change the visual aspect of that part of Hillcrest. But seriously, we don't need to tear down every single house for a 20 story high rise.

More density would be better. No need to cap -- see previous comments about supporting local businesses

Minimum density.

Leave as is!

Low income housing we need. for sec. 8 people.

Podium midrise housing 5 to 7 levels is preferable and will preserve neighborhood feeling and property values.

More public housing

focused density, public housing

You will be amazed at the level of experience in the community

Work + housing always easy access to bus or other public transport

don't know can't visualize

more midrise and lot less high-rise buildings

It should literally all be high rises

Leave Hillcrest ALONE - build every in El Cajon or La Mesa

NO HIGHRISE, NO HIGHER THAN 7 STORIES. All Historical elements should be preserved, if not a whole building then a facade or parts should be incorporated into all modern designs. Trees should be preserved and never cut down, pruned.

Staff seems to be working for the BIA, offering only alternatives that upzone the subarea. This isn't community planning. Its BIA planning.

The infrastructure can only sustain limited density increase. Increase density ONLY where it ISN'T now.

Increase height limit. More density with ground floor retail

What about the homes that are already along Robinson? Remove them? NO!!

Five stories would be plenty.

No tall buildings.

podium mid-rise throughout the subarea

All the proposed scenarios are too intense development with buildings that are too large and too tall. This will destroy the character of this community.

Again, without more information, such as planned parking, open/green space and parks, there is no benefit in only looking at the heights of the buildings.

none of the above

Again- where's the middle ground? 8-12 story mid-rise +

See previous comments.

Again, very dumb. Put density north, east, south. Not in the developed city, thank you!

20 stories would destroy the character of Hillcrest.

This area should be super tall, there are huge blocks and it right now is neither interesting or historic. It mostly feels like an untapped part of the city

Please extend the Hiking path through Pennsylvania Canyon starting at Robinson/Herbert and going south

There are some really pretty historic apartments on Park south of Univ that would be nice to preserve as well as older single family homes

21. IF YOU CHOOSE OTHER, HOW DO YOU ENVISION THE FUTURE OF UNIVERSITY AVENUE (EAST)?

There needs to be a traffic plan for those in Mission Hills so that we are not forced to go down just one road in and out. This is a problem in La Jolla and should not be repeated. Don't remove all the cars from University it is a big mistake

Too narrow for bike lane. Do not eliminate any more parking. Keep University Avenue for vehicles and parking for businesses.

no trolley on university

Dual lane, bi-directional auto travel lanes should remain.

Leave it as is.

I actually prefer Scenario 1 if it can be implemented so as not to impact emergency services, and the ability of people who may reside directly on the route to reach their homes

Bring back street cars, no one bikes

No to the bike lanes, the ones along 5th and 4th avenue are hardly used and have made traffic a night mare

Hard to imagine a trolley on University ave. I commuted from Rancho Bernardo to Washington Station by bus and trolley for 3 years, and the trolley is slow, station locations are inconvenient and require 1km of walking usually. This feels like a tourist thing more than a resident thing.

Either scenario will result in decreased mobility.

Can there be greenery and cars?

The barrier-type for a separated bikeway should be raised medians with landscaping to incorporate a Scenario 1 element in 2 also.

Keep as is

like it is

NO BIKE LANES!

I would rather see bikers diverted to side streets like Robinson with a completion of a bike/ped bridge on Robinson from Florida to Alabama. It's unfortunate that the City pulled up so many trolley tracks to plant median shrubs which will not be pulled out for public trans.

Option 1: no vehicular traffic? This seems inconvenient and impractical for what now is and should remain a main thoroughfare.

The transit lanes are just not feasible. If a delivery truck stops along Univ (like, 50 times a day) they will completely block traffic on our busiest arterial corridor. Back to the drawing board, please.

Keep the current vehicle traffic lanes consistent with the rest of University Ave.

Keep University Ave the way it is now!!!

vehicle road both ways also

Scenario 2, but with the car and bus together, allowing for landscaping

More parking

Making Robinson into University would destroy the neighborhood

Leave as is

Scenario 2 preferred, but there is SO MUCH space in that corridor - there should be wide pedestrian promenades/ public spaces/park (to Normal Street)

The way it is now but with improved roads, signage, and parking.

CARS AND ELECTRIC RAIL CARS CAN DRIVE TOGETHER IN THE SAME LANE LIKE SAN FRAN OR PORTLAND

See previous answer

Transit, walkable enchanting green beltway, bike lanes

I envision a world where I'm not adding 20 minutes to my 2 mile drive because there is only one lane of traffic to use. "Take the bus!" you say. The bus takes even longer. This is ridiculous.

I would support a light rail lane but no did I acted bus lane and no dedicated bike lanes on university ave. I would guess that the bike usage on the dedicated new bike lanes from Hillcrest to down town is very low and fails to support the cost. Maybe it will in the future and maybe the issue is that not enough people are commuting right now.

Leave Hillcrest alone build in already the horrible areas like El Cajon or La messa mission valley

Don't want more bike lanes don't want more transit, transit brings homeless

You cannot outlaw cars. Leave automobiles on the central corridors. Schedule buses more frequently and send to more realistic destinations and keep bicycles off main streets.

I like Scenario 2, but put little GREEN medians between the cars and bikes. And I till think a trolley on washington is better.

While scenario 2 looks best, it is an ideal as University is too narrow to accommodate this resin and around but neon is even much narrower.

Leave it as it is. it's working well. do it like El Cajon Blvd. with the transit / bike lanes.

Keep 2-lane auto transit. No bicycle lanes

Need vehicle access for those with impaired mobility!! Can't bike, can't use bus and it doesn't get you where you need to go. What about the seniors in the area??

Present scenario with two lanes for cars each way

Previous traffic studies have shown it's infeasible to close traffic lanes on this portion of University

Bicycle and bus uses sharing lanes

Retain existing configuration.

Eliminate bike lanes

Why do need two different forms of light rail transit?

See previous comments

Chicken lanes are catching on?! 99.9% of efficient people movement is car based. Sorry, but you must be the 'visionary' cyclist. Please stop ruining our city. Thank you.

Removing cars from hillcrest main corridors I think will make the area more pleasant to walk. The focus in designing this is getting drivers to parking lots and parking garages. The need for it to be direct is less necessary, we should be using the cars speed advantage to our advantage to avoid conflicts while still making a pleasant driving experience.

Put the Trolley underground

22. DO YOU HAVE ANY ADDITIONAL THOUGHTS REGARDING THE FUTURE OF UNIVERSITY AVENUE (EAST)?

Make travel along University as simple as possible with the maximum of two of the same options, not adding a third option for a couple of blocks.

We all still drive. More mass transit down Washington Street would be welcome and there is more room there. These ideas are not thoughtful of the established communities, practical or pragmatic.

put trolley back on park

Scenario 2 allows for ride share and limited delivery services

Prioritize wide sidewalks (don't make any narrower), protected bike lanes, and dedicated transit lanes. There is enough room for one vehicle travel lane in each direction, but make sure to provide loading areas for trucks and ride hailing

Parking. Parking! PARKING!! All existing and future housing must provide two parking spaces per bedroom and two guest parking spots per unit within the property boundary.

Preserve parking

Please prioritize public transit and bike lanes first over cars. The cars are dangerous and create more hazards for everyone

You're gentrifying the area and pushing long-time residents out. New developments will not be affordable. New businesses will cater to the elite. The elite will slowly push out the LGBTQIA +, from a neighborhood that we built, supported, and helped thrive.

Medians for medians sake don't make a lot of sense to me. Better to add more street trees or take the space that the median would occupy and add it to the sidewalk. I think scenario 2 is more feasible here. Loving the light rail lines (now that I realized how extensive the network is proposed to be). I do wonder if a line down ECB, continuing along Washington would also make sense.

University Avenue should be a place for people, not cars.

The east side of Hillcrest can easily support multiple lanes of traffic and public transport. If high-rises are the future for the neighborhood a vast and effective public transport network is vital

I don't think there is a real need to remove vehicle traffic from this segment of University, but adding transit and bike facilities and limiting traffic to one lane in each direction could create a really nice urban environment.

Again I cannot overemphasize the need to prioritize walkers, bikers, and public transport over cars. Prioritizing cars/drivers is an issue nearly all of San Diego, making access difficult, expensive, and impersonal. Hillcrest can serve as an example of somewhere people are actually immersed in their community & neighborhood.

Would it be possible to keep one lane of traffic, continuing with the one-way theme from the Hillcrest West plan? This would accommodate some raised median as well as limited cars and emergency services

Thank you for considering car-free University Avenue. This is truly visionary.

The courageous decision is to close University to cars as in Scenario I. I would encourage you to look at SE Washington Ave in Minneapolis for a similar conversion that occurred in 2014, when a light rail extension was built through the neighborhood. It has been incredibly successful and very few, if any, regret the conversion. It was instrumental in the placemaking in that area.

Removing car traffic from this section of university would considerably improve quality of life for people who live in the area - and make it a more attractive destination for people to go to.

Again, the choices you give are both bad. But I worry that choosing "other" too frequently will make it seem like no preference when one option is obviously way worse than the other

Bike lanes make it harder for the majority of the citizens to travel safely and don't prioritize people with physical limitations. NO BIKE LANES!

Scenario I -- the gridlock plan -- is the dumbest idea in this whole presentation. The population of Hillcrest will double and everyone goes to work, shopping and medical appointments on bikes and transit. Seriously?

University Avenue is not big enough for all the traffic it has to handle. More pedestrian zones, bikes and trolleys. Move high traffic density to Washington St., Park Blvd, and El Cajon Blvd.

More bike parking in University Ave East would be helpful!

Why aren't these high densities being accompanied by land dedications for widening the street? Have you done a traffic study of Univ with zero traffic lanes? Sounds like a nightmare.

Taking away vehicle traffic and parking will be detrimental to my small business!

You want to ban cars going through the heart of the gay nightlife community here in San Diego? Wow. Homophobic much?

continue the idea of no cars in this portion of hillcrest as well. I live here and see so many scary trucks and speeding cars

Make sure to give cars a way to travel.

No trolley, keep cars

Again, if light rail/transit is unidirectional, services should be combined into one lane, or if bidirectional, then shared for both bus and light rail.

You aren't representing the needs of your community AT ALL. Nor are you being realistic about infrastructure requirements or the impact of these plans. The plans you show favor young able bodied single males. Sure seems like selective planning a la eugenics. I see lawsuits.

Buses are cheaper than trolleys and more adaptable to changing needs.

More trees, more seating, more walkable

If I choose scenario I I would be unable to drive out of the neighborhood except through Washington.

Whoever is designing these plans needs to take a big dose of reality and stop living in a future that doesn't involve humans because it seems like whoever thought this up has not taken basic human behavior into consideration.

Add more landscaping and combine the bike lane with a promenade

safer bike lanes

Keep the same if you can

High frequency transit

Despite the fact that more bicycle lanes are being built- and that's good- please remember that seniors don't use bicycles in urban environments. People need to be able to use vehicles as well.

Low income/ affordable housing in all new developments

No light rail

The streets need more shade, more seating, exposed ground to collect rain water and cool the urban heat effect.
Less cars

Need to add parking.

Stay out of mission hills and Hillcrest

Transit and bikes only on University would be great for climate and vision zero goals.

I'd suggest only one lane for either a bus or light rail to provide for a landscaped median

Can't get to my comments above to edit... feels like overkill to have both bus routes and a trolley system running side by side.

transit in the middle forces pedestrians to cross the street into the middle and if down to one lane for traffic and when delivery trucks come every day gets complicated and dangerous.

Concrete buffer for bike lanes with bollards and astroturf for bike lanes

Prioritize cars. Bikes on less traveled roads! Please stop forcing unworkable options on our communities.

No bike lanes!

Focusing specific roads outside of the main business roads for cars and using the Main Street as a more walkable transit and active transportation option would be amazing.

PLAN HILLCREST

Prepared for:



Prepared by:

DYETT & BHATIA
Urban and Regional Planners