

Golden Hill

Community Plan

Draft July 2015



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Introduction

- 1.1 COMMUNITY PROFILE
- 1.2 PLANNING FRAMEWORK
- 1.3 LEGISLATIVE FRAMEWORK
- 1.4 PLANNING PROCESS
- 1.5 PLAN SCOPE & ORGANIZATION

1.1 Community Profile

THE GOLDEN HILL PLANNING AREA

Golden Hill is a community with a long-standing history located adjacent to Balboa Park and in close proximity to Downtown, North Park, Southeastern San Diego and City Heights Figure 1-1. The Golden Hill community is comprised of distinct neighborhoods based upon geographic and historic subdivision patterns as well as resident and business involvement. Of these, Golden Hill and South Park are the most prominent with 'A' Street the boundary between the two neighborhoods in the broadest sense as shown on Figure 1-2.

IN The community's gently rolling topography is geographically a series of marine terraces. There is a gradual increase in elevation from approximately 60 feet above sea level on the southwest to approximately 280 feet in elevation on the northeast. This gentle topography is broken by four steeply sloping canyon areas. Because of these topographical characteristics, spectacular views of the surrounding region can be found. The area west of 28th Street provides many outstanding views of downtown San Diego, San Diego Bay, the Coronado Bay Bridge, the Coronado Islands and Point Loma. View sites along the rim of the 34th Street Canyon reveal the rolling hills of Encanto in Southeast San Diego and the distant Laguna Mountains.

Golden Hill is an urbanized community consisting of approximately 745 acres (inclusive of road and freeway right-of-way). More specifically, the area is bounded by Balboa Park and Juniper Street to the north, 32nd Street between Juniper Street and Hawthorn Street, then along Marlton Drive to the 34th Street canyon to Beech Street on the east, State Route 94 on the south and Interstate 5 to the west. The community has excellent regional access within the metropolitan area by means of freeway access to Interstate 5, State Highways 15 and 94.

COMMUNITY HISTORY

Golden Hill has a long and colorful history which is visible in the eclectic mix of architectural styles, many of which are today comparatively rare in San Diego. The distinctive qualities of these traditional buildings contribute to the overall scale, character, and identity of the community.

The community was settled in the late 19th century, and is largely significant with regard to its residential history. Initially marketed by real estate speculators as one of San Diego's finest districts, many of the city's most well-known citizens constructed their mansions atop the crest of Golden Hill near the turn of the 20th century.

The first land to be subdivided was in 1869, in the western section of the community. Golden Hill was then at the fringe of development in San Diego and offered large lots with views. During the early 1870s subdivisions spread eastward, but most construction continued on the far western slopes of the planning area. In 1887, the community received its name when Daniel Schuyler petitioned the City to name the area Golden Hill. Schuyler wrote the following poem which was published in the March, 1887 edition of Golden Era Magazine:

"As the sun rolls down and is lost in sight, tinting the scene with its golden light, the islands dim and the fading shores, the ebbing tide through our harbor door. The drooping sails of an anchored fleet, the shadowy city at our feet. With the mountains' proud peaks so lofty and still, 'Tis a picture worth seeing from Golden Hill."

FIGURE 1-1: SURROUNDING COMMUNITIES

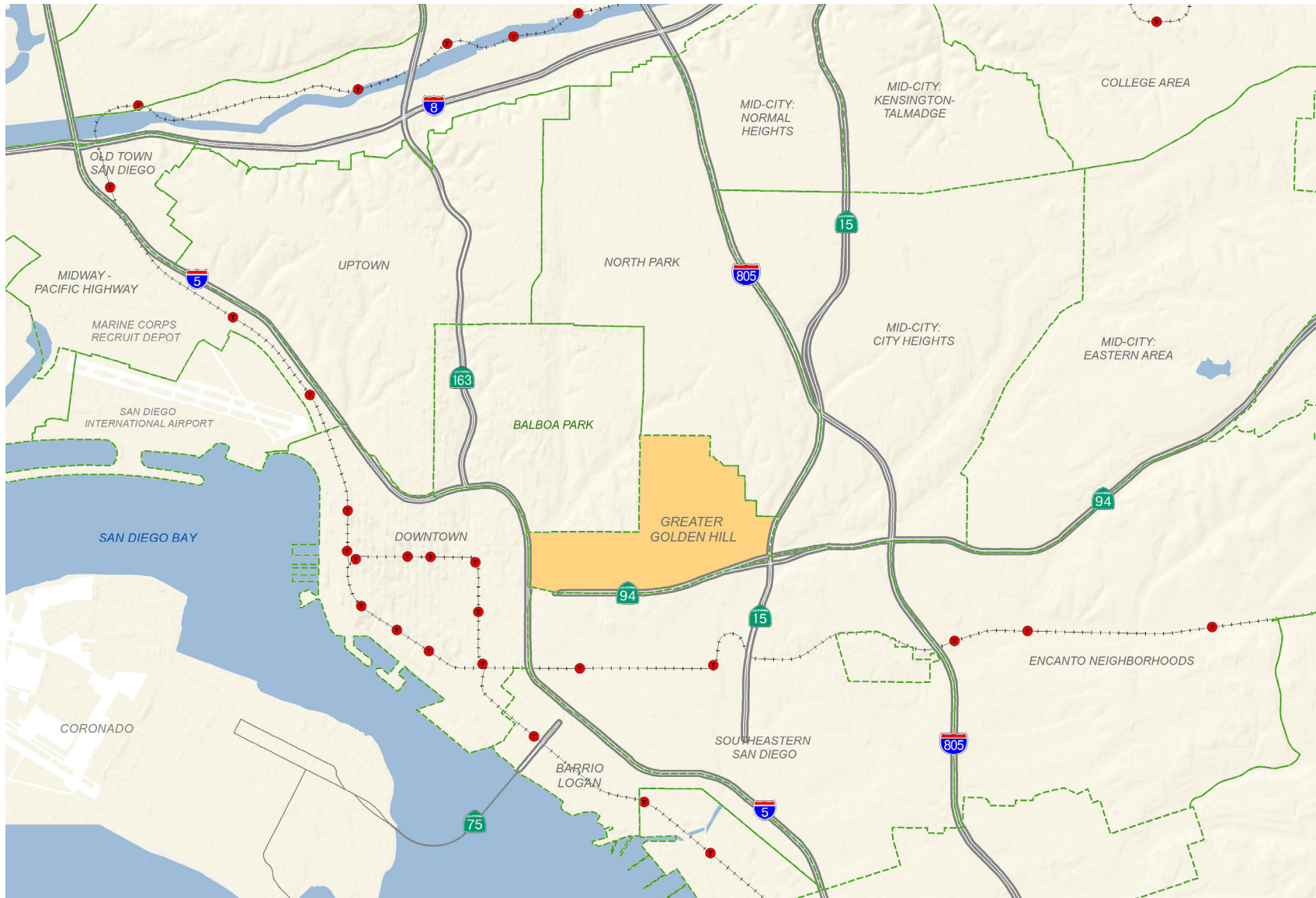


FIGURE 1-2: NEIGHBORHOODS



In the 1880s and 1890s, the community experienced two “boom and bust” periods directly related with the “on and off” proposal of a connecting intercontinental railroad. In 1895, despite the fact that San Diego was slated to be at the end of the railroad branch line to Los Angeles, Golden Hill had become a fashionable place to live for mayors, senators, and judges. Development at that time reflected a suburban community similar to that of the “streetcar suburbs” in the east.

In the early 1900s, E. Bartlett Webster formed the Bartlett Estate Company and began subdividing lots along the eastern side of City Park (now Balboa Park) with the goal creating a “high-class residential district” which he subsequently called South Park. As an incentive to buy a lot in the South Park, Bartlett established the South Park and East Side Railway and construction began in 1906. The line started at the west end of Broadway, continued through downtown and Golden Hill on to Beech (formerly Dartmouth) and ended at Cedar (formerly Amhurst) and 30th Street.

Bartlett eventually lost control of the South Park and East Side Railway to John D. Spreckles, who extended the line along 30th Street and on to North Park. The only sign today of the railway’s past is an open slice of land that diagonally bisects the block bordered to the south by Ivy Street and to the

east by Fern Street. A trolley stop was once located at this point. Trolley service along 30th Street was eventually discontinued as the automobile became the predominant mode of transportation.

Residential development accelerated, but shifted to the northeastern portion of the planning area adjacent to Balboa Park, in the years preceding the highly anticipated Panama-California Expedition of 1915. By the early 1920s, the area of Golden Hill adjacent to Balboa Park was almost completely developed. During the depression era growth slowed and little development occurred. Replete with single-family homes designed in an eclectic mix of architectural styles, the majority of the vacant lots in Golden Hill were built upon by 1930.

In the years following the Great Depression, the community experienced a period of decline and marked physical change. Responding to a chronic housing shortage which arose in San Diego at the height of World War II, city officials rezoned much of the planning area to accommodate high-density residential development. Due to the zoning changes, many of the neighborhood’s large mansions were replaced with apartment complexes, while others were subdivided into multiple units. This resulted in the loss of many older and historically significant homes to new multi-family development, which was sometimes out-of-scale and out-of-character with the existing neighborhoods.



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Access to the natural canyon system creates recreation and view opportunities unique to Golden Hill.

Today, Golden Hill is best characterized in terms of its demographic and architectural diversity. In addition to housing a wide variety of income levels and ethnic groups, the community boasts a built environment that is equally as eclectic. The built environment reflects the history of the community as many of San Diego's oldest and most dignified mansions are located here alongside modest bungalows, apartment homes and contemporary commercial buildings. In general, the southern and western ends of the planning area are characterized by a diverse built environment in terms of architectural style and building scale, while the northeastern section – which encompasses South Park – has retained a more cohesive collection of the community's early housing.

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Views and proximity from Golden Hill's neighborhoods to downtown San Diego are characteristic of the community.

1.2 Planning Framework

SHARED PLANNING PROCESS

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

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

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

The three communities have also been part of one of the longest historical development periods in the region due to their central location and accommodative zoning which has left a breadth of building forms and architectural styles as well as historic resources in need of preservation. This has sometimes resulted in awkward scale transitions and juxtaposition of building styles as the rate of development has oftentimes been modest or uneven. The relatively intense concentrations of retail and employment uses nearby in Downtown and Mission Valley draw certain retail formats and employment away from these communities. As these communities developed prior to current citywide public facilities standards, locating and financing new facilities, such as parks, is difficult due to lack of available land as well as a limited rate of new development. Aging infrastructure often needs to be upgraded and/or replaced.

COMMUNITY VISION AND GOALS

Golden Hill's location, regional access, view opportunities, and historical characteristics are resources that have encouraged the community's development as well as reuse or redevelopment of various sites. A main purpose of this plan is to ensure that future development will reflect the community's past and be sensitive to the older, established character, scale and design as well as preserve the community's natural features. This is accomplished by providing goals, policies and recommendations that will guide development and are consistent with relevant General Plan guiding principles.



Golden Hill, Uptown, and North Park community planning areas share Balboa Park as a resource. The Golden Hill Community Plan Update process included public collaboration between all three communities to address shared concerns and opportunities.





Historic preservation is an important goal. Shown here, one of Golden Hill's homes from the Victorian era.



Commercial districts should also function as community gathering areas.



The building interface with the street (public realm) greatly impacts walkability and the attractiveness of a commercial area.

KEY COMMUNITY GOALS

The Golden Hill Community Plan is informed by the overall goals listed below. Additional goals, policies and recommendations are found within each element (section) of the Community Plan.

- Vibrant, successful and distinct neighborhoods that fit within the context of the community as a whole.
- Traditional neighborhood character preserved throughout the community by building design compatible with the community's architectural character and scale.
- The community's long-standing heritage retained by preserving historically and architecturally significant resources – individually, and within Historic Districts.
- Quality housing opportunities and a clean, safe, healthy environment for all income and social groups.
- Thriving commercial areas that function as focal points and neighborhood centers.
- Walkable neighborhoods and complete streets that accommodate bicyclists and pedestrians safely, and reduce vehicular travel speeds.
- Re-establish transit as an attractive and viable transportation alternative to the automobile.
- Natural features preserved as open space, including view corridors, native habitats, and canyon landforms.
- Public facilities and services provided to meet community needs.

1.3 Legislative Framework

THE SAN DIEGO GENERAL PLAN

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

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

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

GENERAL PLAN GUIDING PRINCIPLES

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



LAND DEVELOPMENT CODE

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

AIRPORT LAND USE COMPATIBILITY PLAN

The Airport Influence Area for San Diego International Airport affects the Golden Hill Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is composed of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

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MULTIPLE SPECIES CONSERVATION PROGRAM

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

ENVIRONMENTAL IMPACT REPORT

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



The community's topography consists of a series of sloping marine terraces shown here as well as larger canyon landforms.

1.4 Planning Process

PLANNING HISTORY

Prior to the 1960s, development in the Golden Hill community was guided by the City's zoning and the policies of the General Plan. Golden Hill was subsequently split between two community planning areas. Planning for the area south of A Street began in 1965, as part of the Southeast San Diego Planning Program. Planning for the area north of A Street began in 1966 as part of the Park North-East Planning Program. As the impetus for downtown redevelopment increased, so did the concerns of the citizens of Golden Hill for a special planning focus because of their proximity to downtown, views, freeway access and nearby recreational amenities. The Golden Hill Precise Plan was adopted by the City Council in 1979. Zoning implementation was subsequently adopted in February 1980.

However, zones did not universally conform to the residential densities or open space recommendations proposed by the Precise Plan. Therefore, an update to the Precise Plan was initiated in 1985. This resulted in approval of the 1988 Golden Hill Community Plan which addressed key issues including preservation of single-family and low-density neighborhoods through appropriate land uses densities; the appropriate scale and character of new development; achieving conformance between zoning and community plan land use designations; elimination of land use conflicts; revitalization of commercial areas; and preservation of open space.

COMMUNITY PLAN UPDATE

The City prepares its community plans with an expected 20-30 year period of relevance. This community plan update was initiated in 2009 and supersedes the previous Golden Hill Community Plan adopted on April 5, 1988 by Resolution No. 270679. The community plan update process evaluated issues identified with the previous community plan. Although visible progress was made since the past update to address the issues identified in that plan, many of the issues were still relevant, particularly as progress was uneven throughout the community. Also, the City's General Plan places more focus on how to design infill development and reinvest in existing communities.

The distribution of planned land uses generally follows that of the 1988 Community Plan with several revisions. These generally fall into two categories: land use changes to reduce density, and land use changes to reflect existing uses (or zones) where necessary, including a refinement of the mapped open space boundary to remove existing developed areas.

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Community input helped develop the community plan, including discussions at the 3-day charrette.

1.5 Plan Scope & Organization

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

This plan should not be considered a static document. Subsequent to plan adoption, two additional steps follow: implementation and review. Implementation is the process of putting plan policies and recommendations into effect. A zoning implementation program was adopted concurrently with the community plan update. Guidelines for implementation are also provided in the plan. Review refers to the process of monitoring the community and recommending changes to the plan as conditions in the community change.



Historic homes and traditional architecture are community character elements. Shown here are homes in South Park and Golden Hill reflecting some of the diverse architectural styles.

The actual work requires a sustained, cooperative effort of private citizens, City officials and other agencies. As the City's officially recognized community planning group, the Golden Hill Community Planning Committee is tasked with providing the continuity and oversight needed for an effective and relevant implementation program.

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



Neighborhood identity is important to the community. Golden Hill and South Park are centrally located neighborhoods rich with San Diego's history.



Land Use

- 2.1 PHYSICAL ENVIRONMENT
- 2.2 LAND USE FRAMEWORK

Introduction

The main purpose of the Land Use Element is to guide the future growth and development of the community through the appropriate distribution of land uses. As an integral part of the City's General Plan Land Use and Community Planning Element, this plan applies a range of land use designations within the context of the Golden Hill community.

Golden Hill is a community with an established land use pattern that is expected to remain, and with some refinements as a result of this plan, continue to evolve incrementally. Golden Hill's established geographic relationship due to its proximity with Balboa Park, Downtown San Diego, and other older neighborhoods with similar long-standing history will continue to

provide surrounding context, and, where feasible, these relationships will be enhanced through land use refinements, mobility

improvements and better urban design practices. Residential neighborhoods are expected to remain largely stable, thus maximizing opportunities to re-use the existing housing stock as vacant and underutilized sites for new development are

limited. Working with the advantages of these neighborhoods will provide an anchor for community betterment. The community's commercial areas have more capacity to accommodate new developments as well as continued re-use and new adaptations of existing buildings. Commercial business improvement is expected to result in a visible manifestation of the community's economic vitality.

1988 GOLDEN HILL COMMUNITY PLAN

The previous community plan provided key land use recommendations that are carried forward with this plan with added refinement or emphasis. These include preservation of single-family and low density neighborhoods, clustering higher residential densities along the Broadway corridor (with the addition of a proposed density reduction), preservation of open space, revitalization of commercial districts, and updating zoning regulations.

LAND USE ELEMENT GOALS

- Opportunities for incremental development and re-use of existing buildings within the existing land use framework.
- A balanced mix of land uses suitable for a diverse population.
- A variety of housing types for all age, income, and social groups.
- Historic character and scale retained within single-family and low density neighborhoods.
- Multi-family development that does not detract from its surrounding neighborhood.
- Active commercial districts with a unique, local ambiance that serve as community activity areas.
- Undeveloped canyons preserved as open space.
- Social equity and environmental justice considerations reflected in decisions involving land use planning, public facilities, transportation and environmental protection.

GENERAL PLAN CROSS-REFERENCE TABLE

The City of San Diego General Plan establishes citywide policies to be cited in conjunction with a community plan. Policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan Conservation Element policies particularly significant to the Golden Hill community are listed by their notation in the cross reference Table 2-1.

2.1 Physical Environment

PHYSICAL CONTEXT

Similar to other developed communities, Golden Hill’s overall physical structure reflects its geography, historic development patterns and social evolution. The community is built upon a series of marine terraces and canyon landforms similar to other communities that border downtown. This pattern provides a series of panoramic views as well as more intimate, revealed views of neighborhoods from locations throughout the community. Flatter areas provide a meaningful contrast offering more of a secluded feel as well as locations conducive to accessible commercial districts. The historic street and subdivision pattern provides subtle variations to the development form that contribute to the distinctiveness of the community. Balboa Park

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

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

provides an important interface with the neighborhoods by providing places for recreation, social interaction and connection with open space.

The negative effects on existing urban neighborhoods from the mid-twentieth century federal and state freeway construction era have factored into the land use and social evolution of the Golden Hill community. The community is bounded by three freeways leaving only access to the north unimpeded. While these effects have been reduced by more recent community investment, the freeways will continue to function as fixed barriers with limited permeability. The freeways are also a primary source of air and noise pollution with the potential to affect public health. These associations are diminished with distance from the pollution source. Portions of the community are also affected by aircraft noise arriving and departing at San Diego International Airport.



Panoramic views are common from public vantage points due to the community’s sloping topography.

EXISTING LAND USE

Golden Hill is an urbanized community consisting of approximately 745 acres (inclusive of streets and freeway right-of-way). Golden Hill is predominantly a residential community with commercial and institutional uses providing a support function, although more recently commercial businesses attract from a broader area. This pattern will continue under this plan. The community has very little vacant land so new development opportunities will involve redevelopment or reuse of existing sites.

PLANNED LAND USE DISTRIBUTION

Figure 2-1, the Golden Hill Planned Land Use Map, and Table 2-2 provides a general guide to land use distribution and diagrammatic illustration of land use policies, including allocation of residential density. The map is also intended to guide development at the project level.

However, designation of a site for a certain use and intensity does not necessarily mean that the site will be built out within the horizon of this plan.



Reconfigured streets can provide neighborhood gathering areas - Grape Street Square is shown here.

LAND USE INTENSITY

Land use intensity is related to the specific type of use as well as the materialization of a particular use (or multiple uses) within a developed or built form. A generalized description of land use categories is provided in Table 2-3, Golden Hill Land Use Designations. Each land use designation also contains quantifiable standards of building intensity. Zone designations are used where specific use and development standards correlate to the applied zoning program.

POPULATION CHARACTERISTICS

Future population can be estimated based upon the number of dwelling units expected to be achieved with the application of planned land uses and development intensity. As of January 2013, there were 7,284 dwelling units in the community with a total population of 15,842, including 410 persons living in group housing. Dwelling units are expected to increase to 8,628 during the horizon of this plan. The community is estimated to have a future population of 22,085.



The design of these traditional apartments provides a more intense land use at a more human scale.

POLICIES

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

2.2 Land Use Framework

RESIDENTIAL

Residential land use forms the basis of most communities including Golden Hill and is inherent in the desire of many people to live uninterrupted by adverse environmental quality considerations such as noise, air pollution and visual character effects that are often more prevalent with other land uses. The age, type and tenure of the community’s housing stock allows for a wide range of income and lifestyle choices. There is a wide variety of housing types largely due to the relatively long pre-World War II building period as well as a sustained period of apartment construction during the latter half of the 20th century reflecting various trends in building densities, unit configurations and provision of amenities. Pre-war housing often features a higher level of craftsmanship and includes single-family homes with a broad range of sizes, and duplexes and apartments at an appropriate scale for their neighborhood or where they can feature prominently on corner lots. Post-war housing is largely multi-family and reflects modernist principles of efficient use of space, minimal ornamentation and greater accommodation of the automobile. Versions that did not involve lot assembly give an illusory sense of single-family scale although this is often overshadowed by the loss of landscaping and sidewalk comfort due to wide driveways and parking previously allowed within front yards.

TABLE 2-2: GOLDEN HILL LAND USES

General Plan Land Use Category	Acres
Commercial, Employment, and Retail	22
Industrial Employment	---
Institutional and Public and Semi-Public Facilities	9
Park, Open Space, and Recreation	53
Residential	371
Roads, Freeways, Transportation Facilities	291
Vacant	---
<i>Total Acreage</i>	<i>745</i>
<i>Total Acreage (excluding roads etc.)</i>	<i>457</i>

In general, the southern and western ends of the Planning Area are characterized by a more diverse built environment, while the northeastern section – which encompasses South Park – has retained a cohesive collection of the community’s early housing. Most of the homes have also retained their traditional architecture and human scale. Preserving the integrity of these neighborhoods from development that is out of scale is therefore highly important.

The concentration within the community of group housing for medical treatment and rehabilitation was addressed in the 1988 Community Plan through recommendations aimed at preventing the duplication and provision of social services within the community. While these facilities may have attributes similar to institutional and/or commercial service uses, they also function primarily as residential uses. Federal law prohibits placing different use, occupancy and development restrictions on group housing from other housing tenures within the same zone. Providers of group housing are encouraged, however, to voluntarily manage the outward appearance and effect of their facilities to be compatible with their surrounding neighborhoods.



TABLE 2-3: GOLDEN HILL LAND USE DESIGNATIONS

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity	
				Residential Density (dwelling units/acre)	Floor Area Ratio (FAR)
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	0-1	Limited ¹
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	None	Limited
Residential	Residential - Low	None	Provides for single-family housing and limited accessory uses.	1 - 9	Varies by Zone
	Residential - Low Medium	None	Provides for both single-family and multi-family housing.	10 - 15	0.75 FAR
	Residential - Medium	None	Provides for both single-family and multi-family housing.	16 - 29	Varies by Zone
	Residential - Medium High	None	Provides for multi-family housing within a medium-high-density range.	30 - 44	1.80 FAR
Commercial Employment, Retail & Services	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed only within a mixed-use setting.	0-29	1.00 FAR/ 1.75 ²
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed only within a mixed-use setting.	0-29	1.00 FAR/ 1.50 ²
				0-44 ³	1.80 ³ FAR
Institutional, Public and Semi-Public Facilities	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, park-and-ride lots and government offices.	None	Varies ⁴

1 Refer to Community Plan LUE Policy 2.17, CE Policies 2.1 & 2.2, General Plan Conservation Element Policy CE-B.1.2.

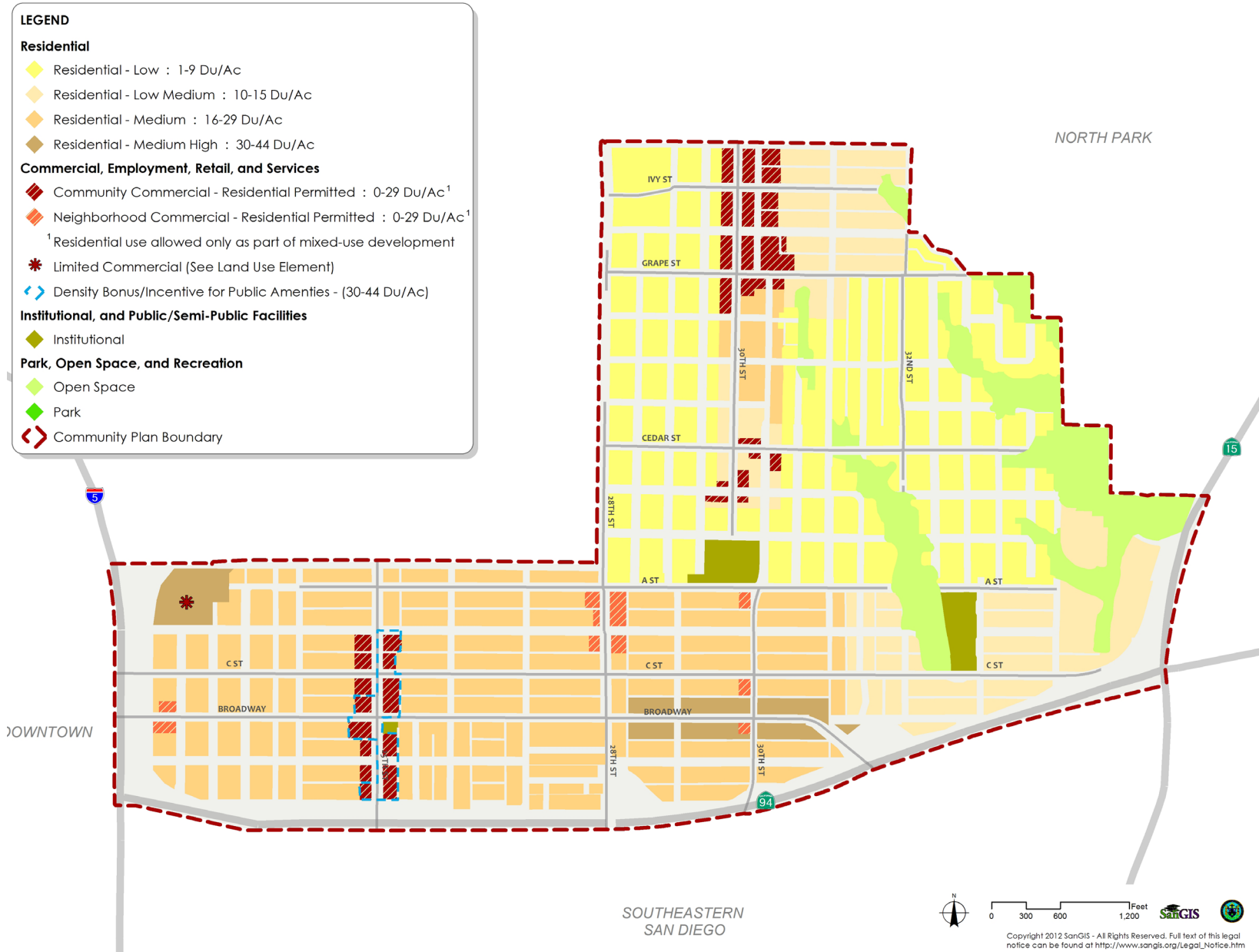
2 Maximum FAR available with residential mixed-use.

3 Maximum density and FAR allowed through incentive zone program.

4 Refer to Land Use Element Policy 2.14 and Municipal Code Use Permit Regulations.



FIGURE 2-1: GOLDEN HILL LAND USE MAP



City Operations Yard (20th & B)

The portion of the City's 'operations yard' within the Golden Hill Community is designated for multi-family development with a neighborhood-serving commercial component, while the portion within Balboa Park is identified by the East Mesa Precise Plan for the development of the Pershing Recreation Complex, a multi-use sports park. The operations yard could be relocated in the future to allow development of the recreation complex making the site within Golden Hill available for development that could potentially help fund this relocation.

An approximately 6.8-acre area within Golden Hill is designated as Residential Medium High density (30-44 du/acre). This will allow development of between 204 to 300 multi-family dwelling units. The existing office building fronting B Street should be re-configured as a mixed-use building with retail/commercial services uses on the ground floor and office or residential uses above. If this is not feasible, ground floor retail/commercial services should be provided as part of any new development. Commercial uses shall not exceed 10,000 square feet and be implemented by the Community Plan Implementation Overlay Zone to apply specific CN zone uses (also refer to Section 11, Implementation). Design requirements for future development, including provision of onsite open space, are contained in the Urban Design Element.



Delevan Drive

Delevan Drive is designated for residential development yet is developed with industrial and commercial properties. The businesses in this area are also desirable economically for their local manufacturing and distribution employment opportunities.

However, the area's isolation due to the freeway creates undesirable commercial traffic along C Street affecting the surrounding residential neighborhood and school. The 1988 Community Plan designated this area for residential use yet this area has not redeveloped residentially. This also may not be the best location for additional housing due to adverse effects from the adjacent freeway. Traffic calming measures and better pedestrian facilities may be the most realistic solution to address traffic concerns if this area does not redevelop residentially.



The commercial area along Delevan Drive could redevelop residentially but in the meantime provides important business and job opportunities in a location adjacent to the freeway.

POLICIES

- LU-2.1** Provide a diverse mix of housing types and forms consistent with allowable densities.
- LU-2.2** Enable rental and ownership opportunities in all types of housing including alternative housing units such as live/work studios and shopkeeper units.
- LU-2.3** Support the continued use of existing small-scale housing units such as duplexes and companion units if visually cohesive within single-family neighborhoods.
- LU-2.4** Preserve existing single-family homes and neighborhoods as a distinct housing choice as well as for their contribution to the historic character of the community.
- LU-2.5** Provide design guidelines and standards to protect the established older neighborhood character and scale within single-family neighborhoods (also refer to Section 11, CPIOZ, Single-family Neighborhood Design Requirements).



The character of single family homes and neighborhoods offers a distinct housing choice and is worthy of preservation.



The community has many wide streets that can be reconfigured to better accommodate bicycle and pedestrian travel such as 30th street shown here.

COMMERCIAL & EMPLOYMENT

Commercial land uses typically serve to support residential and other land uses by providing needed or desired goods and services, or function independently as employment generators. Golden Hill is predominantly a residential community in which the commercial districts provide a support function. Beyond these fundamental characteristics, commercial land uses provide a focused area for community activity and identity. However, some commercial uses can have unwanted spillover effects on adjacent residential neighborhoods, particularly those that sell alcohol if not properly located and managed.

The community's existing commercial development pattern is in large part due to the development of the streetcar in the early twentieth century.

Commercial development is concentrated along former streetcar routes. There are four main commercial districts: 25th Street, 28th & B Street, Beech & 30th Streets, and Fern Street between Grape and Juniper Streets (Figure 2-2).



Smaller scale commercial areas within residential neighborhoods provide goods and services to nearby residents.

There are also single commercial uses interspersed within residential neighborhoods, many of which are also designated and zoned residential. These uses are often within commercial buildings that are not easily converted to residential use, and the associated businesses can be an established part of the surrounding neighborhood. This overall fine-grained pattern typifies development prior to widespread use of the automobile and is advantageous to residents who cannot, or prefer not to drive. Provision of walkable neighborhood-serving retail establishments provides a convenient and more socially equitable alternative to conventional auto-oriented retail formats.

The extent of the commercially designated area within the Beech & 30th commercial district is being reduced to be more in keeping with the proposed historic district for South Park where many of the existing single-family and duplex homes have been identified as either historically significant, or contributing properties within the proposed historic district.



Commercial districts create walkable retail and employment opportunities.

FIGURE 2-2: GOLDEN HILL COMMERCIAL DISTRICTS



The Community Commercial designation is applied to existing non-residential properties while the residential properties are designated Low-Medium Density Residential. Portions of the blocks fronting Broadway between 19th and 20th Streets are proposed for redesignation from Medium Density Residential to Neighborhood Commercial. The Neighborhood Commercial designation reflects the mix of residential and commercial uses within the block. Additional commercial use here can also provide a focal point as this block serves as an important community gateway.

Three blocks along 30th Street between Broadway and 'A' Street were also evaluated for additional commercial use as this portion of 30th Street could benefit from revitalization, serves the highest density land uses, and includes several existing stand-alone commercial businesses within the corridor. However, few underutilized parcels are available for new development and concern with additional traffic congestion



limits a proposal for additional Neighborhood Commercial land use to an existing business at Broadway and 30th Street. However, future individual commercial/residential mixed-use development proposals could be desirable along this segment of 30th street subject to review and approval of a community plan amendment and rezone.



Commercial uses should be supported by attractive pedestrian and bicycle-friendly facilities.

POLICIES

- LU-2.6** Preserve and expand the existing business base with an emphasis on local community ownership of businesses and/or the buildings they operate in.
- LU-2.7** Promote new development that serves the retail, service and employment needs of local community residents.
- LU-2.8** Support the development of shopkeeper units and live/work units that allow residents to also own and operate commercial uses.
- LU-2.9** Encourage the future improvement of commercial districts by improving the appearance of existing storefront facades as well as adjacent streetscapes.
- LU-2.10** Ensure sidewalk maintenance as well as needed mobility and nighttime safety improvements occurs within commercial districts and along associated neighborhood access routes.
- LU-2.11** Bicycle access to commercial districts should be improved by providing visible, convenient and secure bicycle parking facilities.
- LU-2.12** Attenuate noise from non-residential uses to minimize spillover effects on adjacent residences.
- LU-2.13** Promote the installation of commercial signs that are pedestrian-oriented in size and shape. Lettering and symbols should be simple and bold.

INSTITUTIONAL

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Typically, the larger or more significant public uses such as schools and fire stations are identified on the land use map. However, the policies in this element apply to institutional uses as a category, including religious facilities, charter schools and social service providers. Suitable development intensity should be evaluated within the context of the surrounding neighborhood and consider all relevant factors including traffic impacts, parking demand, and neighborhood character impacts.

POLICIES

LU-2.14 Evaluate proposed institutional uses for appropriate development intensity and effects on visual quality and neighborhood character. Additional factors, such as those related to mobility, noise and parking demand should also be evaluated as needed.



Open space is a valuable resource that needs protection from development encroachments.

PARKS AND OPEN SPACE

Parks and open space fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources, protection of views and visual relief from urbanization. Future population-based park opportunities are discussed in the Recreation Element. Designated open space within the Golden Hill community consists of natural areas concentrated in undeveloped canyons within the eastern portion of the community. Open space is to be generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources. The planned land use map identifies the open space system recommended for conservation. The description of the purpose and attributes for preservation of open space is shown in Table 2-3.

Protection of resources within lands designated as Open Space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands Regulations. Parcels within Open Space are to be zoned either RS-1-1 or OR-1-1. These zones require larger lot sizes than the conventional-lot subdivisions in surrounding areas. The City also pursues acquisition of private parcels or acquisition of easements as a means of conserving open space resources and protecting property from development.

The policies and recommendations listed below pertain to open space as a land use. Policies for the protection and conservation of environmentally sensitive resources within open space lands are also contained within the Conservation Element; policies related to views and hillside development are contained in the Urban Design Element; and population-based parks are more specifically discussed in the Recreation Element.



POLICIES

- LU-2.15** Preserve undeveloped canyons and hillsides as important features of visual open space, community definition and environmental quality.
- LU-2.16** Protect designated open space from development by securing public ownership where desirable. Obtain necessary property rights through public acquisition of parcels or easements for the protection of environmentally sensitive lands.
- LU-2.17** Where development in open space is permitted, restrict development to allow only limited, low intensity uses located and designed in a manner that respects the natural environment and conserves environmentally sensitive lands and resources.
- LU-2.18** Utilize publicly-controlled open space for passive recreation where desirable and where feasible.



NEIGHBORHOOD CENTERS / VILLAGES

Neighborhood Centers are mixed-use activity areas that are pedestrian-friendly, centers of community life and linked to the public transit system. The community's existing commercial districts provide the needed mixed-use environment within the primarily residential community as well as the proximity to transit lines.

Of these, the areas including and surrounding the 25th Street commercial district in Golden Hill and the 30th Street transit corridor are prominent enough to be identified as neighborhood centers and fulfill the objectives of the City of Villages Strategy (also refer to Figure 2-3, Neighborhood Centers/Villages).

The implementation of the City of Villages strategy is dependent on the close coordination of land use and transportation planning. Additional transit and other mobility infrastructure investments are needed in the community.

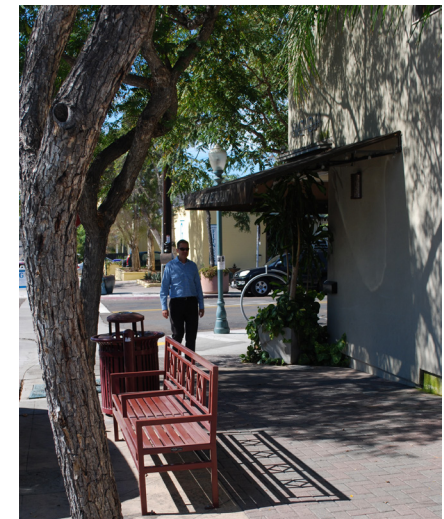
Golden Hill, along with several of San Diego's older, developed urban communities is expected to see an improved level of walkability, bicycling, and transit use through the implementation of future transportation-related projects and infrastructure improvements that are focused within the Neighborhood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



Outdoor seating activates building frontages and provides for social interaction.

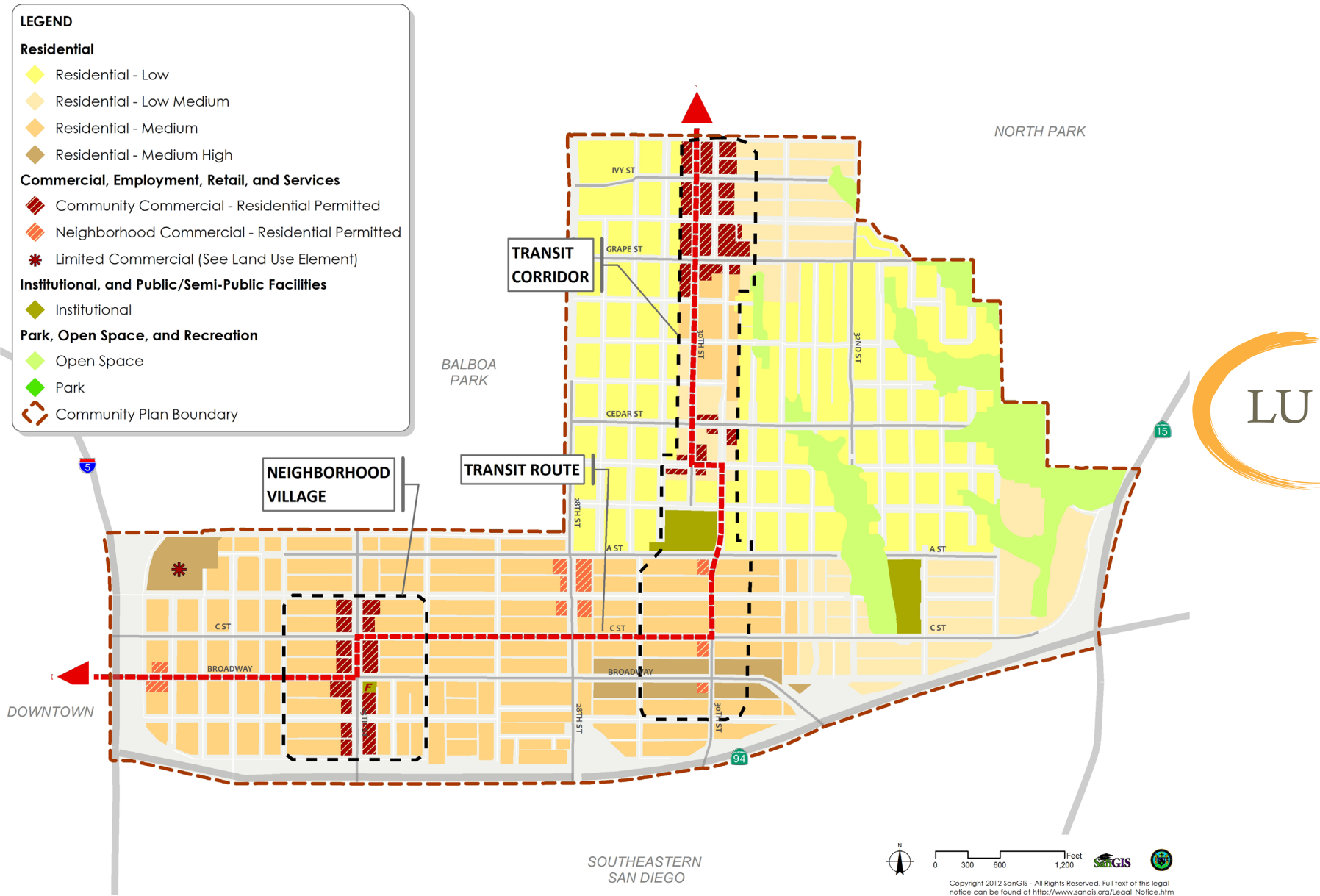


Bicycle racks and facilities should be integrated into the retail environment.



Street furnishings provide a buffer between vehicles and pedestrian

FIGURE 2-3: NEIGHBORHOOD CENTERS/VILLAGES



Typical of commercial corridor development within the region, the areas identified as neighborhood centers lack true public space components in the size and design configurations recommended by the General Plan. Ensuring viable public space is also a particular challenge in a developed community. However, previous community revitalization efforts have provided several successful small-scale public spaces designed as expanded and enhanced sidewalks.

This plan envisions additional public space could occur within neighborhood centers as a result of future public projects that reconfigure public right-of-way to provide pocket parks or plazas as well as private developments that opt to use the incentive zone program applied within a portion of the 25th Street corridor.

25th Street Neighborhood Village

LU

A neighborhood village is identified with the 25th Street commercial corridor as its center. Multiple factors support this location for a neighborhood village. This portion of Golden Hill is pedestrian-friendly and served by transit. The residential blocks surrounding 25th Street are already developed with transit supportive densities. A street reconfiguration project is already underway



Small scale commercial areas encourage walking, biking, and create opportunities for social interaction. Incorporating plazas, parklets, and pocket parks are an important part of the public realm.

within portions of 25th Street. The commercial zone also allows for mixed-use development.

Within the commercial core, the incentive zone program developed with this community plan provides an incentive for redevelopment of underutilized properties, such as existing auto-oriented commercial sites, with more attractive pedestrian-friendly mixed-use developments. Public space could be provided as pocket parks and plazas, particularly at corner locations.

30th Street Transit Corridor

The transit corridors between the neighborhood commercial nodes also tend to be in areas identified by the General Plan as having a relatively high village propensity particularly due to their location along major transit lines. While not physically commercial nodes or neighborhood centers, these linear corridors provide similar commercial services and transit access for their adjacent residential neighborhoods. Improving walkability and providing public space within these areas would strengthen their village characteristics.

The 30th Street transit corridor is identified as an area with village characteristics served by an existing transit line with additional planned service. The corridor contains a range of existing land uses and development forms, including commercial districts within South Park and single and multi-family development of various densities. The portion of the corridor south of B Street contains some of the community's highest residential densities as well as a few scattered stand-alone commercial uses yet is lacking a commercial district and true mixed-use focus. Additional mixed-use commercial development as well as public space could be desirable here to strengthen village characteristics and provide a neighborhood center.

POLICIES

- LU-2.19** Provide public spaces within each neighborhood center to implement the General Plan Urban Design Element recommendations for mixed-use villages.
- LU-2.20** Provide needed infrastructure and mobility improvements to increase transportation options within identified neighborhood centers and along transit corridors.
- LU-2.21** Promote walkability within neighborhood centers and between adjacent neighborhoods by addressing sidewalk and other infrastructure maintenance deficits.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

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

INCENTIVE ZONE PROGRAM

Policy LU-F.3 of the General Plan encourages the creation and application of incentive zoning measures to achieve the desired mix of land use and public benefits. An incentive zoning program is being implemented through the CPIOZ as a voluntary program for private development to provide public infrastructure and amenities such as parks, plazas, parking, right-of-way improvements etc. in exchange for increased residential density. These community benefits would exceed any related requirements for new development. With the community's proposed neighborhood centers largely built out, opportunities for creating public amenities have been limited. Implementation of an incentive zoning program could provide needed public amenities with new infill development and further the General Plan's City of Villages Strategy which also calls for the inclusion of public space within mixed-use village areas.


 LU


The blend of architecturally significant single family homes creates a street presence that provides pedestrian interest.



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Mobility

- 3.1 ACTIVE TRANSPORTATION
- 3.2 TRANSIT
- 3.3 STREETS & FREEWAY SYSTEM
- 3.4 PARKING MANAGEMENT

Introduction

This community plan intends for a high-quality, reliable, multi-modal transportation network that strengthens the land use vision, promotes travel choice, and fosters a clean and sustainable environment. All forms of transportation have an important role in the community. However, the policies of this element intend to broaden travel choices so that a good proportion of trips can be made without a car. Walking, cycling, and transit should be convenient, pleasant, safe and desirable modes of travel and not be less desirable choices. The ultimate vision is for a robust multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

ME Key to achieving a multi-modal balance is creating and maintaining a comprehensive integrated transportation network that serves all categories of users and makes more efficient use of roadway space. A guiding strategy for mobility planning in the Golden Hill community is to provide a balanced multi-modal network (accommodating all modes and users) that would limit transportation improvements to modifications within the existing rights-of-way, avoid extensive road widening in a built-out community, and promote walking, bicycling, and use of public transit. This strategy will be used to create a transportation network that will result in a more efficient use of the roadway and provide connections to key destinations such as schools, parks, shopping, and nearby employment. Emphasizing a balanced, multi-modal approach to mobility planning in the community will enable safe, comfortable, and attractive access to all users of the roadway including pedestrians, bicyclists, persons with disabilities, and users and operators of public transportation.

MOBILITY ELEMENT GOALS

- A complete and balanced multi-modal transportation network that provides safe, convenient and attractive travel choices.
- A well-integrated system of transit, auto, bicycle, and pedestrian facilities (including trails) that connects neighborhoods, commercial districts and destinations such as Balboa Park.
- Walkable neighborhoods that utilize pedestrian connections and improved sidewalks to create a safe, comfortable pedestrian environment.
- A wayfinding program to support efficiency and enhance use of all transportation modes.
- A complete bicycle network that connects community destinations safely and efficiently and provides links to Balboa Park, surrounding communities and the regional bicycle network.
- High-quality public transit service as a primary travel mode for community residents, visitors and employees.
- Adequate capacity and improved regional access for vehicular traffic.
- Interagency coordination to provide additional comprehensive mobility strategies and opportunities, funding resources, and inter jurisdictional cooperation.
- Efficient use of parking resources through parking management strategies in commercial areas and transit corridors to reduce costs associated with providing parking and reduce parking impacts while supporting local businesses.

The Golden Hill community's mobility network is comprised of diverse elements, including pedestrian and bicycle infrastructure, public transit and roadway and freeway systems. The community has characteristics that contribute to an inviting community for pedestrians, but is challenged by the steep terrain within portions of the community. A majority of the retail use is oriented on the street front, and parking in commercial districts is often limited, which increases pedestrian activity in these areas. The location of the Greater Golden Hill community offers challenges for bicyclist due to the physical constraints of hills and canyons. The community is served primarily by bus Route 2, which operates at frequent intervals. With the exception of the eastern portion of the community, most areas are within reasonable walk distance to transit service. The pattern of streets and freeways has not changed appreciably in the twenty years since the previous community plan update and traffic patterns have been well established.

3.1 Active Transportation

Active transportation refers to walking and bicycling rather than vehicular transportation. Creating communities that foster active transportation will assist in creating a more sustainable community by reducing traffic congestion, enhancing public health and creating safer roadways. Walking and bicycling are viable transportation options within the Golden Hill community that have the potential to increase public health and contribute to the reduction of greenhouse gas emissions. Improving the ability for residents to utilize these modes of transportation as an alternative to automobiles is key to achieving overall goals of this community plan.

WALKABILITY

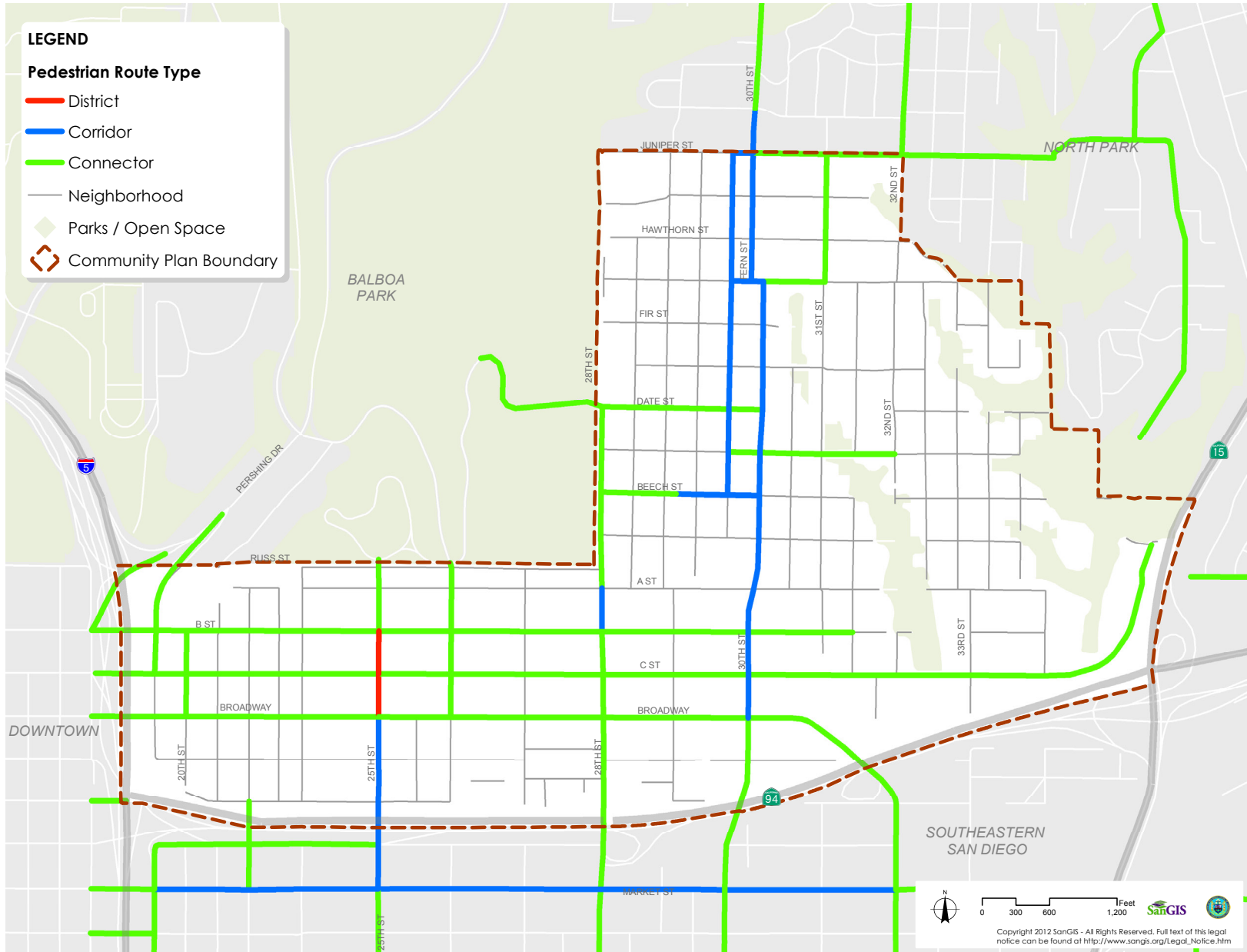
Pedestrian movement is improved when portions of the public right-of-way are effectively allocated and prioritized to maximize pedestrian activities through policies such as pedestrian-friendly paths and sidewalks. Walking is a basic human activity that cannot be overlooked in the quest to build sophisticated transportation systems.

The community's grid pattern of streets is a mobility asset by providing multiple access points to destinations throughout the community. This pattern provides better connectivity and disperses traffic to create comparatively more walkable commercial and residential neighborhoods. The community is also served by relatively convenient transit access. These characteristics are conducive to walkability and also provide mobility options for those who cannot drive, do not own a motor vehicle, or prefer to reduce their dependence on the automobile. However, portions of the community are less walkable due to sloping topography or separation by canyons.

Sidewalk mobility for pedestrians with and without mobility devices such as wheelchairs and motorized scooters is of primary importance to the creation of a walkable community. It is therefore important to provide adequate travel width for mobility devices. In areas of high pedestrian activity, a desirable objective is sidewalk widths sufficient for two people to pass a third person comfortably, although availability of adequate right-of-way poses a constraint in many areas.

Pedestrian focus areas in the Golden Hill community are provided in Figure 3-1. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox, as well as the following community-based policies should be consulted for guidance.

FIGURE 3-1: PEDESTRIAN ROUTES



POLICIES

- ME-1.1 Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include, but are not limited to, bulb-outs/curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, pedestrian scramble phases and pedestrian recall phases to provide safety and operational improvements for all transportation modes.
- ME-1.2 Consider mid-block crossings, where appropriate, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.
- ME-1.3 Consider raised median islands/pedestrian crossing islands, where appropriate, to reduce traffic conflicts, provide pedestrians a crossing refuge, and reduce the scale of the street.
- ME-1.4 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.
- ME-1.5 Provide shade-producing street trees and street furnishings with an emphasis along routes to schools and transit.
- ME-1.6 Install missing sidewalk and curb ramps and remove accessibility barriers.

BICYCLING

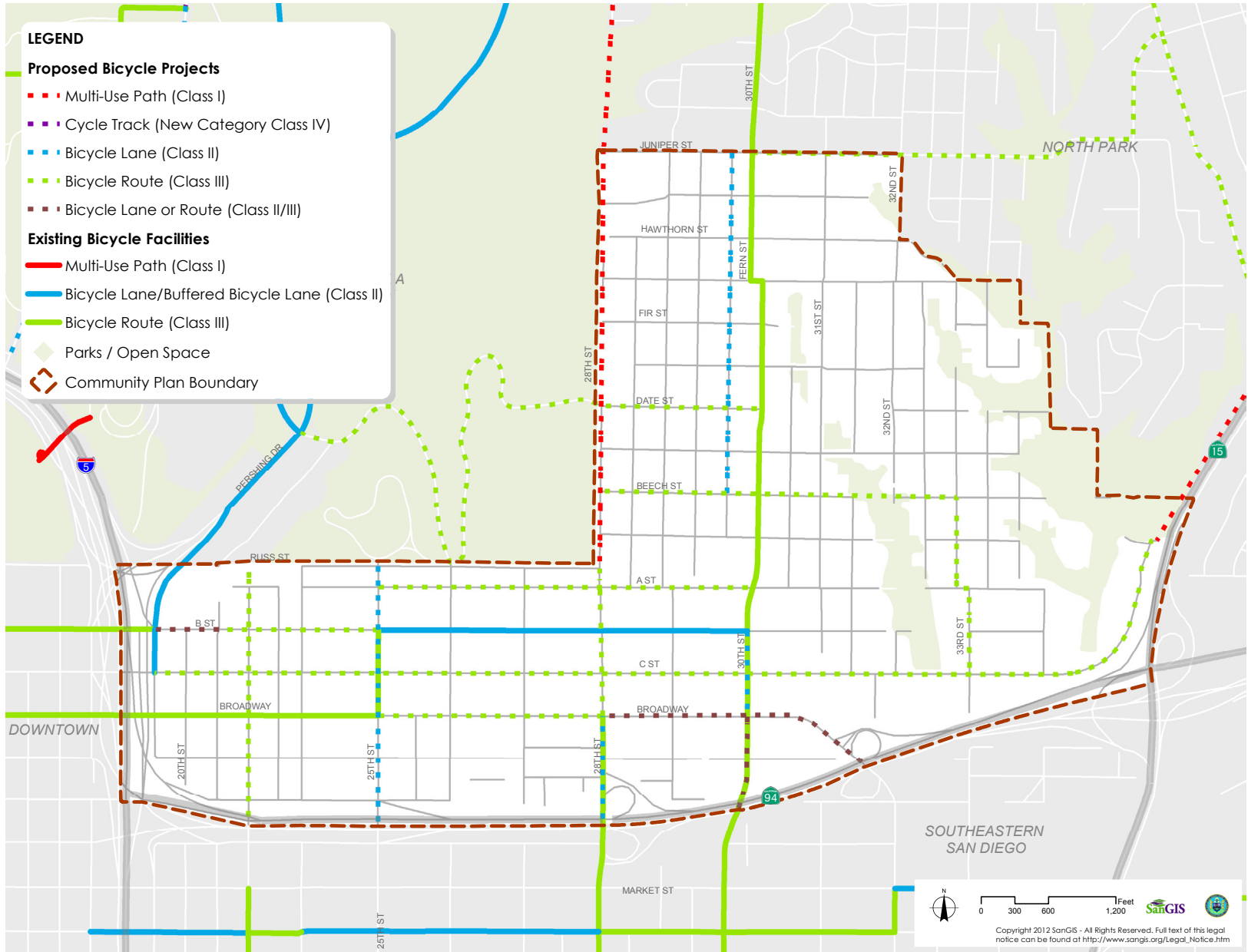
Bicycling as a form of transportation or recreation, makes up an important part of the circulation system. Bikeways are generally divided into three categories based on the degree of improvement and access control. These include bicycle paths, bicycle lanes and bicycle routes. Separate bicycle facilities are known to be safer and to promote increased cycling rates among the general population.

The City of San Diego's Bicycle Master Plan establishes a citywide system of bikeways. The goals of the General Plan and Bicycle Master Plan include creating a safe and comprehensive local and regional bikeway network and creating a city where bicycling is a viable travel choice, particularly for trips of less than five miles. For the Golden Hill community, development of a well-connected, dense bicycle network including high quality, protected facilities where feasible, will facilitate cycling and help meet community travel needs. The planned bicycle facilities for the community are shown in Figure 3-2. There are very few bicycle facilities currently provided in Golden Hill. Most bicycle activity in this area is for recreational trips and light errands, with few work trips. Downtown San Diego is outside of a comfortable walk to work trip for most residents, but well within biking distances, presuming safe routes are provided.



Convenient bicycle parking improves access to business districts. The bicycle racks shown here make efficient use of valuable sidewalk space.

FIGURE 3-2: PLANNED BICYCLE FACILITIES



POLICIES

- ME-1.7** Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2. High priority bicycle facilities are along B Street, C Street, 30th Street, and Broadway.
- ME-1.8** Provide adequate bicycle parking facilities within commercial districts, and other activity centers. Priority locations are:
- Juniper Street/30th Street
 - Grape Street/Fern Street
 - Beech Street/30th Street
 - 25th Street/B Street
 - 25th Street/South of Broadway Street
- ME-1.9** Support new multi-use paths that connect Golden Hill to Balboa Park and the North Park community along 26th Street, Golf Course Drive, 28th Street, Russ Boulevard, and between Boundary Street and C Street.
- ME-1.10** Implement wayfinding signage to complement the bikeway system.
- ME-1.11** Increase safety, comfort, and accessibility for everyday bicyclists with improvements such as convenient parking for bicycles, buffered bike lanes and cycle tracks that provide a physical separation between cars and automobiles where feasible.



For longer blocks, or areas of steeper terrain, mid-block pedestrian connections need to be preserved or, where feasible, established.



As shown here, street furniture should be placed outside of the sidewalk's pedestrian zone so that walking is unhindered.

3.2 Transit

Public transit should be an attractive and convenient choice. Transit improves community livability by increasing access to civic, commercial and employment destinations, particularly those outside the community. Transit should ultimately act as a more viable choice of travel, reducing dependence on the automobile. Expanding transit services is an essential component to the Golden Hill Community Plan. Transit and land use should be closely linked, and transit stations should be integrated into walkable, transit-oriented corridors and neighborhood centers.

The San Diego Association of Governments (SANDAG) draft 2050 Regional Transportation Plan (RTP) identifies Rapid Transit and Streetcar service within Golden Hill. While the areas served by transit will not change with these new routes, the type of service, frequency of service and destination areas will all be improved. The following are planned transit service enhancements for Golden Hill contingent upon future funding:

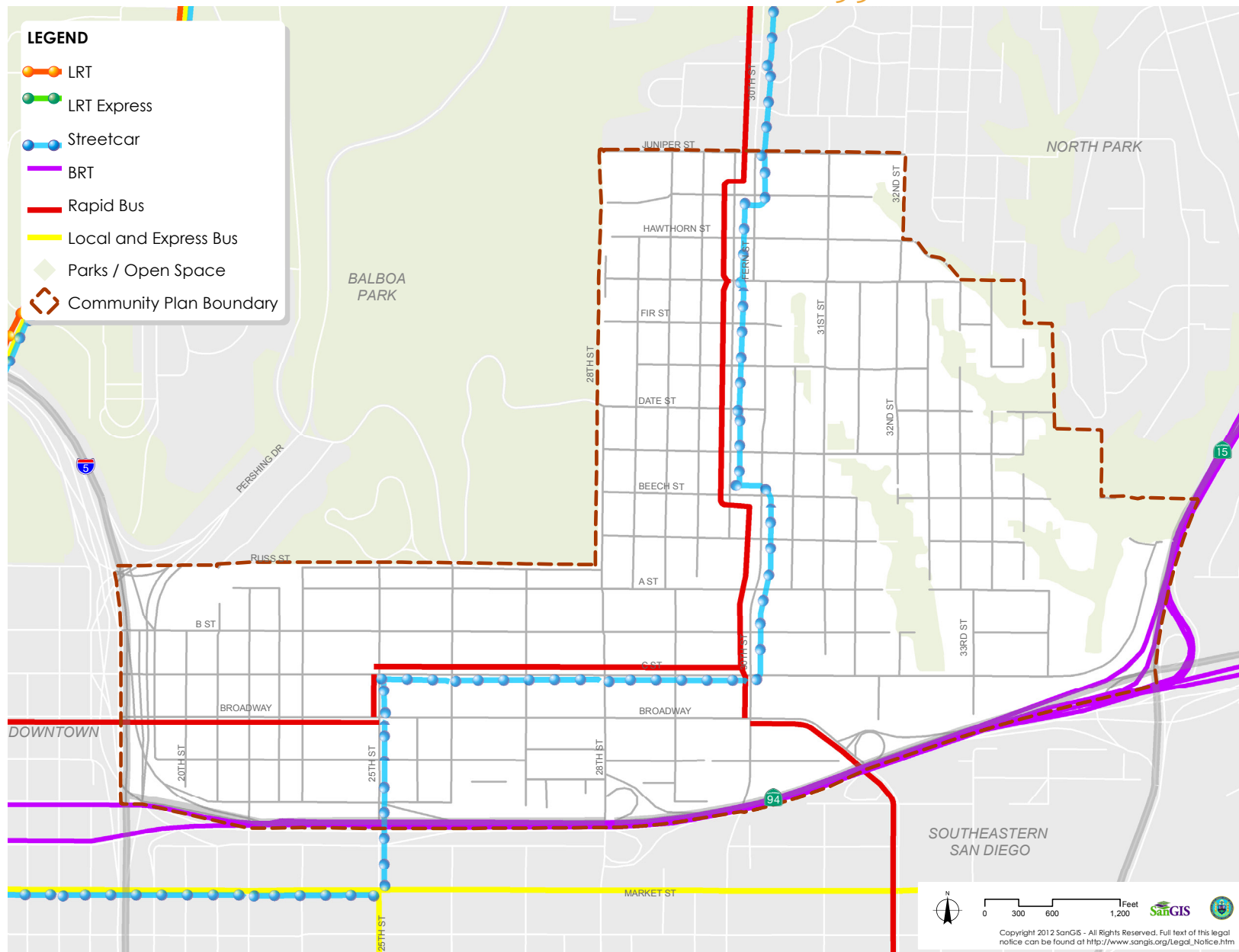
- Route 2 will convert to be a Rapid bus route along its current route. Route 2 currently provides local bus service from Downtown San Diego to North Park. Route 2 travels along Broadway, C Street, and 30th Street in the Golden Hill community. The expected year for completion is 2030.
- A new bus route will provide service from North Park to 32nd Street Trolley station in Barrio Logan. The expected year for completion is 2035.
- A streetcar route, currently designated as route 555, will provide streetcar service from 30th Street to Downtown San Diego. The planned route will provide service from 30th Street to Downtown San Diego. The expected year for completion is 2035.

Figure 3-3 illustrates the transit network with the buildout of the 2050 RTP. General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.

POLICIES

- ME-2.1** Support and promote MTS/SANDAG efforts for improving public transit by operating later in the evening and increasing frequency of service.
- ME-2.2** Coordinate with SANDAG to promote infrastructure that enhances accessibility and improves the transit user's experience commensurate with SANDAG's transit stop typologies.
- ME-2.3** Work with MTS to place benches, shade structures and timetables at bus stops, where sidewalk depth is sufficient.
- ME-2.4** Coordinate with MTS and SANDAG to install electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- ME-2.5** Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- ME-2.6** Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.
- ME-2.7** Coordinate the implementation of balanced multi-modal concepts, as appropriate, with ongoing transportation and congestion relief programs such as: TDM Program, Street Smarts Traffic Safety program, Residential Traffic Calming Program, Safe Routes to School Program, and TRAFFIX Program.
- ME-2.8** Coordinate with MTS on bicycle and pedestrian infrastructure improvements to avoid adverse impacts to existing and planned bus services to the area.

FIGURE 3-3: PLANNED TRANSIT SERVICE



3.3 Streets & Freeway System

The grid patterned streets of Golden Hill play a major role in the urban form of the community. The grid street pattern allows both east-west and north-south traffic movements, except in the eastern portion of the community due to canyon topography. There, two north-south canyons result in dead-end streets and a significant amount of out-of direction travel. Golden Hill is also bounded on three sides by freeways: Interstate 5 on the west, State Route 15 (SR-15) on the east and State Route 94 (SR-94) on the south. Figure 3-4 illustrates the existing roadway classifications.

With most public right-of-way fully constructed with streets and sidewalks and adjacent developments built out, the goal for street system planning with this community plan is to avoid widening roadways due to potential effects on community character. In order to accommodate the need for improved mobility, a balanced multi-modal approach (accommodating all modes and users) that focuses on repurposing existing roadways to incorporate other modes of travel is preferable. By creating an efficient and attractive multi-modal network, bicycling, walking and public transit become more viable modes of transportation. Figure 3-5 illustrates the future street classifications.

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

POLICIES

- ME-3.1** Provide a complete streets network throughout the community, safely accommodating all modes and users of the right-of-way.
- ME-3.2** Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

- ME-3.3** Implement focused intersection improvements to improve safety and operations for all modes.
- ME-3.4** Provide street trees, street lighting, and implement a wayfinding program.
- ME-3.5** Incorporate balanced multi-modal concepts into planning, design, retrofit and maintenance of streets.
- ME-3.6** Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use neighborhoods.
- ME-3.7** Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along SR-94 and SR-15 to improve accessibility to regional facilities and enhance active transportation modes along freeway interchanges.

ME



Reconfiguring wider streets, such as 30th Street shown here, to provide bicycle lanes will improve bicycle safety and comfort.

FIGURE 3-4: EXISTING ROADWAY CLASSIFICATIONS

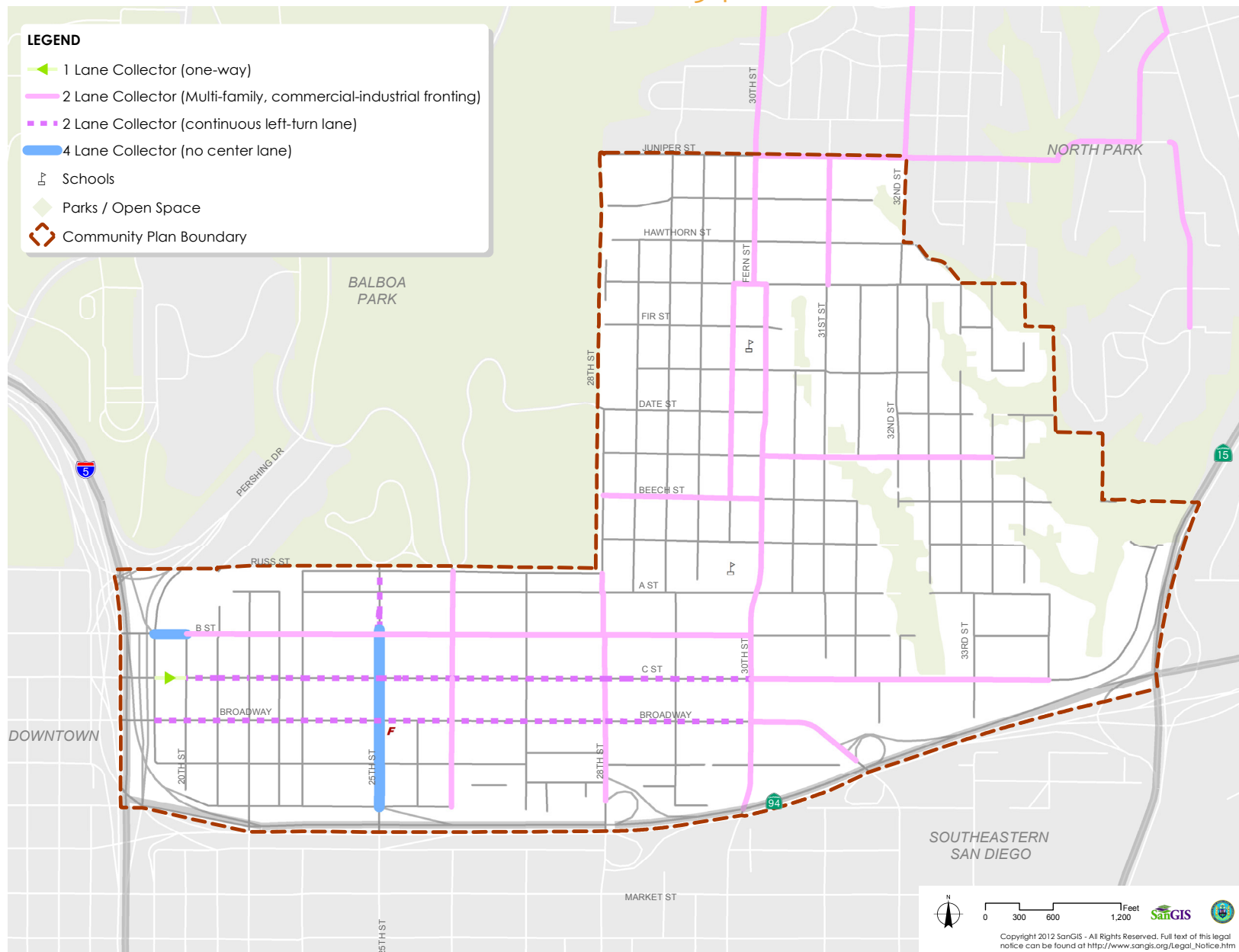
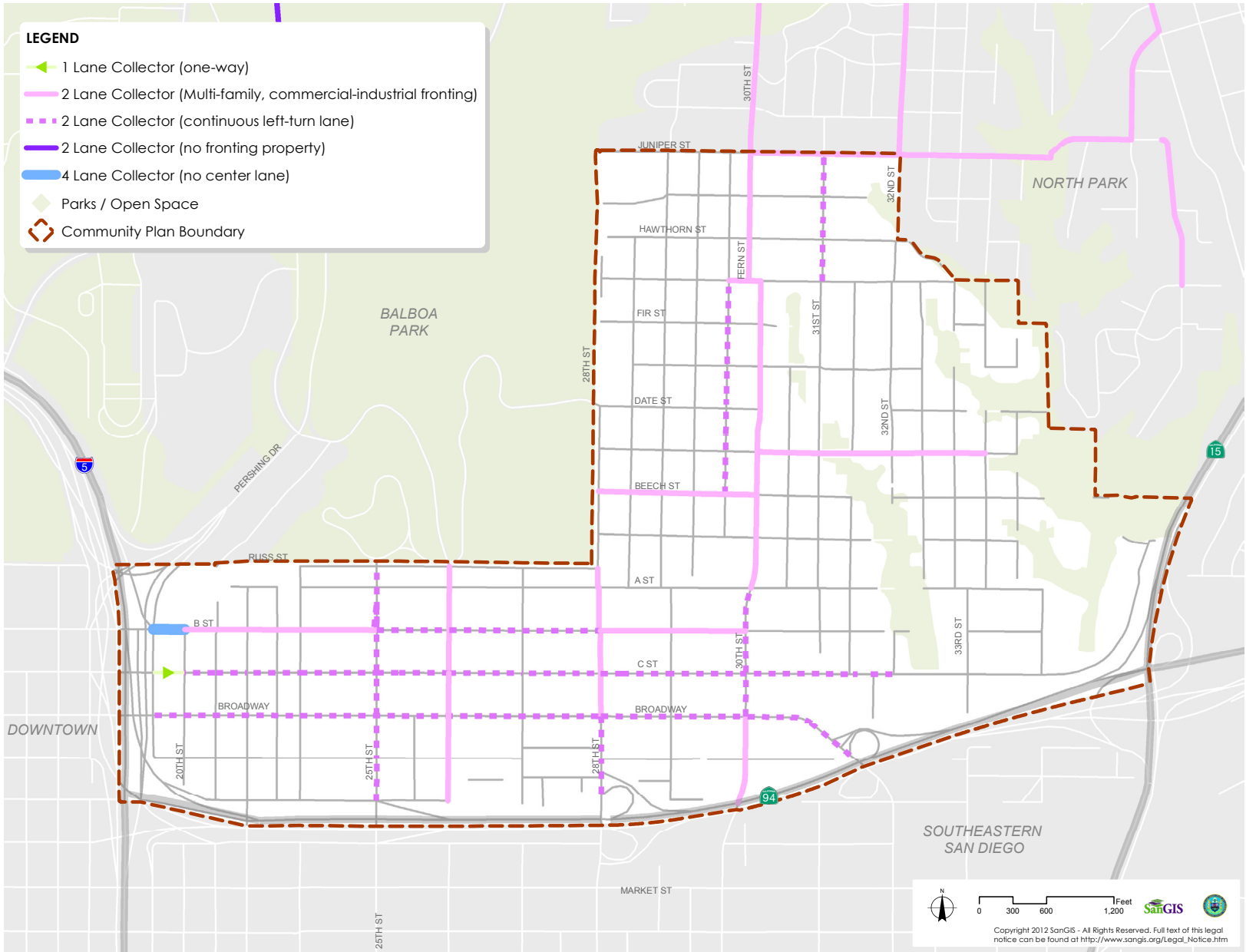


FIGURE 3-5: FUTURE ROADWAY CLASSIFICATIONS



3.4 Parking Management

On-street parking has the ability to calm traffic, protect pedestrians, and, the relative availability of convenient parking can allow public transit to be a more attractive transportation option. On-street parking supply should be maintained in commercial areas to serve short-term patrons of area businesses. Adequate parking is the key to a vibrant community, and on-street parking should be managed to adequately serve both commercial and residential uses.

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

POLICIES

- ME-4.1 Locate off-street parking in the rear of the buildings and encourage access from rear alleys when available.
- ME-4.2 Consider parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.
- ME-4.3 Add diagonal parking on side-streets adjacent to commercial districts and within multi-family neighborhoods to increase parking supply where feasible.
- ME-4.4 Support implementation of innovative parking measures such as 'unbundled' residential parking.
- ME-4.5 Break-up large surface parking areas with landscaped islands and apply landscaped borders to screen parking from view. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned paving as a means to enhance surface areas.

- ME-4.6 Screen on-site parking by locating it in areas not highly visible from the street corridor.
- ME-4.7 As alternatives to surface parking lots, new development should provide parking designs that conceal parking such as parking below-grade, or, above-grade parking screened by building components. Access to parking access should be by alleys or side streets where available.
- ME-4.8 Provide on-street parking on all streets to support adjacent uses and to provide separation from vehicular lanes that also enhances pedestrian safety and comfort.
- ME-4.9 Limit driveway curb cuts to the extent possible to maximize the curb length available for on-street parking. Driveway access should be provided through alleys or shared driveways.
- ME-4.10 Explore opportunities to incorporate reverse angle (i.e. back in) diagonal parking to improve safety for bicyclists, calm traffic and reduce conflicts with on-coming traffic. This is particularly appropriate in locations with generous street widths (50' or greater) where a narrower travel lane can accompany this configuration.



Substituting bicycle parking for auto parking preserves valuable sidewalk space for pedestrian travel.

ME-4.11 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer shall be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.

ME-4.12 Use metered parking in commercial areas to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking. Restrict time limits of 30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.

ME-4.13 Design parking space widths depending on the land use context and thoroughfare type, and the anticipated frequency of parking turnover. The preferred width of a parallel on-street parking lane is 7 feet.

ME-4.14 Incorporate plantings into on-street parking areas to contribute to the visual character, provide additional space for street trees and to reduce the apparent width of the street and vehicular travel speeds, including:

- A. "Tree islands" to be included within the parking lane at regular intervals along the block to reduce uninterrupted lengths of on-street parking.
- B. Landscaped curb extensions at each end of a block.

ME-4.15 Provide on-street motorcycle parking in prominent, well-lit locations. Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street parking lane.

ME-4.16 Consider installation of on-street bicycle corrals in retail areas where pedestrian activity is heavy and sidewalk space limited. Bicycle corrals should be delimited with bollards to protect bicycles and cyclists.

ME-4.17 Maintain on-street, short-term parking in retail commercial areas.

ME



Aging pedestrian infrastructure and poorly placed parking within portions of the community detract from pedestrian access and comfort.



Streetscape renovations that include pedestrian improvements such as the 25th Street Renaissance Project can rehabilitate aging infrastructure and improve the pedestrian experience.



Urban Design

- 4.1 EXISTING URBAN FORM AND CONTEXT
- 4.2 URBAN DESIGN FRAMEWORK
- 4.3 DEVELOPMENT FORM

Introduction

Urban design is not a physical entity in and of itself which can be isolated and discussed separately from the other elements of this plan. Urban design is a process that considers many of the factors and issues examined elsewhere in this plan, yet is also concerned with more detailed features such as architecture or site design. Special attention to urban design is an integral part of the community planning process and continuing successful development of the Golden Hill community.

Perched within hilly topography and next to Downtown and Balboa Park, Golden Hill occupies a premier geographic location in the city, with breathtaking city, bay and mountain views and is one of the oldest communities in the city. Two qualities which make the community unique are the variety of older, traditional architectural styles, and the sensitivity of the earlier site planning to the rolling terrain and canyon landforms.



Many of the community's neighborhoods still have a pedestrian scale with mature trees and quiet streets. Growth has followed a traditional neighborhood development pattern, characterized by compact blocks, small lots and fine-grained, pedestrian-scaled buildings. Many significant residential architectural styles exist in the area and are well worth preserving.

The community has great potential to build on the renaissance of its commercial streets, with the restoration, enhancement or new development of mixed-use buildings and traditional storefronts that contribute to a "Main Street" character that supports walking, bicycling, and greater transit use. Investments in public streets, plazas, parks and open spaces will provide community identity, gathering spaces, and connections between neighborhoods, commercial districts and Balboa Park.

Over time, 25th Street becomes a "Bay-to-Park" link, a lid over SR-94 provides a much needed park space and mends a past divide with the community of Sherman Heights by becoming a central gathering space for both communities. Russ Boulevard is enhanced to offer a better face to Balboa Park and bicycle facilities, pedestrian bridges, trails, stairs and paths facilitate greater connectivity across the canyons and within the community.

While new development in Golden Hill is not expected to duplicate the older established scale and architectural styles of the community, it is expected to be compatible with the traditional development pattern of Golden Hill that is typically characterized by a 50-foot wide lot pattern coupled with low-scale and distinctive quality architecture. It is the composition of the natural environmental features, the grid street pattern and the distinctive architectural character that defines the urban form and provides the design framework for the Golden Hill Community Plan.



URBAN DESIGN ELEMENT GOALS

- High quality urban design that provides superior living and working environments and contributes positively to the public realm.
- A community that supports creativity as expressed in its built environment, architecture, public art, street furniture and physical form.
- Improved urban design and access (where appropriate) at neighborhood interfaces with natural open space and Balboa Park.
- A thoughtful and ingenious adaptation and respect for the hilly topography, canyon landscape, and resulting views that give Golden Hill its name and unique character.
- New development that contributes to and is compatible with the existing fine-grained development patterns and architecture that give the community its traditional charm.
- An enhanced and lively streetscape that not only supports pedestrians, bicycles and transit, but also functions as the “outdoor living room” of the community and the arena of public life and civic engagement.
- Improved visual aesthetics and community identity through the ongoing repair, upgrade and maintenance of public facilities and infrastructure.

GENERAL PLAN CROSS REFERENCE

The City of San Diego General Plan establishes citywide policies to be cited in conjunction with a community plan. Policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan urban design policies particularly significant to the Golden Hill community are listed by their notation in cross reference Table 4-1 below.

TABLE 4-1: GENERAL PLAN - RELATED URBAN DESIGN TOPICS AND POLICIES

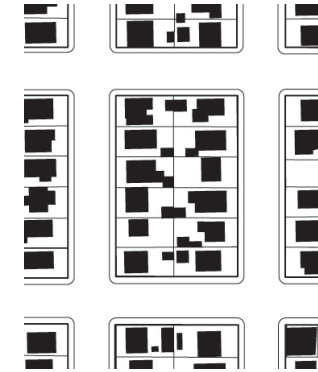
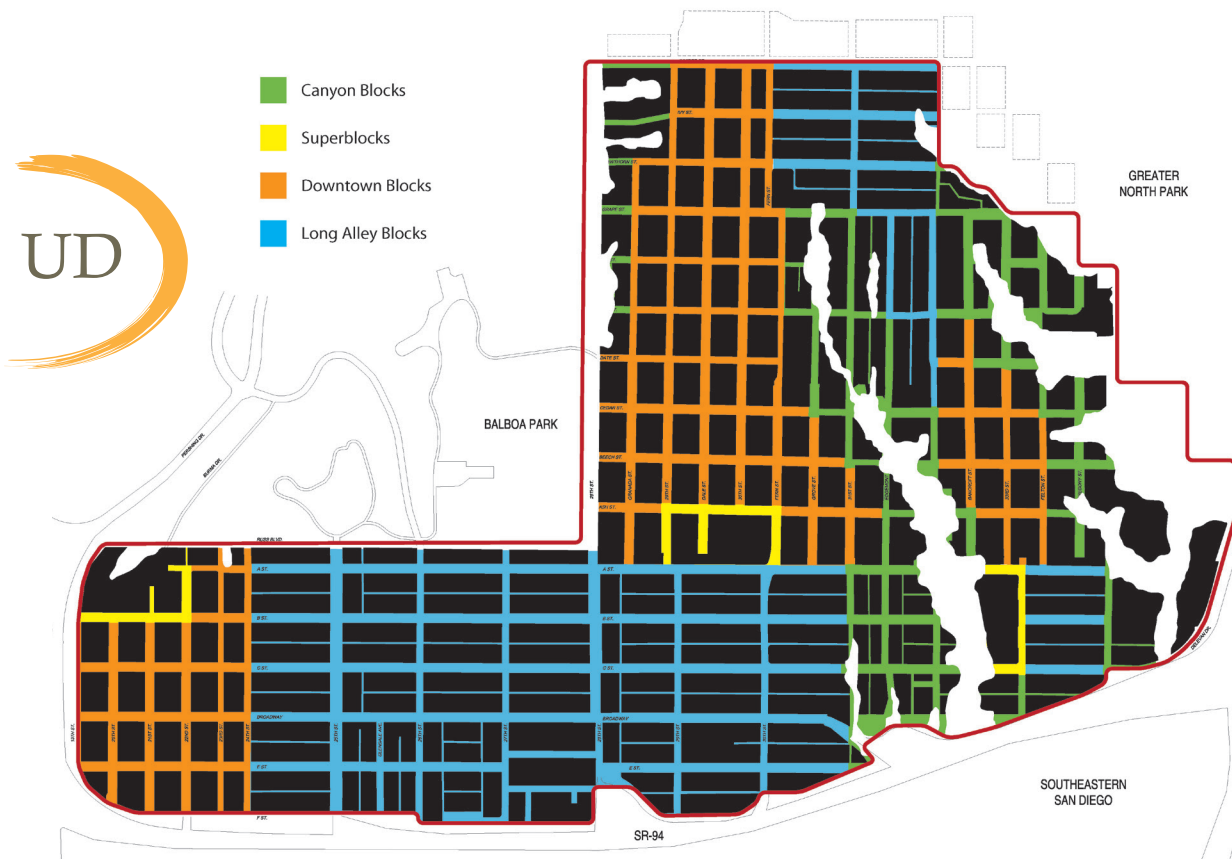
Community Plan Topic	General Plan Policy
Development Adjacent to Canyons & Other Natural Features	UD-A.3
Landscape Guidelines	UD-A.8
Parking	UD-A.11, UD-A.12
Wireless Facilities	UD-A.15
Utilities	UD-A.16
Safety & Security (Crime Prevention Through Environmental Design (CPTED))	UD-A.17
Residential Design	UD-B.1 – UD-B.8
Mixed-Use and Commercial	UD-C.1 – UD-C.8
Public Spaces & Civic Architecture	UD-E.1 – UD-E.2
Public Art & Cultural Amenities	UD-F.1 – UD-F.5
Urban Runoff & Storm Water Management	CE-E.1 – CE-E.7
Urban Forestry	CE-J.1 – CE-J.5
Sustainable Development Practices	CE-A.5 – CE-A.12



4.1 Existing Urban Form and Context

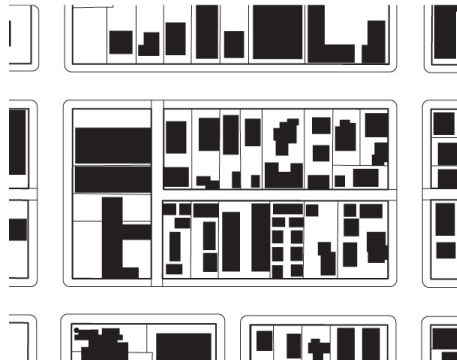
TRADITIONAL BLOCK PATTERNS

A defining characteristic of Golden Hill is its diversity of block patterns and types which contribute to a clear definition of neighborhoods and a highly walkable and connected street network. Generally, blocks are compact and follow a clear grid pattern, with some exceptions where blocks meet the edges of canyons and freeways.



Downtown Blocks

Downtown Blocks are an extension of the block pattern of downtown that existed prior to the construction of the I-5 freeway. They are predominantly located in the South Park neighborhood and in the western-most section of Golden Hill west of 24th Street. They are typically 200' x 300' with 50' wide by 100' deep lots that can face in both the long and short directions of the block. This block type typically does not have an alley, although a slightly wider variation with an alley does appear in select locations. This block design is compact and affords a variety of lot configurations, which has enabled a diversity of building types to be built over the years. It allows a good amount of density, with an average of 12 lots per block and up to 17 lots in some locations. At the same time, the scale and character of development is fine-grained and mostly single-family. The combination of these development patterns makes the neighborhoods around them highly walkable and pedestrian-oriented.



Long Alley Blocks

Long Alley blocks are largely located south of A Street from 24th to 31st Streets, with some blocks clustered around the northeast section of the community. They measure a standard 300' wide by 600', with some blocks as long as 700' and some half-blocks facing the park. The typical lot size is 50' wide by 140' deep. A rich diversity of lot configurations and dimensions exists with lots as small as 1400 square feet. Many of the larger apartment complexes in the community are developed within this block type, as the length allows large lot consolidations, easy alley access, and a greater amount of diversity of building types and sizes. In the eastern neighborhoods, single-family lots dominate this block type. While the pattern of development is fine grained in many locations, the length of this block type provides a challenge to walking. This is coupled with the fact that many of these blocks are located in the most hilly areas of the community.



Canyon Blocks

Canyon Blocks are irregular blocks that have developed along canyons and respond to the variation in topography created by the canyons. They are located mostly in the eastern neighborhoods of the community and they are characterized by dead-end streets, irregular lot sizes and lot lines, and cul-de-sacs. An average block width of 300' persists, but the depth varies according to the location of the canyons. Lot depths may extend beyond 100' in some locations to accommodate the canyon lands. Block access is through winding streets and private driveways. The irregular shape and hidden nature of the lots in this block type make walking and general way-finding a challenge. At the same time, the unique arrangement and shape of lots allows development to be well-suited for canyon interface.



Superblocks

Superblocks are unique blocks in the community where two or three standard blocks are combined to accommodate special uses, such as schools, planned communities, industrial or other non-residential uses. Typically, superblocks are discouraged in existing communities because they disrupt the street network, encourage incompatible and inward-focused development, and they tend to degrade the pedestrian environment. However, exceptions can be made for special community-serving uses, such as schools, where the larger block size allows the flexibility needed to make exceptional types of development feasible.

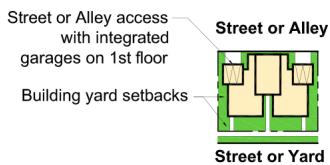
DIVERSITY OF BUILDING TYPES

A defining characteristic of Golden Hill is the rich diversity of building types and architectural styles that exist in the community. Buildings allow for a mix of unit types, sizes, and styles, while their scale, massing and height is consistent across the community. They incorporate successful urban design elements and principles of “Eyes on the Street.” The images on this page illustrate some of the most prevalent building types in the community and their distinctive characteristics.

Single Family, Duplex, or Triplex

Single family homes may be arranged as stand-alone detached units, or attached as duplexes or triplexes. Accessory Dwelling Units or “Granny Flats” may be built in some zones. Densities typically range from 5 to 14 units per acre. Parking for single family homes, duplexes or triplexes may be integrated into the ground-floor of the units or separated in individually secured garages. Garages should be accessed from the rear or side of the site.

UD



Bungalow Courts

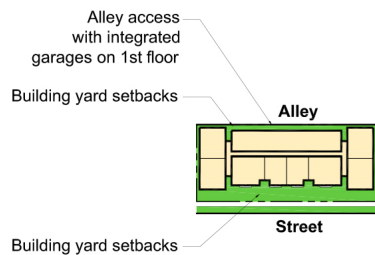
Bungalow Courts are attached dwelling units organized around a central courtyard. The courtyard may contain individual or collective garden plots for building residents to use. They typically range in density from 29 to 44 units per acre. Parking for Bungalow Courts may include a mixture of garages and surface spaces, as well as tandem spaces and tandem lift parking accessed from an alley.





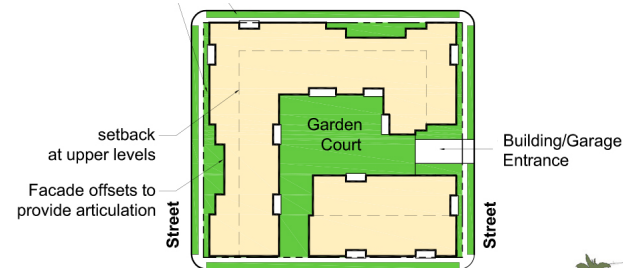
Rowhomes and Townhomes

Rowhomes and townhomes are single-family residential units, attached to their neighbors by shared side walls. They can be clustered in groups of 4 to 6 units. Townhomes may range from 2 to 3 levels in height and from 15 to 29 units per acre. Parking for rowhomes and townhomes should be integrated into the ground-floor of the units in individually secured garages. Garages should be accessed from the rear of the site.



Apartments

Apartments are denser multi-family residential buildings, most often with double-loaded corridors. They range between 20-44 units per acre and may include a range of unit sizes. Parking is typically accommodated in a below-grade structure that is integrated within the building and privately secured for access by residents only. The ground floor of Apartments should include active uses to screen the parking behind. Active uses may include residential units, building amenities, or storefronts with retail or other neighborhood-serving uses.



4.2 Urban Design Framework

KEY URBAN DESIGN RECOMMENDATIONS

- Develop the City Operations Yard Site with Residential and Mixed-Use Buildings and a Public Plaza or Pocket Park.
- Retrofit 'Strip' Commercial Lots with Pedestrian-Oriented Commercial and Mixed-Use Buildings that Positively Address the Street Edge and Corners.
- Enhance Russ Blvd. with Bike Facilities and Improved Park Frontage.
- Make 25th Street the Community's "Bay to Park" Link by Implementing the Streetscape Improvements of the 25th Street Renaissance Project.
- Build a "Lid" over SR-94 and Provide a Neighborhood Park that Connects Golden Hill with Sherman Heights.
- Plant a "Green Buffer" along SR-94 to address Pollution, Noise and Visual Quality and Provide Opportunities for Passive Parks where appropriate.
- Connect Golden Hill and South Park by incorporating pedestrian and bicycle facilities to Golf Course Drive and 26th Street.
- Explore Opportunities to Build Plazas and Pocket Parks as Gathering Areas within Neighborhood Centers/Villages.
- Add Street Trees as Needed to Improve Pedestrian Comfort and Visual Quality and to Create Gateways.
- Build a Pedestrian Bridge or Trail to Golden Hill Elementary Across 32nd Street Canyon.
- Enhance and Continue to Beautify the Canyons in the Community with Native Species, Trails, Trail Heads and Steps where appropriate.

COMMUNITY & NEIGHBORHOOD DESIGN

Block Patterns

A defining characteristic of Golden Hill is its diversity of block patterns and types which contribute to a clear definition of neighborhoods and a highly walkable and connected street network. Generally, blocks are compact and follow a clear grid pattern, with some exceptions where blocks meet the edges of canyons and freeways.

POLICIES

- UD-2.1 Preserve the diversity of block patterns and street configurations which contribute to distinct neighborhoods in the community.
- UD-2.2 Maintain and enhance the high level of connectivity and mobility afforded by a compact block pattern and consistent street grid.
- UD-2.3 Discourage street and alley vacations that would result in the creation of large-scale, "superblocks."



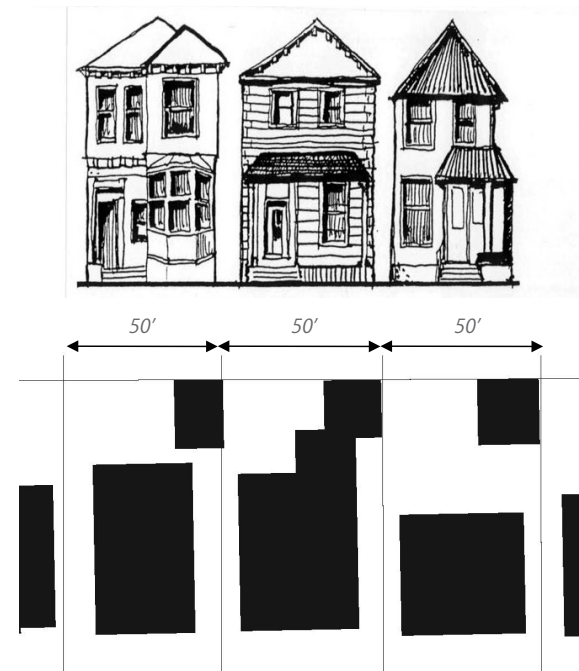
The existing lot pattern in the community yields a diversity of businesses.

Lot Patterns

A defining characteristic of Golden Hill is a predominant 50' lot width that has allowed development to occur over time with a consistent pattern, rhythm and scale. As a result, development has a fine-grain character contributing to a rich, diverse streetscape, attractive pedestrian environment, distinctive structures, and unique plazas.

POLICIES

- UD-2.4** Respect, preserve and follow the community's traditional, small-scale and pedestrian-oriented development patterns. Maintain the scale and rhythm of the existing 50' lot widths prevalent in the community through development that is fine-grained, well-articulated and not excessive in bulk and massing.
- A. Prohibit lot consolidations in mid-block locations that result in an area greater than 15,000 square feet or more than 100 feet of street frontage. Corner locations, particularly in commercial areas, have the capacity to accept larger buildings without the same effect on neighborhood character; therefore lot consolidations that result in more than 125 feet of frontage on any single street are strongly discouraged.
 - B. Development should be modulated to fit the scale of 50' lot widths. This can be accomplished with the use of courtyards and cut-outs, roof line variation, placement of doors and windows, and facade treatments that repeat the pattern of adjacent lots in the area.





Design detail at corners is a community character element.



UD-2.8 Redesign strip commercial lots with street fronting commercial and mixed-use buildings that also create prominent building forms at street corners. Interim measures to make the existing commercial centers more pedestrian-oriented should address the street edge by adding kiosks and other structures at corners.

UD-2.9 Utilize the City's storefront improvement program to assist small businesses upgrade and beautify storefronts. New storefront design should maintain or reveal important architectural design elements of the building so as not to detract from overall traditional or historic character.

Corner Lots and Buildings

UD

A defining characteristic of the community is the location of greater intensity and more prominent buildings (such as markets and grander apartment buildings) within corner lots. Buildings on corner lots often incorporate design elements that accent corners. These conditions help define the block and mark the street intersection with prominent and distinctive structures.

POLICIES

- UD-2.5** Build-up prominent street corners with well-designed multi-family buildings and/or corner stores and other retail uses where permitted.
- UD-2.6** Use street corners as focal points with prominent and distinctive building forms, plazas and other features.
- UD-2.7** Retain corner stores that are neighborhood-serving and conveniently scattered throughout the community.



Landscape elements can also define street corners.

Gateways and Gateway Design

A defining characteristic of the community are the iconic gateways that define neighborhood boundaries, provide community identify and enhance way-finding and a sense of place.

POLICIES

- UD-2.10** Provide gateways at key intersections in the community and as shown on Figure 4-1 above. Gateways should be generally focused in predominantly commercial areas and should incorporate any or all of the following elements:
 - A. Distinct building forms, accentuated building corners and frontages.
 - B. Dedicated entry court, public plaza, public art.
 - C. Unique signs, landscape features and lighting.
 - D. A change in materials, a corner plaza or entry feature.
 - E. An increase in the overall building height at the corners.
- UD-2.11** Design gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features and scale.
- UD-2.12** Encourage the reconstruction of the documented historic stone pillars with lighting that is associated with the early development of the South Park area.
- UD-2.13** The improvement of the Gala Foods Site should include a gateway element that takes advantage of the shift in the streets at the intersection of Grape St. and 30th/Fern, as a key community node and gathering area.

Public Spaces & Gathering Spots

Although Balboa Park and Grape Street Square are important examples of accessible public open spaces and community gathering spots, public space is not common within the community’s neighborhoods and commercial areas. The provision of public space and amenities is a component of the General Plan’s City of Villages strategy and is particularly important within commercial districts that form the core of neighborhood centers or villages within the community.

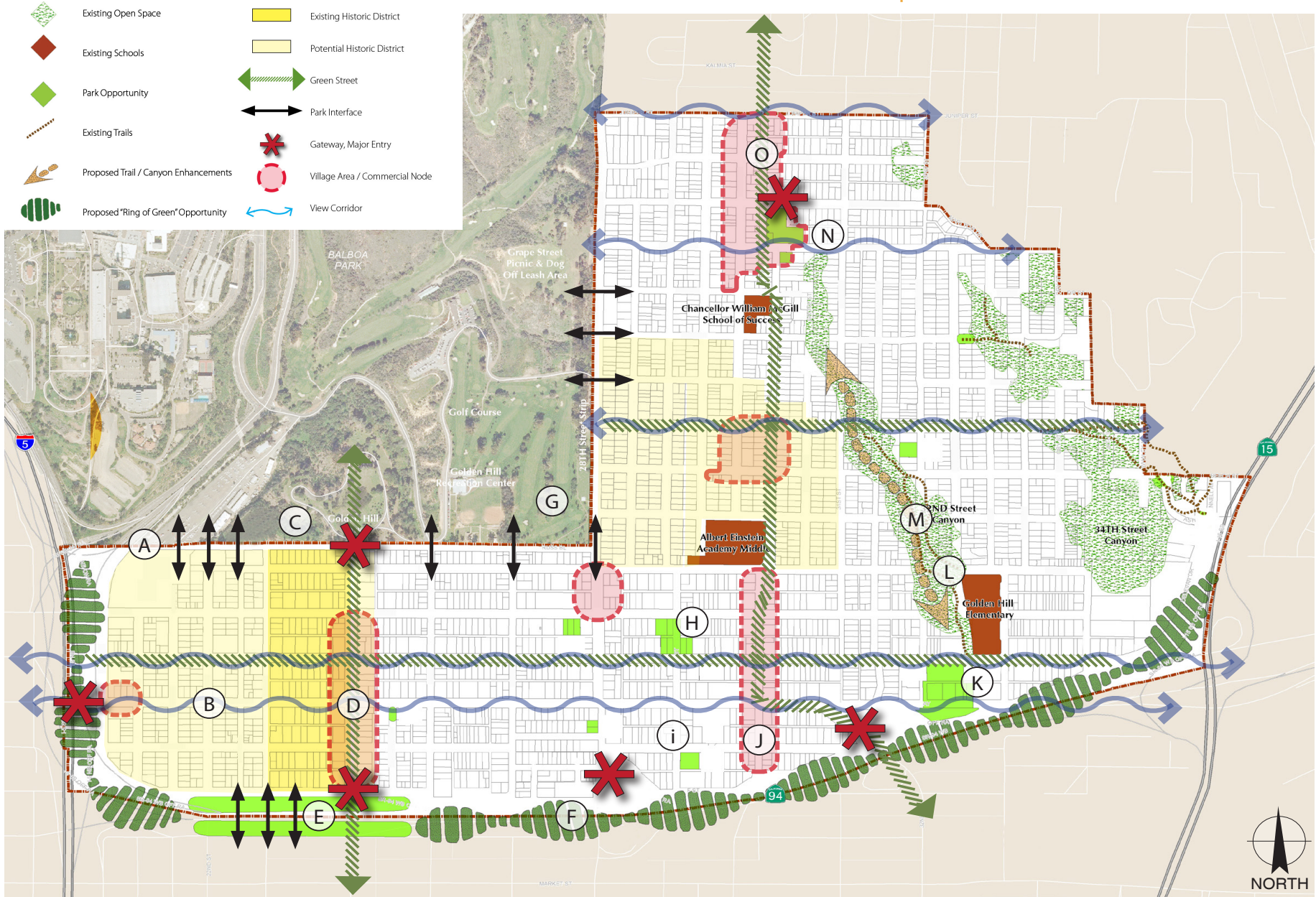
POLICIES

- UD-2.14** Provide public space and gathering spots within neighborhoods and commercial districts. These may take the form of plazas, pocket parks or linear parks, or enclosed space for community meetings and events.
 - A. Implementation may occur as a result of reconfiguring public-right-of-way for this purpose, through public acquisition or private development incentives and exactions.
 - B. Provide seating and areas for social interaction within public space.



Building orientation accentuates the corner of 28th and B Street creating a plaza and gateway element.

FIGURE 4-1: URBAN DESIGN CONCEPT MAP



Public Views

Due to the community’s sloping topography, public and private views (both near and far) are common. Views are particularly associated with the community’s natural scenic amenities of San Diego Bay, Balboa Park, Switzer Canyon, and the 32nd Street and 34th Street canyons. Views have a strong association with the desirable character and attractiveness of the community. While views from public vantage points (e.g. public streets, trails, parks) are intended to be protected, private views are also important to the community. Private views, however, are protected only to the extent that the application of policies and regulations related to context-sensitive and canyon development, and preservation of open space results in better visual quality for the neighborhood. Therefore, strict application of related policies and regulations is important within hillside neighborhoods.

POLICIES

- UD-2.15** Preserve and enhance public views and view corridors. Encroachments into front or street sideyard setbacks over 42 inches high should not be allowed where view corridors are affected.
- UD-2.16** When public-right-of-way crosses or terminates at parks or designated open space, restrict development encroachments only to those necessary for primary access to abutting properties, and with minimal disturbance to existing landforms.
- UD-2.17** When all or a portion of a property is within designated open space, locate structures within the least visually prominent portion of a lot, and outside or toward the edge of designated open space. Maintain views as appropriate by respecting development setbacks.
- UD-2.18** Respect required setbacks for buildings along view corridors identified on figure 4-1.

- UD-2.19** Corner lots along view corridors require special design considerations. Development and tall landscape material should be set back, truncated or terraced from the corner portion of a lot to allow views.
- UD-2.20** Development in low-scale, primarily residential neighborhoods should not impair visual access to canyons and other prominent views. Buildings should respect the traditional scale and form of lots and not overwhelm the site, potentially impacting views enjoyed by neighbors.
- UD-2.21** Step development with the canyon and hillside landforms to maximize view opportunities, allow for decks and patios, and protect the views of adjacent properties where possible.



Maintaining consistent building setbacks is important within public view corridors.



Natural landforms should be protected from further development encroachment.





Canyons, Hillside and Open Space

The community's natural base of hillsides, canyons, ravines, streams, and vegetation are important assets that should be conserved. Canyons, hillsides and open space (including Balboa Park) provide key features shaping the community's identity and built form. The interface between these features and the built environment requires special design attention so that new development does not detract from the unique attributes they provide such as view opportunities, a relationship with the natural environment, and a break from urban development.

UD



A climate-appropriate lawn substitute provides design continuity, and a landscape swale improves water quality downstream.



POLICIES

- UD-2.22** Provide access and view corridors into canyons via street rights-of-way for fire prevention, maintenance and trail access. Primary access to abutting private developable properties may also be permitted.
- UD-2.23** Canyon rim and hillside development should complement the natural character of the land and minimize disturbance of topography and natural vegetation.
- A.** Align streets, drives, parking and emergency vehicle access as closely as possible to existing grades to minimize the need for additional grading.
 - B.** Design buildings and structures to fit into hillsides (rather than altering the hillside to fit the structure) by minimizing the use of grading and outwardly visible retaining walls.
 - C.** Design development to follow the slope of hillsides and canyons by stepping building volumes with the slope and using terraces to create multi-level landscapes.
 - D.** Use only landscape materials suitable for the San Diego climate. Low water use plant species are preferred. Noninvasive or native plant species should be used adjacent to natural habitat areas.
 - E.** Design landscape and private open space areas to serve a sustainable infrastructure function by allowing for the collection, treatment and infiltration of storm water.

- UD-2.24** Building design should positively respond to the community’s unique canyon environment and steep slope landforms. Buildings and structures should be unobtrusive and maintain the scale and character of the surrounding neighborhood.
- A. Design buildings along canyon edges to conform to hillside topography by providing a setback from top of slope where possible. In order to accommodate a reasonable building size for lots with limited flat area, step foundations down slopes, rather than cantilevering over canyon landforms.
 - B. Calculate permitted floor area for lots partially within designated open space using only that portion of the lot not within open space. As a minimum, the permitted floor area should assume a lot depth of 100 feet rather than the true lot depth. Garages should not be eliminated in an effort to reduce the floor area.
 - C. Minimize bulk and scale by dividing building heights into one and two story components, varying rooflines and wall planes, providing openings, projections, recesses and other building details. Additionally, entrances, arcades, stairs, overhangs and unique, creative building shapes and angles can help to complement the surrounding topography and vegetation to create and define outdoor space.
 - D. Avoid exposed under-floor areas, large downhill cantilevers, and/or tall support columns for overhanging areas for both aesthetic and fire safety reasons.
 - E. Vary the design and treatment of rooftops within sloping sites. Rooflines should be used to emphasize the shape and flow of the hillside instead of masking it.
 - F. Sloping sites offer opportunities to create and emphasize unique characteristics such as outdoor decks, roof gardens, bay windows and/or terraces.
 - G. Development adjacent to designated open space should specify and use neutral, earth-tone, muted colors that complement the natural landscape.

Balboa Park

The community borders regionally and historically significant Balboa Park on two sides. Because of this physical relationship, it is important to ensure that the design and development within areas adjacent to the park are consistent with the resource, design qualities and character of the park. For this purpose, the following guidelines are recommended for development within each block that has frontage with Balboa Park:

POLICIES

- UD-2.25** Development should maintain and enhance public vistas into the park, particularly from existing streets and public-rights-of-way, including maintaining required setbacks for building facades and fences.
- UD-2.26** Maintain the lower scale residential character reflective of existing development which is primarily single-family or lower density multi-family. For lots that abut the park, incorporate low-scale building elements such as single-story facades, porches, courtyards and forecourts to provide an appropriate visual transition.
- UD-2.27** Incorporate landscape motifs and materials reflective of those used within the park.
- UD-2.28** Development should maintain an open character with landscaped yards and setbacks. Reductions in required setbacks should be discouraged for lots abutting the park.



25th Street / Bay-to-Park Link

A unique characteristic of Golden Hill is its connection to Balboa Park and to surrounding neighborhoods that lead to the bay. 25th Street should be given special consideration as an important connection between the park and the bay.

UD-2.29 Make 25th Street the community's "Bay to Park Link" that connects the community from Balboa Park to Sherman Heights, Logan Heights, Barrio Logan and the Bay.

- A. Design a consistent and continuous street theme with special attention given to the selection of street trees, lighting, street banners, sidewalk paving materials and patterns, and public art.
- B. A focus on the funding and installation of infrastructure, amenities and furniture that support pedestrian and bike mobility on 25th Street.
- C. A coordinated effort to build more positive street frontages of businesses and homes facing 25th, including sidewalk cafes, plazas, and gathering areas.
- D. "Green Infrastructure" that enhances the storm-water management functions of 25th St., particularly as it slopes down to the bay.

Operations Yard (20th & B)

The portion of the City's 'operations yard' within the Golden Hill Community is designated for multi-family development with a neighborhood serving retail component while the portion within Balboa Park is identified by the East Mesa Precise Plan for the development of the Pershing Recreation Complex, a multi-use sports park. The operations yard could be relocated in the future to allow development of the recreation complex making the site within Golden Hill available for development that could potentially help fund this relocation. The guidelines below should be part of any proposal to redevelop the operations yard with a different use.

POLICIES

UD-2.30 Extend 20th Street into the site for primary access. Include parking, non-contiguous sidewalks and street trees within the street profile.

UD-2.31 Utilize the Russ Boulevard right-of-way as a design interface with the future recreation complex and access to the planned trail connection east to Golden Hill Park.

UD-2.32 Provide landscaped open space buffers along the Pershing Drive frontage and within the sloped area at the site's eastern boundary.

- A. The Pershing Drive buffer should be 35-foot-wide and designed as an entry to Balboa Park with colorful plantings consistent with recommendations of the Balboa Park East Mesa Precise Plan. Incorporate any requirements for drainage and sound mitigation into a naturalistic, layered landscape design. Provide facilities for jogging and bicycling to accommodate recreational access to Balboa Park and the future sports complex.
- B. Remove the concrete slope covering at the site's eastern boundary and install plantable retaining walls.

UD-2.33 Design building roofs to take account of views into the site from adjacent development.

UD-2.34 Retrofit the administrative building at the entrance to the site into a commercial or mixed-use building if feasible.

UD-2.35 Provide a publicly accessible plaza designed either as a gateway into the project site or as visual draw from B Street into the site.



Traditional & Historic Buildings

Golden Hill has a wealth of traditional and historic buildings that contribute to the heritage and charm of the community.

POLICIES

- UD-2.36** Encourage the preservation, re-use or restoration of older structures that contribute to the unique traditional character and flavor of the community.
- UD-2.37** Preserve and enhance the site fences, retaining walls, stonework and other landscape features that add to the community’s richness and authenticity.



7th Day Adventist Church is a designated historic resource.



This Queen Anne style residence incorporates landscape stonework that is part the community’s traditional character.



Mural transforms a blank wall into public art.



Design detail provides an artistic element to landscape stonework.

Public Art and Cultural Expression

Golden hill is an edgy and artistic community with many signs of a rich and diverse culture. It is a community that is interested in and supportive of art and other forms of individual and communal expression.



POLICIES

- UD-2.38** Gain the support of local art organizations and programs to attract funding from alternative grant sources.
- UD-2.39** Incorporate local art into the streetscape.
 - A.** Work with arts groups, schools and community organizations to develop a program for art in the streetscape.
 - B.** Solicit local artists and designers for the development of key street furnishings and amenities (such as benches, tree grates, waste bins and planters).
 - C.** Encourage businesses to support and sponsor art in the areas adjacent to their storefront and in the community in general.
- UD-2.40** Embrace the eclectic, edgy and artistic nature of many areas in the community as signs of authenticity and unique character.

STREETScape AND PUBLIC REALM

The network, pattern and design details for streets, sidewalks and abutting public spaces – “the public realm” – is fundamental to the perception of the community’s urban design framework. Therefore, features and improvements within these spaces need to be reviewed for urban design as well as mobility functions.

The community’s grid pattern of streets is a particular mobility asset by providing multiple access points to destinations throughout the community. This pattern provides better connectivity and disperses traffic to create comparatively more walkable commercial and residential neighborhoods. The community is also served by relatively convenient transit access. These characteristics are conducive to walkability and also provide mobility options for those who cannot drive, do not own a motor vehicle, or prefer to reduce their dependence on the automobile.

UD

Golden Hill has a rich diversity of street types that range in character from residential to commercial streets, scenic drives and canyon adjacent streets. Residential streets are compact and highly landscaped in areas where small-scale and tight neighborhood character is important, and expansive, open and hilly in other areas where views are important. Commercial streets exhibit a distinct “Main Street” character, tree grates, bicycle racks, and continuous storefronts. Some streets have an almost bucolic character, especially in areas around canyons and Balboa Park. As the community develops, it will be important to build on this diversity and character.

Policies within the Mobility Element encourage the reconfiguration of the public right-of-way where desirable to enhance transit access, slow automobile traffic and provide better pedestrian mobility and comfort. However, public right-of-way improvements have the potential to disrupt historic and traditional neighborhood character and should be carefully designed to preserve this character. Major improvements should be reviewed with the community.



Art incorporated into a building facade.



The urban design element includes policies that relate to the scale and proportion of these architecturally significant homes.



The community is proud of its many historic landmarks and structures.



Street art can reflect an eclectic sensibility.

Sidewalks & Pedestrian Paths

Sidewalks and pedestrian paths are of particular importance to the community's urban form due to their adjacency to the private realm and the possibility to incorporate multiple functions such as pedestrian access, gathering space, design details and public art. However, sidewalks in the community often lack adequate width for their level of use and may contain gaps, and crossings are not always clearly marked. In some areas, various encroachments and poorly placed above-ground infrastructure and utilities also reduce sidewalk widths and detract from a clearly defined path of travel. Accordingly, encroachments and above-ground infrastructure need to be properly located and managed, especially within areas of higher pedestrian traffic such as along commercial corridors, major streets and transit lines.

Sidewalks are located adjacent to streets and are preferably separated from auto traffic by a curb or other barrier. The sidewalk area typically occupies the ground level between the street curb (or other barrier) and the abutting property line. Pedestrian paths may follow routes independent of auto routes such as paths through parks and plazas, or between buildings, and can be a method to increase pedestrian access in confined spaces.

Sidewalk mobility is of primary importance, and includes pedestrians and those using mobility devices such as wheelchairs and motorized scooters. It is therefore important to provide adequate travel width dependent on use characteristics. Because the area allocated to sidewalks also serves as a transition between the auto travel way and abutting uses outside the public right-of-way, it is useful to characterize this area into separate functional zones (Figure 4-2).

POLICIES

- UD-2.41 Prioritize activities within the sidewalk and make mobility functions such as pedestrian access, bicycle parking and transit stops the main priority. Other uses should be prioritized based upon their public necessity and ability to find alternative locations outside the sidewalk zone.
- UD-2.42 Maintain pedestrian safety and comfort within the sidewalk zone.
- UD-2.43 Promote the use of separate pedestrian paths (such as mid-block paseos and trail connections), to provide greater mobility, particularly where space is restricted.
- UD-2.44 Utilities should be located outside of the pedestrian zone and designed so as not to obstruct a clear path of travel (reference UDE policy UD-2.52 below).
- UD-2.45 Require new development permits to provide street improvements to prevailing City standards, including curbs, gutters, sidewalks and street trees.
- UD-2.46 Remove driveways and curb cuts that create conflicts with pedestrians within commercial districts. Re-direct vehicle access to alleys where available or to mid-block access shared between multiple properties. Outside of commercial areas, driveway access should be provided through alleys when available or through shared driveways.
- UD-2.47 Design public right-of-way improvements to be compatible with existing neighborhood character, including use of similar materials, colors and patterns (e.g. traditional sidewalk scoring). Avoid use of contemporary textured, stamped or colored paving materials. Decorative improvements within Historic Districts should be avoided unless determined consistent with the Secretary of the Interior's Standards.



FIGURE 4-2: SIDEWALK ZONES



Frontage Zone

Pedestrian Zone

Furniture /
Planting Zone

UD

Furnishings Zone – Transition area and buffer between pedestrian zone and the roadway. Consider placement of elements that compliment the street such as lighting, signs, trees, driveway aprons, parking meters, trash receptacles and news racks.

Throughway/Pedestrian Zone – Main travel way intended for mobility access. Maintain a continuous, clearly defined, unobstructed route clear of obstacles and accessible to users of all abilities.

Frontage Zone – Transition area between the pedestrian zone and abutting property. Consider outdoor amenities associated with the building frontage such as awnings, overhangs, café railings, planters, doorways, security grills and business signs.

UD-2.48 Enhance the Russ Boulevard frontage with Balboa Park to include pedestrian and bicycle paths and additional landscaping.

UD-2.49 Improve pedestrian environments in the community with wider sidewalks where needed, enhanced crosswalks and paving, better access and connectivity, shade-producing street trees, street furnishings and amenities that support walking.

- A. Increase sidewalk widths and create spaces for additional landscape, furniture, amenities, and gathering places where needed. Sidewalk widths should be a minimum of 10 feet for most streets to allow adequate space for a pedestrian zone and street trees. Wider sidewalks are preferable for commercial streets. A width of 15 feet or greater is preferable for locations with sidewalk cafes and bus shelters.
- B. Keep the pedestrian zone and street corners within sidewalks clear of obstructions and visual clutter.
- C. Above ground utility equipment is discouraged from public view by integrating into building architecture or by landscaping.



Improve pedestrian connections across the canyons and hills in the community with steps, landscape design and handrails.



Enhance Russ Blvd. to include a bike path and development that faces the park and provides a positive frontage to the park

- UD-2.50 Plant continuous rows of street trees throughout the community with priority toward major connections such as those through Balboa Park, linking eastern neighborhoods and commercial streets.
- UD-2.51 Apply current storm water management best practices (such as bio-swales) to treat and retain as much of the storm water runoff from streets, driveways and other built areas in the community.
- UD-2.52 Reduce the impact of auto access and parking on street frontages. Close unused driveways and consolidate the number of driveways and curb cuts where possible. Utilize alleys as sole access where available, and use driveways shared between properties. Parking should be located toward to the rear of lots or underground.
- UD-2.53 Provide furnishings and amenities throughout the streetscape (e.g. bike racks, waste bins, benches, drinking fountains, etc.)
 - A. Street furnishings should not obstruct pedestrian travel and use of the sidewalk.
 - B. Create appealing groupings and combinations that make visual sense and effectively serve community needs.
 - C. Use multi-purpose designs such as planter benches or combined waste, recycling and ash tray bins to avoid sidewalk clutter and obstructions.
 - D. Consider climate and prevailing weather in the design and placement of street furniture, particularly the need for shade. Locate furniture under trees, canopies or awnings and do not use highly reflective metal surfaces that conduct heat.
 - E. Promote the many architectural styles of the community in the design and decoration of street furnishings.
 - F. Incorporate solar power into kiosks, bus shelters and other structures.



A clear path of pedestrian travel should be maintained within the streetscape.



Kiosks are often appealing streetscape amenities.



URBAN FOREST / STREET TREES

The community's urban forest should be maintained and enhanced as a neighborhood character design element that also provides ecological benefits. Street trees contribute significantly to the character, identity, and comfort of the community's streets. Street trees contribute to the spatial definition of the street, providing both a comfortable sense of scale and enclosure to the public realm. Trees are also beneficial to reduce heat gain and glare effects of the urban built environment, to produce fresh air, and to improve pedestrian comfort by providing shade.

This section incorporates a Street Tree Master Plan that provides a design framework intended to create recognizable patterns and character elements for major streets and specific neighborhoods. Street trees

are to provide design and aesthetic benefits by visually unifying streets and providing an element of design continuity within neighborhoods and the community. Street tree planting is strongly encouraged within the public right-of-way where landscape/planting strips are already available or where the sidewalk is of sufficient width to install street trees. Therefore,

the Master Plan is primarily intended for trees planted within the public right-of-way, but is also provided as a voluntary guide when selecting street trees within the front and street side yards of private property. The components of the Master Plan provided below include design themes, tree species selection, a map and related policies.

Design

Theme Trees: Primary streets will be consistently planted with selected theme trees to establish a strong, recognizable design element within corridors and neighborhoods (Figure 4-3). Trees are to be selected from the Golden Hill Street Tree Selection Guide in Table 4-2. The design program identifies a 'primary' tree to establish an overall theme. The theme trees are the dominant species and will establish the character of a street or

neighborhood. An alternate tree that complements the form of the primary tree is also identified for use when conditions for the primary tree are not suitable for its initial establishment or long-term health.

Accent Trees: Accent trees are also identified to provide a separate design statement at street corners, or other locations where a tree with design impact is needed. Palm species may be used as accent trees as they are elements of the community's traditional character and are effective at street and alley corners where a break in overhead shade canopy may be acceptable. Canopy forming trees listed as accents are particularly suitable for larger planters that can be incorporated into any sidewalk extensions improving pedestrian infrastructure. Accent trees should have decorative features such as showy flowers, sculptural form, attractive bark or leaf shape.

Street Tree Districts: Street trees can be used as a design element to create a distinction between neighborhoods or districts. Geographical relationships such as changes within blocks types, and boundaries created by major streets and canyon interfaces create a series of relationships within the community's urban form that can be emphasized with a more unified street tree plan. These street tree districts are identified in Figure 4-3. The street tree selection guide distinguishes each district; the palettes identified in Table 4-2 are to some extent based on the unique natural and built environments of these areas and include species that are already present and performing well. For streets without a strong existing pattern, or without a dominant or theme tree, any of the listed trees within that district's selection can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place. Street trees in residential areas should focus on providing shade for homeowners and pedestrians while considering ease of maintenance.

Tree Selection & Planting

Tree selection and planting should consider environmental characteristics, including climate, exposure, maintenance requirements, existing plantings, views, and the relationship to existing development. Ensure that a sufficient area of non-compacted soil is available for root growth and drainage. Non-permeable surfaces should be placed as far from tree trunks as practical. The use of permeable surfaces is encouraged within the first 10 feet of tree trunks.

Palm Species: Palms are a common street tree in the Golden Hill community and should be used only as accent trees because they do not provide significant overhead shade. They are often a good choice for narrow landscape strips (less than 4 feet wide). The most ubiquitous is the Queen Palm (*Syagrus romanzoffiana*) which is a good choice for an accent tree where palms are specified. The King Palm (*Archontophoenix cunninghamiana*) is a substitute with a similar form. Both these palms are recommended for narrow landscape strips. However, they require regular irrigation to look their best in San Diego's climate.

Common fan-type palms within the community are the Guadalupe Island Palm (*Brahea edulis*), and the Mexican Fan Palm (*Washingtonia robusta*). Both these palms are considered low water use in San Diego's climate after establishment.

Palms with a stronger structural form and a historic presence in the area are the Canary Island Date Palm (*Phoenix canariensis*) and the Chilean Wine Palm (*Jubaea chilensis*). Either of these can be effectively used as design statements on commercial blocks, as gateways, and within parks.

Water Use: Golden Hill is a coastal mesa that has naturally supported a xeric chaparral habitat. Tree species native to San Diego's summer-dry climate typically occur in the moister soils within river valleys and within higher elevations with more rainfall. Planting trees within the coastal mesas requires a commitment to provide for their needs, including regular irrigation during an initial establishment phase and subsequent long-term dry season

irrigation for most species. Because the urban forest has multiple aesthetic and environmental benefits, the use of water to maintain the health of trees can be considered beneficial to the community. However, if there is concern over long-term water use, the tree with the lowest water use may be selected from either the primary or secondary category within the species list. The guide, *Water Use Classification of Landscape Species (WUCOLS)*, by the University of California Cooperative Extension can be used to assess water use characteristics of the species listed in Table 4-2.

Unimproved rights-of-way: 'Paper streets' or public rights-of-way that are not paved or improved for automobile access are common throughout the community, particularly adjacent to Balboa Park and within canyon open spaces. The interfaces between these rights-of-way and adjacent neighborhoods represent opportunities for tree planting. Trees should be sited either to frame views or provide a focal point. Trees planted within 100 feet of designated open space should not be invasive within natural habitats. The trees listed are considered lower water use for this area.



A continuous row of trees along Fern St. in South Park provide ample canopy and shade across the full width of the street.



Landscaping is a vital element of streetscape design. The Street Tree Master Plan identifies a 'primary' tree to establish an overall theme.

POLICIES

UD-2.54 Incorporate shade-producing street trees along all streets and roadways.

- A. Maximize tree shade canopy - the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
- B. Space street trees no further than 30 feet on center to achieve a continuous canopy.
- C. Encourage a double row of street trees where sidewalks and building setbacks exceed a total of 15 feet. Tree placement may alternate if needed to avoid canopy crowding.

UD-2.55 Select street tree species to avoid the need for costly and intrusive long-term maintenance.

- A. Ultimate tree size and form should fit within the space allocated, avoiding overhead and underground utilities and nearby structures.
- B. Species should be tolerant of urban conditions, structurally sound and not have weak branching patterns.
- C. Avoid tree species that are overly messy, have invasive root systems or cast too much shade on adjacent structures.

UD-2.56 Leverage street tree maintenance efforts by coordinating public resources with those of private property owners and/or community initiatives.

TABLE 4-2: GOLDEN HILL STREET TREE SELECTION GUIDE

Key	Road Name	Primary Tree	Secondary Tree	Accent Tree
1	Juniper Street	Gold Medallion (<i>Cassia leptophylla</i>)	African Sumac (<i>Rhus lancea/Sersia lancea</i>)	Palm Species
2	Fern Street	Tipu (<i>Tipuana Tipu</i>)	Cassia (<i>Senna Spectabilis</i>) or Gold Medallion (<i>Cassia leptophylla</i>)	Palm Species
3	Grape Street	Gold Medallion (<i>Cassia leptophylla</i>)	Cassia (<i>Senna Spectabilis</i>) or Silk Tree (<i>Albizia Julibrissin</i>)	Tipuana Tipu (for expanded planters)
4	30 th Street (Between Juniper St. and Ash St.)	Jacaranda (<i>Jacaranda mimosifolia</i>)	Pink Trumpet (<i>Tabebuia impetiginosa</i>)	Palm Species
5	30 th Street (Between A St. and F St.)	Lemon Bottle Brush (<i>Callistemon citrinus</i>)	Crape Myrtle – red or pink flowering (<i>Lagerstroemia indica</i>)	Palm Species
6	Date Street	– Crape Myrtle – red or pink flowering (<i>Lagerstroemia</i>)	Strawberry tree (<i>Arbutus unedo</i>)	Palm species
7	Cedar Street	Pink Trumpet (<i>Handroanthus impetiginosus / Tabebuia impetiginosa</i>)	Cape Chestnut (<i>Calodendrum capense</i>)	Palm species or Flame Tree (<i>Brachychiton acerifolius</i>)
8	Beech Street	Gold Medallion (<i>Cassia leptophylla</i>)	Silk Tree (<i>Albizia julibrissin</i>)	Palm species, Sweetshade (<i>Hymenosporum flavum</i>)
9	31 st Street	Crape myrtle (<i>Lagerstroemia</i>)	Indian Hawthorn (<i>Rhaphiolepis</i>), or Toyon (<i>Heteromeles arbutifolia</i>)	Palm species
10	28 th Street	Jacaranda (<i>Jacaranda mimosifolia</i>)	Chinese Flame Tree (<i>Koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Palm species, Brisbane Box (<i>Lophostemon confertus</i>)
11	B Street	Orchid Tree (<i>Bauhinia blakeana</i> or <i>Purpurea</i>)	Mexican Redbud (<i>Cercis mexicana</i>)	Palm species
12	Broadway	Jacaranda (<i>Jacaranda mimosifolia</i>)	Fern Pine (<i>Afrocarpus gracillior</i>)	Palm species
13	C Street	Peppermint (<i>Agonis flexuosa</i>)	Weeping Bottle Brush (<i>Callistemon viminalis</i>)	Palm species
14	22 nd Street	Orchid Tree (<i>Bauhinia Blakeana</i> or <i>purpurea</i>)	Mexican Redbud (<i>Cercis mexicana</i>)	Palm species
15	25 th Street	Jacaranda (<i>Jacaranda Mimosifolia</i>)	Pink trumpet (<i>Tabebuia impetiginosa</i>)	Chilean Wine Palm (<i>Jubaea chilensis</i>)



TABLE 4-2: GOLDEN HILL STREET TREE SELECTION GUIDE (CONTINUED)

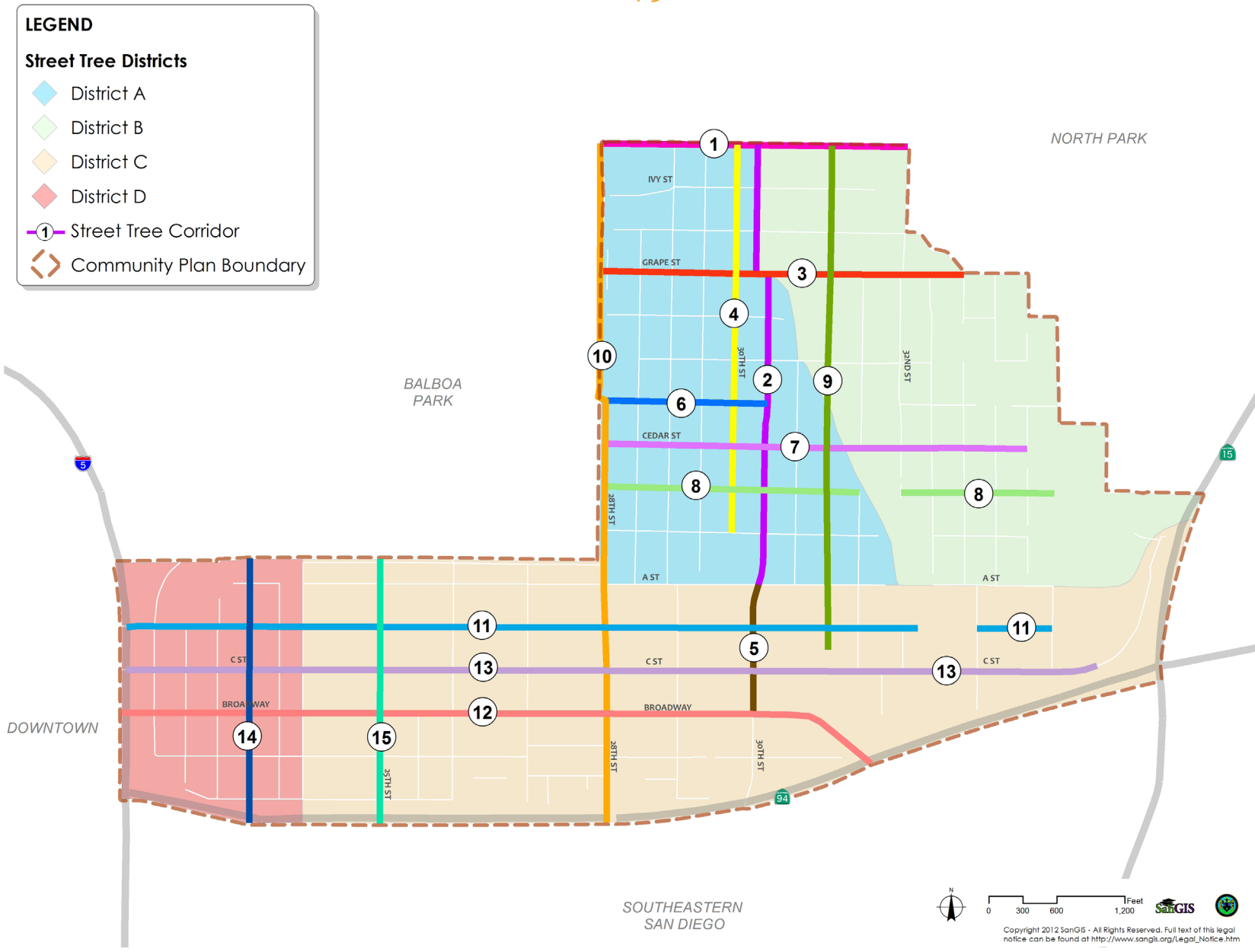
Key	Location	Primary Tree	Secondary Tree	Accent Tree
A	South Park (west of 31 st / Fern Streets)	<p><u>Larger landscape strips:</u> Chinese Flame Tree (<i>Koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)</p> <p><u>Smaller landscape strips:</u> Silk Tree (<i>Albizia julibrissin</i>)</p>	<p><u>Larger landscape strips:</u> Jacaranda (<i>Jacaranda mimosifoli</i>) or Water Gum (<i>Tristinia laurina</i>)</p> <p><u>Smaller landscape strips:</u> Gold Medallion (<i>Cassia leptophylla</i>)</p>	<p><u>Larger landscape strips:</u> Palm species or Brisbane Box (<i>Lophostemon confertus</i>),</p> <p><u>Smaller landscape strips:</u> Palm species or Sweetshade (<i>Hymenosporum flavum</i>)</p>
B	South Park/Golden Hill (east of Fern / 31 st Streets)	Crape Myrtle (<i>Lagerstroemia</i>)	Strawberry Tree (<i>Arbutus unedo</i>) or Indian Hawthorn (<i>Raphiolepis</i>)	Palm species, Catalina Ironwood (<i>Lyonathamnus floribundus</i>), Australian Willow (<i>Geijera parviflora</i>), or Weeping Pittosporum (<i>Pittosporum angustifolium</i>)
C	Golden Hill (between 24 th Street and 31 st Street)	Flaxleaf Paperbark (<i>Melaleuca linariifolia</i>)	Fern Pine (Afrocarpus gracillior)	Palm species, or Weeping Bottle Brush (<i>Callistemon viminalis</i>)
D	Golden Hill (west of 24 Street)	New Zealand Christmas Tree (<i>Metrosideros excelsa</i>)	Strawberry tree (<i>Arbutus unedo</i>), or Marina Strawberry Tree (<i>Arbutus marina</i>)	Palm species

TABLE 4-3: TREES FOR UNIMPROVED RIGHTS-OF-WAY

Tree Species	
Floss silk (Ceiba speciosa / Chorisia speciosa)	Eucalyptus torquata
Acacia melanoxylon	Geijera parviflora
Arbutus 'Marina'	Heteromeles arbutifolia (California native)
Arctostaphylos glauca / Dr. Hurd (California native)	Lagunaria patersonii
Brachychiton acerifolius	Laurus 'Saratoga'
Brachychiton discolor	Lyonathamnus floribundus (California native)
Ceratonia siliqua	Melaleuca linariifolia
Corymbia ficifolia (Eucalyptus ficifolia)	Pittosporum angustifolium
Erythrina caffra	Prunus ilicifolia lyonii (California native)
Erythrina coralloides	Quercus agrifolia (California native)
Eucalyptus nicholii	Schinus molle



FIGURE 4-3: GOLDEN HILL STREET TREE SELECTION PLAN



4.3 Development Design

The design quality of new, renovated and expanded buildings contributes significantly to the quality of the community's physical environment. Therefore, the sustained practice of thoughtful urban design through all phases of the development process is key to the successful implementation of the goals and objectives for the community's built form. Development design and review needs to consider all aspects of neighborhood, site and building design relevant to the objectives and guidelines provided below.

CONTEXT-SENSITIVE DESIGN

Golden Hill is an established community with a long-standing development history due to its central location and accommodative zoning which has left a breadth of building forms and architectural styles as well as historic resources in need of preservation. This has sometimes resulted in awkward scale transitions, inconsistent relationships to the public realm and juxtaposition of building styles as the rate of development has oftentimes been modest or uneven.

The practice of context-sensitive design is therefore important to achieving the community's design objectives.

While new development in Golden Hill is not expected to duplicate the older established scale and architectural styles of the community, it should not detract from the surrounding context and architectural character established by these older forms. New development that is compatible with existing context will contribute to a sense of place and enhance neighborhood character. Compatibility is evaluated based upon a building's relationship to the scale, form and architecture of adjacent properties and by an appropriate scale for the block. Important elements to consider are:

1. A consistent interface with the public realm
2. Adaption to the topography of the site and neighborhood
3. Climate appropriate design
4. Managing building scale to avoid abrupt transitions
5. Attention to design detail

POLICIES

- UD-3.1 Link new development to existing street and sidewalk patterns and adjacent uses within a neighborhood.
- UD-3.2 Orient buildings towards public streets to positively define street edges. Align with primary street frontages and public spaces to frame the public realm.
- UD-3.3 Design structures with massing and facade articulation that contributes to a fine-grained, pedestrian scale environment at the street level.
- UD-3.4 Use simple, harmonious proportions that reflect a neighborhood's historic buildings. Establish compatible visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.
- UD-3.5 Complement the scale and architecture of other buildings within the block. Where there is a mix of styles, follow any shared characteristics such as setbacks, heights, rooflines, massing, etc.

- UD-3.6 Maintain the overall topographical relationship between a lot's front yard setback and adjacent lots when proposing site excavation or fill. Encourage preservation of landscape features such as garden walls, stonework and significant trees that contribute positively to neighborhood character.
- UD-3.7 Incorporate a combination of building setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings.
- UD-3.8 Use upper story sideyard stepbacks to avoid excessive shading of adjacent parcels.
- UD-3.9 Set upper-story additions back from the primary facade to preserve the original scale and form of the building when viewed from the front setback.
- UD-3.10 Design new expansions and additions using architectural details that are consistent with those of the existing structure.
- UD-3.11 Explore new stylistic interpretations of traditional architectural vocabulary without copying them.



This development responds to its site context by acknowledging the location of the historic streetcar route.



This development responds to its site context through the reuse of an old service station building.

- UD-3.12 Design roofs to incorporate features such as similar pitch, overhang depth, and gable orientation to establish compatibility with prevalent roof forms within a block. Avoid excessive roof breaks and overly complicated roof forms.
- UD-3.13 Use stylistically cohesive, character-defining features such as porches, columns, balustrades, brackets, rafters, and decorative trim, to enhance visual compatibility.
- UD-3.14 Discourage adherence to color trends when incompatible with neighborhood or architectural contexts. Select colors that correlate with traditional building styles as well as neighborhood aesthetics.
- UD-3.15 Address climate appropriate design through site and building features that capture stormwater runoff, avoid excessive heat gain and allow light and air circulation.



GREEN BUILDING PRACTICES AND SUSTAINABILITY

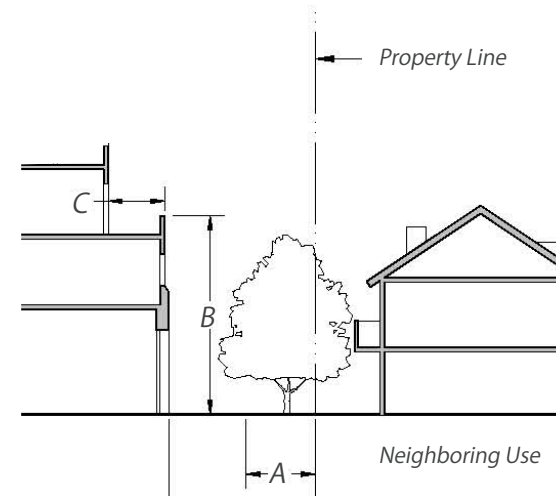
Development of new infill buildings and retrofitting of existing buildings should take into account green building practices and sustainability. When green building practices and sustainability are intrinsic in the overall site planning and individual building design, it can also create a distinctive context-sensitive architecture that will be unique to the community.

POLICIES

- UD-3.16** Manage solar heat gain to shade buildings in summer and allow sunlight in winter as a climate-appropriate response to reduce the demand for heating and cooling.
- Orient buildings to minimize the extent of west facing facades and openings.
 - Use internal courtyards to trap cool air. Courtyards visible from the street will also encourage interaction with on-site open space.
 - Provide awnings, canopies, sunshades and deep-set windows on south and west facing windows and entrances. Retractable awnings can allow solar gain in winter.
 - Utilize decorative vertical shading and fins on east and west facing building facades as integrated design features with a sustainable benefit.
 - Use horizontal overhangs, eaves, decorative shade structures or porches above south and west facing facades to provide shade in summer and allow sunlight in winter. Overhang width should be equal to half vertical window height to provide shade from early May to mid-August while allowing solar heat gain during cooler months.
 - To capture prevailing westerly breezes, provide vents or windows with low openings on western facing facades to accept cooler breezes into a building. Similarly, provide vents or clerestory windows on eastern facing facades to naturally allow warmer air that collects near ceilings to escape.



- UD-3.17** Use landscape design measures to minimize solar heat gain and also provide attractive landscape environments.
- Plant deciduous trees near south facing facades to provide shade in summer and allow sunlight in winter.
 - Shade exposed south and west facing facades using shrubs and vines.
 - Provide groundcover plantings to keep ground surfaces cooler near building facades particularly in place of concrete and other reflective surfaces.
 - Minimize impervious surfaces that have large thermal gain.
 - Encourage green roofs, eco-roofs or other vegetated roof systems to help reduce the solar heat gain and also provide on-site open space.



Step back upper stories of larger, mixed-use and multi-family buildings to ensure compatibility with adjacent single-family as follows:

- Side yard setbacks should be maintained when a large-scale project abuts single-family and small-scale uses
- Height of first two stories should not exceed the overall building height of the adjacent property
- A minimum 6' upper story setback should be provided at the third floor for a minimum 80% of the facade

UD-3.18 San Diego’s imported water is not only subject to competing demands, but requires large amounts of energy to transport. Capturing stormwater on-site can conserve imported water by allowing landscape infiltration or storage for irrigation during dry periods.

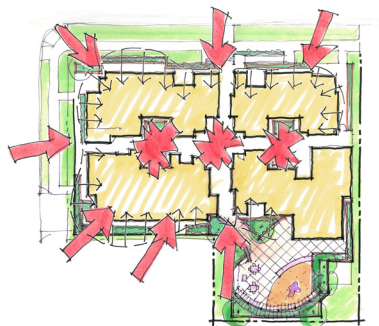
- A. Minimize on-site impermeable paving surfaces such as concrete and asphalt in favor of various porous pavement systems. Impermeable surfaces should drain into permeable landscape areas.
- B. Incorporate stormwater capture within a site using various infiltration and storage techniques such as mulched planters, rain gardens, gravel or vegetated swales, dry wells, driveway cross drains, green roofs, rain barrels and cisterns. Roof downspouts should flow into permeable landscape features such as rain gardens or to storage devices for later use.

UD-3.19 Incorporate environmentally superior building practices and materials by using durable construction materials, low emitting materials and finishes, and re-used or recycled materials.

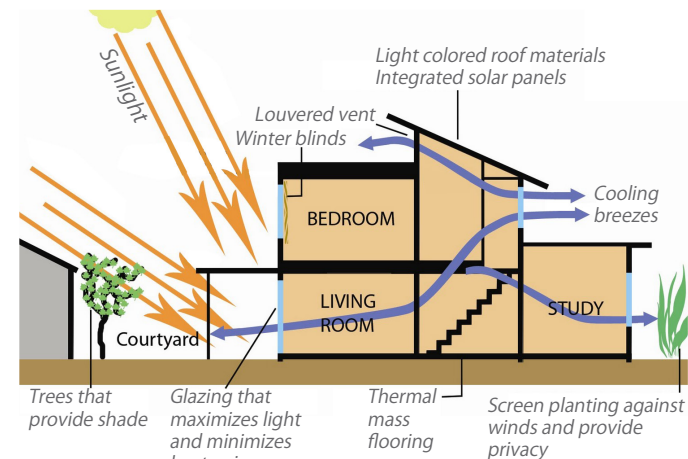
UD-3.20 Integrate practical energy generation such as solar power or other technologies into the overall building design.



A generous front porch and canopy tree effectively manage solar heat gain on this residence.



Building designed to maximize access to natural light with multiple corner dwelling units, open walkways and light wells



Courtyards are an excellent way to increase natural light and ventilation in a building while dramatically improving the indoor environment to support natural surveillance and social interaction



RESIDENTIAL DESIGN

The community has several basic residential neighborhood forms. Single-family neighborhoods such as South Park which have kept their original form require protection of low scale and traditional architecture. Neighborhoods with a mix of single-family and multi-family development require context-sensitive design solutions that respect existing forms. Neighborhoods or blocks that are predominantly multi-family require high quality design and on-site amenities that make attached housing an attractive living choice rather than a less expensive substitute for a single-family home.

POLICIES

UD-3.21 Residential front and street sideyard setbacks should be a 6 foot minimum. Design ground-floor residential uses within attached residential and mixed-use developments to provide a grade change of at least two to three feet from the public sidewalk to the first floor residence to protect the privacy of residential units. These measures ensure a minimum area is available to include landscaped yards, porches, stoops and forecourts.

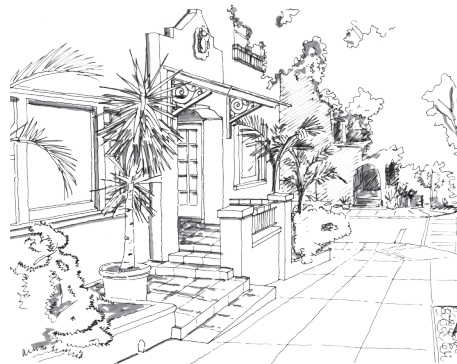


Building Entrances

A defining characteristic of Golden Hill is that several buildings have richly detailed and well-defined pedestrian entrances, with direct access taken from the street and a clear transition between public and private spaces.

Street Orientation

A defining characteristic of Golden Hill is that most buildings face the street, have active spaces that face the street, and provide direct and well-articulated pedestrian paths and entrances. Care and attention is also given to the sidewalk edge, through landscaping, garden walls and other ornamentation.



- UD-3.22 Access ground-floor units primarily from the public right-of-way. If this is not feasible, provide access through a transparent entry lobby.
- UD-3.23 Encourage a variety of housing types, styles, and densities to cater to the needs of a diverse makeup of households in the community.
- UD-3.24 Support the construction of companion units (“granny flats”) in low density residential neighborhoods per Municipal Code regulations. These should be well-designed to fit in with the single-family neighborhood character of the area and match the architectural style, building materials and/or colors of the primary residence.



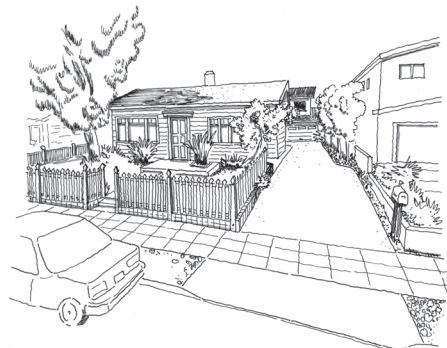
Orientation To Open Space

A defining characteristic of Golden Hill is that many multi-family apartment buildings are designed around a central court, giving individual dwelling units maximum access to light, air and open space.



Parking And Pedestrian Access

A defining characteristic of Golden Hill is that parking access is provided to the side of the lot and garages are tucked behind the house, giving more space to pedestrians and providing a better street frontage and an environment that is not dominated by garage doors or cars.



Adaptation To Topography

A defining characteristic of Golden Hill is that most buildings are well-adapted to the hilly topography of the community. Garden walls, stonework and landscaping demonstrate that property owners and residents have invested a lot of time and resources to make their homes fit in to the site.



DIVERSITY OF BUILDING STREET FRONTS

A defining characteristic of Golden Hill is the variety and richness of building facades that create a street edge or “street wall.” The way buildings face the street and the features that define this street edge contribute to a visually interesting and active street experience.

POLICIES

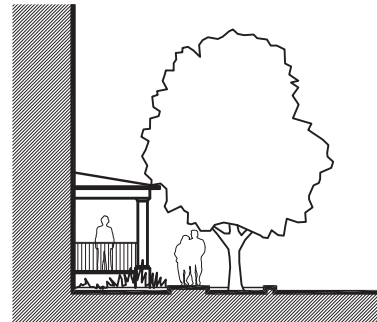
- UD-3.25** Design buildings that relate directly to the adjacent street, present an attractive and interesting facade to passersby, and appear inviting.
- UD-3.26** Incorporate a range of building frontages for a pedestrian friendly street edge and “Eyes on the Street.” Frontages should be designed according to guidelines identified in figures illustrated at right.

- UD-3.27** Where courtyards, paseos or greenways exist, residential units should also address these spaces with windows, front doors, porches, and patios, according to the guidelines identified in this section.
- UD-3.28** Create well-defined open spaces and common areas through building form.
- UD-3.29** Arrange building spaces and dwelling units around a central, common and usable open space. For example, buildings can be clustered around courtyards, greenways, and plazas, or form the edge of a trail, park or canyon.
- UD-3.30** The use of blank, featureless street-facing facades is not permitted. A minimum of 40% of wall surface shall include glazing, to add character to the facade and increase safety by adding “Eyes on the Street.”



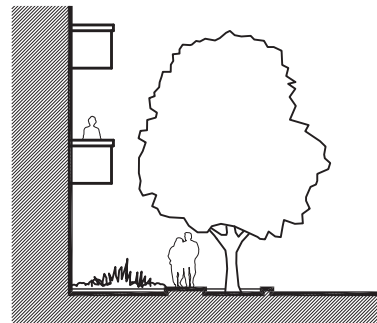
Porch, Patio, or Stoop

- Design to deflect rainwater from sidewalk & walkways.
- Provide landscaping in front of and around porch, stoop or patio.
- A min. of 50% of the porch or patio should be open to the air.



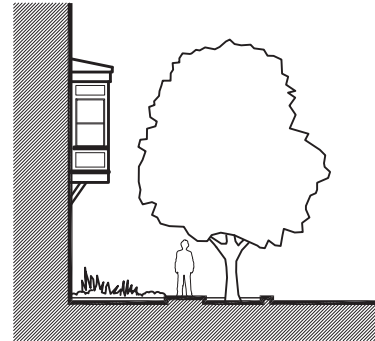
Balcony

- Design to deflect rainwater from sidewalk & walkways below.
- Balconies may be covered.
- A min. of 50% of the balcony should be open to the air.



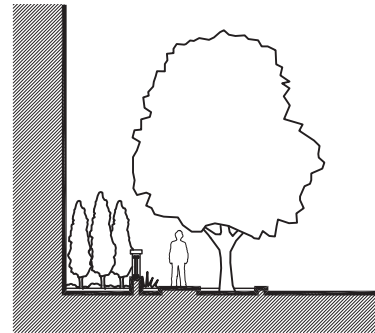
Bay Window

- Bay windows are encouraged on buildings where their use increases cross-ventilation to individual dwelling units.
- Bay windows are allowed on the ground floor, as well as upper floors.
- Provide landscape in front and around bay windows on the ground floor.
- Design to deflect rainwater from sidewalk below.
- Glazing at the two ends of a bay window should be operable so as to facilitate natural cross-ventilation.



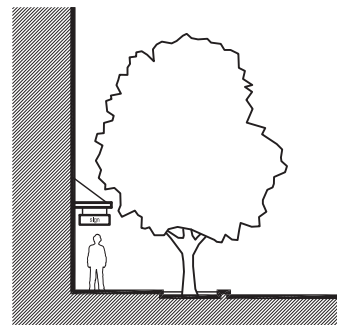
Yard, Forecourts & Building Entries

- Encourage planters, garden walls, and hedges are provide a pedestrian-friendly sidewalk. "Eyes on the Street" and pedestrian safety should be considered in the design of these areas.
- Provide lighting to ensure safety and visibility.
- Provide adequate drainage away from sidewalks & walkways.
- Water features, seating, and art are encouraged.
- Discourage parking, trash collection and storage in these areas.
- Provide shaded areas within yards, forecourts and exterior building entries.



Awning, Canopy, or Trellis

- Avoid the use of highly reflective materials.
- Design to deflect rainwater from sidewalks & walkways.
- Limit the length of any single awning to no more than 20 feet.
- The placement of awnings, canopies and/or trellises should correspond with locations of windows and other openings.
- Signs placed on awnings, canopies and/or trellises should be limited in size so as to not overwhelm or obstruct the structure.



RENOVATION OF EXISTING BUILDINGS

Some properties in Golden Hill are in need of basic upkeep and maintenance, while others must be brought up to code. Many existing properties present safety concerns because of poor lighting, unsafe passageways, and lack of “eyes on the street.” Other properties are from development eras that did not pay close attention to maintaining the fine-grained, pedestrian-oriented character of the community.

Where possible, the renovation of existing buildings should be considered. This may involve initiatives by individual property owners, housing investors or community associations employing available private funding, tax credits or grants intended for neighborhood revitalization. Options for renovating existing buildings and sites could include a range of strategies from simple painting, repairs, code compliance, and landscaping to larger changes, such as adding new windows to street-facing facades, landscaping surface parking and enclosing parking areas to create individually secured garages. It is important for renovations to respect the integrity of the particular architectural style. Even buildings replicating a modernist style, often the subject of critique, have intrinsic forms and details that are worthy of preserving or enhancing.

POLICIES

- UD-3.31 Renovation of existing buildings that respect the integrity of the style of the original building is encouraged.
- UD-3.32 Re-paint and re-finish exterior walls and trim, and repair building exteriors where necessary.
- UD-3.33 Add windows to blank walls and street-facing facades to add “Eyes on the Street” and increase safety.
- UD-3.34 Remove parking and curb cuts from building entrances; replace with landscaped areas and well-lit entrances.

- UD-3.35 Increase visibility and safety. Add pedestrian-scale lighting or wall-mounted light sconces to light building entrances and the alley.
- UD-3.36 Add landscape planters and planting to soften alleys and clearly identify entrances.
- UD-3.37 Enclose garages with individually-secured garage doors to increase safety. Eliminate dark, dead-end spaces and unsafe passageways as part of this effort.
- UD-3.38 Install a trellis or canopy over garage entrances to add additional planting and greenery to alleys.
- UD-3.39 Replace asphalt alleys with enhanced pavers to improve drainage and enhance character.

COMMERCIAL & MIXED-USE BUILDINGS

Commercial areas in the community are concentrated along a few commercial corridors and exhibit a distinct “Main Street” character, defined by continuous storefronts that face the street, are pedestrian-oriented and scaled, and provide a variety of shops, restaurants and businesses. This diversity adds to the rich character and vibrancy of the community’s commercial districts.

POLICIES

- UD-3.40 Maintain a consistent interface with the public realm for the community’s commercial districts with an active and consistent ground floor storefront presence.
- UD-3.41 Avoid placing surface parking between the front building facade and the public street.
- UD-3.42 Encourage public or semi-public spaces such as plazas, courtyards, forecourts, and sidewalk cafes, adjacent to the public right-of-way.

- UD-3.43 Establish minimum setbacks that contribute to a wider sidewalk zone in the community’s commercial areas to support an active and well-furnished pedestrian environment. Sidewalk widths less than 10 feet are of particular concern while 12+ widths are preferable depending on prevailing widths. Additional building setbacks should be required to increase sidewalk widths where needed. Where this is not feasible, building alcoves, courtyards and paseos should be required to accommodate features and uses such as entrances, utilities, outdoor displays and sidewalk cafes that may impact pedestrian prioritization and use of the sidewalk.
- UD-3.44 Build to the required sidewalk setback in all Neighborhood and Community Commercial zones. A maximum of 50% of the front building facade may be set back from the sidewalk to provide the following:
 - A. Sidewalk seating/sidewalk cafes
 - B. Recessed entrances
 - C. Pedestrian plazas
 - D. Pedestrian paseos
- UD-3.45 Locate surface parking (when used) behind buildings and on the interior of blocks where it can be screened from public view.
- UD-3.46 For buildings on corner lots, locate entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages.
- UD-3.47 Ensure that ground-floor uses are active and pedestrian-oriented within commercial and mixed-use areas. Discourage uses that have low propensity for walk-in traffic from locating in street-front locations.

Existing Street Facades and Streetscape



Improved Street Facades and Streetscape



The drawings and photographs shown above and on the following page are for illustrative purposes only and provided to convey general intent and vision, and NOT exact location, design or configuration of proposed development.

- UD-3.48** Building openings and fenestration should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 2 inches.
- UD-3.49** Avoid uninterrupted blank walls along building facades. The unbroken length of a facade generally should be no greater than 15’.
- UD-3.50** Group windows to establish rhythms across the facade and hierarchies at important places on the facade.
 - UD-3.51** Adhere to the design guidelines in Figure 4-4 to ensure high-quality commercial development that is pedestrian oriented, contributes positively to the street environment and creates a “Main Street” presence.



Existing Strip Commercial that is auto-oriented and places parking on one of the busiest and most noticeable corners in the community.



Retrofitted mixed-use commercial that is pedestrian-oriented, places active uses on the street corner and parking interior to the lot.

FIGURE 4-4: STOREFRONT DESIGN GUIDELINES



Storefront Design Guidelines

1. Create a clear differentiation between commercial and residential uses
2. Change materials at the building base and entrances to define areas of a building
3. Provide for shade through awnings, trellises, and overhangs at the pedestrian level
4. Use professionally designed and artistic signs that are consistent with the overall development
5. Provide enhanced paving leading to parking areas, plazas and building entrances
6. Clearly mark entrances with lighting, signage and entry doors
7. Provide display windows for a minimum 60% of the total facade and with clear, non-reflective glazing
8. Provide planting and landscape elements that are well-integrated with the development and at the pedestrian level
9. Use pedestrian-scaled lighting with minimum glare and accent lighting for key features of the building
10. Provide 15-foot minimum floor-to-ceiling height for all first floor commercial uses in a mixed-use building

COMMERCIAL-RESIDENTIAL USE COMPATIBILITY

In more dense urban neighborhoods, commercial and residential uses are often not physically separated to the same extent as within other neighborhoods. This can result in positive associations between walkability, transit access and buildings that frame streets creating a vibrancy within these neighborhoods. However, some commercial uses can have unwanted spillover effects on existing adjacent residential uses, or when located within mixed-use buildings. The Golden Hill community's relative lack of depth for most commercial lots as well as the prevalence of mixed-use buildings limits the use of large spatial buffers when separating uses. Components of the building program can instead be utilized to provide physical separation. Therefore, careful attention to the site planning and design detail of new commercial, institutional and mixed-use developments is necessary to avoid or minimize unwanted spillover effects.

Developments that provide space for institutional or commercial uses may have unwanted impacts on adjacent or on-site residential uses. Institutional and commercial uses should be designed to avoid or minimize noise, fumes, light spill and visual clutter. Incorporate the following measures into commercial and institutional components.

POLICIES

UD-3.52 Buffer residential uses at the adjoining property line through installation of solid masonry walls and landscaping within required setbacks. In no case shall the landscaped setback be less than 5 feet. Solid walls should be between 5 feet and 8 feet high depending upon potential project effects on abutting residential properties.

UD-3.53 Uses that may generate excess or more continuous noise should front commercial streets where primary access, window openings and any permitted outdoor use can be located away from adjacent residential uses. Building elements that generate less noise such as office space, storage areas and parking should be located closer to residential uses.

Building Renovation



BEFORE: Existing Apartment Building



AFTER: Improved Apartment Building

1. Enhanced Building Entrance
2. Added Landscape and Trees
3. Facade Treatments and Materials
4. Added Windows for "Eyes on the Street"
5. Re-Painted Facade



Alley Renovation



BEFORE: Unimproved alley



AFTER: Improved alley with enclosed individually - secured garage doors and new lighting and landscaping

1. Garage Doors
2. Enhanced Paving
3. Landscape
4. Overhead Trellis or Canopy
5. Re-Painting

UD-3.54 Utilize parking levels or rooftops as appropriate when locating generators, exhaust vents, trash enclosures and other service equipment.

UD-3.55 For odor-generating uses such as restaurants, contain and vent exhaust fumes away from adjacent residential uses as well as pedestrian areas such as sidewalks and plazas. For mixed-use buildings, exhaust vents should not be located below the third floor and should be directed away from operable windows, air vents and balconies within the building.

ON-SITE OPEN SPACE AND LANDSCAPING

Open Space and landscaping plays a significant role in how people experience the urban environment, providing a unifying interface between the public and private realms. Landscaping provides a natural element to the urban form, softens and frames views and can also screen unattractive elements. Historically, Southern California developed with relatively generous spaces for gardens and landscaping in a large urban context. As the scale of development in the community increases, these spaces need to be re-fashioned for a more urban context rather than become vestiges or eliminated altogether. Maintaining setbacks to include room for landscape designs that are attentive to detail with thoughtful placement and layering of plant material is therefore important. This includes plantings along building street frontages and required yard areas as well as in interior courtyards, plazas and paseos.

While landscaping plays a significant role in residential and residentially-oriented mixed-use areas, it is also important in commercial areas where creating comfortable and attractive places for people is critical to successful retailing. Landscape and open space plays an important role in a number of residential and commercial building typologies that are typical to the area's temperate climate, including courtyard housing where units are oriented around a central open space and retail development organized around plazas and paseos. The inclusion of landscaping on both building frontages and within courtyards is important for achieving the aesthetic quality that is desired for future developments.



POLICIES

UD-3.56 Residential development or development with a residential component should provide on-site outdoor open space as an amenity for residents. The open space should be designed as a central-organizing principle of the development not as an afterthought. These areas should relate to the development's common facilities, such as the play areas, courtyards, barbecue areas, and community buildings and support community gathering and passive social activities (such as reading, conversing, or playing games). Features such as pools and sport courts (and indoor gyms) are encouraged for larger developments to provide a recreation component.



The widened sidewalk and curb pop-out at Grape Street Square is clear of any impediments in the pedestrian walkway. There is enough space for the area to be a successful gathering spot in the South Park neighborhood, with the clock as its focal point and plenty of benches, bike racks, trees and interesting signs to help activate the space.

- UD-3.57** Maintain required setbacks for installation of landscaping to achieve needed landscape design functions such as soften development forms, buffer unwanted uses and provide privacy.
- UD-3.58** Use landscaping to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade, and add color, texture, and visual interest.
- UD-3.59** Design landscape and private open space areas to serve a sustainable infrastructure function by allowing for the capture, passive treatment and infiltration of storm water flow and to reduce or supplement normal irrigation with potable water.

MECHANICAL EQUIPMENT & UTILITIES

POLICIES

- UD-3.60** Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible (also refer to General Plan policy UD-A.16).
 - A.** Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with landscaping or building elements consistent with the overall design of the building facades. The street frontage should not be used for utilities, storage and refuse collection wherever possible.
 - B.** Locate utility boxes and access panels within the project site and outside of the public-right-of-way where possible. If within the public right-of-way, locate outside of the sidewalk's pedestrian zone and designed so as not to obstruct a clear path of travel. Placement of utilities in the frontage and furnishings zones is discouraged unless the utilities can be placed underground.

NATURAL SURVEILLANCE AND ACCESS CONTROL POLICIES

- UD-3.61** Allow for natural surveillance and access control (elements of defensible space) through site planning and building designs that maximize visibility, differentiate between public and private space and foster positive social interaction. Selectively place building entrances, fencing, lighting and landscape to limit access or control flow, particularly for multi-unit and commercial developments.
- A. Make common spaces and entrances visible from individual residences as well as maximize their visibility from public streets to allow vision by neighbors.
 - B. Position windows to allow residents to have visible sight lines or “eyes on the street” toward public streets, parking areas, and entrances to dwellings.
 - C. Locate sidewalks or paths between parking areas and individual residences, and between the street and residences to allow natural surveillance over the entire path.
 - D. Eliminate design features that provide uncontrolled access to roofs or upper levels.
 - E. Provide lighting along walkways, streets, and within parking areas. Use shielded or cut-off fixtures that will shape and deflect light into a layer close to the ground to control glare. This will place light where it is needed most and reduce interference with windows.
 - F. Design attractive landscapes that provide street trees and use effective barrier plants beneath ground-level windows and next to fences to discourage intrusion. Plants with thorns, serrated leaf edges and dense structures are effective barrier plants.
 - G. If security fencing is used, attention should be given to its detailed design so that it becomes an integrated architectural feature. Chain-link and cyclone fencing is not permitted.



Patios and yards within developments should be activated, attractive and ample in size to allow sunlight to fill the space



Building windows and entrances should face playgrounds, common areas and shared open spaces to activate them and provide plenty of “eyes on the open space”

ACCESS TO LIGHT AND AIR

Access to sufficient light and air improves the health and enjoyment of residents within multi-family and mixed-use developments. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Site and building designs should instead maximize access to light and air ventilation within each dwelling unit.

POLICIES

UD-3.62 Design the orientation and configuration of new development so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

- A. Avoid site and building designs that rely solely on narrow side yards to provide access to light and air.
- B. Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation is provided from two or more building facades if possible.



Light wells and light courts are an excellent way to bring natural light and ventilation into a building and make the interior environment more livable.

- C. Use individually placed rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes and decorative and clerestory window designs can be used where other window styles would conflict with facade architecture.

UD-3.63 Maximize visibility of, and access to, outdoor spaces while allowing an adequate level of privacy.

- A. Offset windows and balconies to allow for privacy.
- B. Use opaque window glazing where needed to provide privacy while maintaining light access.
- C. Place landscape plant material to soften sight lines between building openings and between adjoining property lines while allowing light to reach windows.

QUALITY, DURABILITY AND MATERIALS

POLICIES

UD-3.64 Use high-quality authentic materials with a substantial appearance, including wood, quarry stone, plaster-finish stucco, traditional decorative tile and masonry. Avoid using materials that have an inauthentic, non-traditional or thin veneer appearance such as EIFS foam molding or faux stone.

UD-3.65 Terminate brick, stone, tile veneers or other applied materials logically and strongly by wrapping corners and terminating at architectural modulations, articulations, frames or other features so as not to appear superficially affixed to the facade.



- UD-3.66 Make site elements (such as walls, planters, shade structures and fences) consistent with the overall architectural design as well as material and color palettes.
- UD-3.67 Treat all publicly-visible building facades equally in terms of materials, colors, and design details. Buildings should have a finished appearance on all visible sides.
- UD-3.68 Use materials and colors to unify and provide visual interest to building exteriors. Limit the number of materials and colors to promote visual simplicity and harmony.

SIGNAGE

POLICIES

- UD-3.69 Incorporate signage that complements building design and contributes to neighborhood character. Design signs at a scale for pedestrian rather than vehicle traffic.
- UD-3.70 Previously conforming signs should be brought into conformance with citywide sign regulations including removal or abatement of billboards.



Buildings should integrate natural lighting and access to fresh air. The concept of indoor - outdoor living in San Diego is particularly important.



Bike racks should be artistically designed and incorporate elements of the community's identity, such as a design style, the name of the neighborhood and/or whimsical designs and colors





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Economic Prosperity

- 5.1 COMMERCIAL DISTRICTS
- 5.2 COMMERCIAL AREA REVITALIZATION

Introduction

Economic development within the Golden Hill community is an important activity to provide goods, services and jobs geared toward local needs while contributing to the City's overall economy. Economic development activities can maintain the vibrancy of the community's commercial districts and promote revitalization where it is needed. Economic development activities should be coordinated and sustained over time to be most effective.

Golden Hill is predominantly a residential community with commercial districts situated to provide services that support the community as well as individual neighborhoods (refer to Land Use Element Figure 2-2, Commercial Districts). There are also a several traditional corner stores in other locations.

More recently, business draws from a broader area due to the popularity of local establishments and the appeal of traditional walkable commercial districts.

The community's estimated workforce includes approximately 2,300 total jobs in 2012. Of these:

- 960 are within government;
- 720 are within private sector businesses; and
- 620 are held by self-employed persons¹.

From 1990 to 2012, the community experienced a sales increase in the food services and beverage services retail categories. During this same time period, sales in other retail categories declined². This decline indicates that Golden Hill residents are shopping outside the community. Future growth can be expected within the hospitality and leisure sector, composed of lodging, entertainment, food services, and beverage services. Continued growth in the food and beverage categories are expected to contribute most of this sector's growth.

The community's commercial districts are centrally located with convenient pedestrian, bicycle and transit access. They are intended to provide opportunities for businesses that serve community needs for goods and services in a clean and attractive pedestrian-oriented setting. They are also intended to provide opportunities for artistic expression and entertainment as well as small-scale spaces for public gathering. Pedestrian access and comfort should be enhanced by planting street trees where needed and maintaining a clear path for pedestrian travel within sidewalks.

The community's traditional storefronts are also uniquely suited to small and sole-proprietor businesses. Various design elements typical of these commercial spaces, such as generous window area, high ceiling heights and longer storefront depth, contribute to successful retailing and small business development. Existing storefront commercial space has been successfully renovated to accommodate new businesses in various locations throughout the community. It is important to maintain viable existing storefront commercial spaces and for new developments to provide similar design elements.

ECONOMIC PROSPERITY ELEMENT GOALS

- New development that increases the number of small businesses and provides job opportunities within the community.
- Vibrant neighborhood commercial districts where the residents purchase a significant share of their basic needs and services within the community.
- Increased aggregate buying power within the community.

¹ San Diego Association of Governments (SANDAG) employment projections – Series 12 Forecast.

² MuniServices, LLC, the City of San Diego's sales tax consultant's data research.

COMMUNITY BUSINESS DATA

- Nearly 240,000 square feet of existing retail space
- Retail lease rates 28% higher than the city-wide average
- A low 0.4% retail vacancy rate compared to 4.3% city-wide
- Higher lease rates and low vacancy rates indicate support for additional retail space
- Nearly 139,000 square feet of existing office.
- Office lease rates 60% lower than the citywide average
- Nearly 103,000 square feet of existing light industrial space.
- A 0% vacancy rate in industrial/ flex space compared to a 10.5% vacancy rate citywide.
- The light industrial businesses are engaged in warehousing, manufacturing and providing services.

Source: The CoStar Group (2012)



The community's traditional storefronts are uniquely suited to small and sole-proprietor businesses.



The community has several distinct commercial districts. A small business along 25th Street is shown here.

5.1 Commercial Districts

Commercial development within Golden Hill is concentrated along former historic streetcar routes, especially along 30th and Fern Street between Beech and Juniper Streets in South Park. A small cluster of commercial development has occurred along 28th Street at B Street. A small commercial corridor exists along 25th Street at Broadway. Businesses along the 25th Street corridor are also considering organizing for commercial revitalization efforts.

Golden Hill's South Park business district begins at Kalmia Street and extends to Beech Street along 30th and Fern Streets. The portion of the district north or Juniper Street is within the North Park community. Golden Hill also does not have a City-established Business Improvement District. However, the

South Park Business Group successfully works with independently owned small businesses in the area to brand, market and revitalize this neighborhood commercial district.

EP

Golden Hill and South Park businesses provided unique retail experiences in a main street type atmosphere. While providing goods and services that serve the community, they are also expected to attract business from outside the community due to their appeal. With proximity to Downtown and Balboa Park, Golden Hill may also be able to capture more of San Diego's visitors from these nearby tourist destinations if transportation links are enhanced.

POLICIES

- EP-1.1 Support programs that provide funding to enhance the physical attractiveness of the community's Commercial Districts.
- EP-1.2 Organize South Park and North Park businesses on 30th Street as a multi-district dining, arts, and entertainment commercial corridor.

COMMUNITY BUSINESS DATA

- The health services sector is projected to remain the area's largest private sector employer.
- The greatest job gains are assumed to occur in the leisure and hospitality sectors. The leisure and hospitality sector includes hotels, entertainment, food services and beverage services.
- Job gains are assumed also to occur in the professional and business service sector.
- Job losses are projected to occur in all other industry sectors including: government, manufacturing, wholesale trade, retail trade, information services, personal services, finance and real estate, construction, and transportation sectors.
- The greatest job loss is expected in the government sector.
- The employment projections show insignificant growth in the sectors which are associated with office jobs.
- Projections demonstrate jobs associated with industrial sectors will experience losses.

Source: SANDAG-Series 12 Forecast

- EP-1.3 Recapture a greater share of local Golden Hill residents' expenditures with improved basic retail and personal services, as well as through coordinated promotional efforts.
- EP-1.4 Market to the Downtown and Balboa Park visitor trade and improve existing transit service and bicycle connectivity from those destinations, including consideration of a future street car line.

5.2 Commercial Area Revitalization

Revitalization focused within the community's commercial areas can ensure the economic vitality of small businesses, provide local job opportunities and contribute to the economic health of the community. The City has provided services and incentives to assist new and existing businesses for over twenty years (see list below). Small business-based services and assistance programs must be continued to ensure the continued revitalization within the community's Commercial Districts. A revitalization effort is also needed for most of the small-scale corner stores interspersed throughout the community. Commercial areas in a community do not reach a point where all revitalization is complete and no further effort is needed to support small businesses. The City will continue to partner with community groups and business organizations in Golden Hill to serve and assist small businesses and enhance the attractiveness of the community's commercial areas.

Small Business Assistance

Public/private partnerships to facilitate access to small business financial assistance programs and other support resources.

Storefront Improvement Program

Storefront Improvement Program (SIP) assists small business owners in revitalizing building facades through design assistance and financial incentives.

Micro Assessment District

A business improvement district that contains less than 300 members formed to promote and improve the business environment.

Capital improvements

Improvements to public facilities and infrastructure.

Public Art

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

Urban Forestry

The planting, care and management of tree populations in the community's urban setting for the purpose of improving the environment.

Historic Districts

A group of buildings, properties, or sites that have been designated as historically or architecturally significant. A historic district can also promote the character of a business district.

Clean & Safe

Provides services such as trash and debris removal, sidewalk sweeping and power washing, graffiti removal, landscape maintenance, and public safety services.

Event Programs

Special events such as restaurant tours, block parties, farmers' markets and holiday festivals are often efforts of an active business improvement district, business association or community development corporation.

POLICIES

- EP-2.1** Utilize economic development tools and programs, such as those listed above to attract and retain small businesses.



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Public Facilities, Services & Safety

- 6.1 PUBLIC FACILITIES AND SERVICES
- 6.2 HEALTH AND SAFETY

Introduction

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

PF

As an older, urbanized community, Golden Hill is often faced with infrastructure and facilities that do not meet current standards. The remaining service life and maintenance needs of aging infrastructure is a persistent issue in an older community.

Golden Hill is also not as large as other communities nearby and often shares public facilities with adjacent communities and the community has few vacant developable sites for the location of new public facilities. Therefore, meeting the community's future public facilities needs should focus on expansion of existing facilities or re-use of existing buildings within the community suitable for this purpose. To better accommodate the sharing of facilities located within adjacent communities, improved transit and bicycle access should be provided to facilities nearby, particularly those within downtown and Balboa Park.

PUBLIC FACILITIES GOALS

- A high level of community facilities and services that meets the needs of the community.
- Maximize utilization of school facilities while eliminating overcrowding.
- Community use of school facilities during non-school hours for educational, recreational and cultural purposes.
- Private initiatives that 'adopt' community schools to enhance educational programs.
- Maintenance, repair and replacement when needed to maintain or improve the serviceability of the community's older infrastructure.

6.1 Public Facilities & Services

PUBLIC FACILITY NEEDS & PRIORITIZATION

The City's two main funding sources for providing and improving public facilities include the Development Impact Fee (DIF) and the General Fund. The DIF collects a proportional fair-share of capital improvements needed to offset impacts of new development. The General Fund may be used for facility improvement and upgrades as well as operational and maintenance costs.

The community's DIF and General Fund have helped to alleviate growing facilities needs, but a deficit remains with regards to most public facilities leaving the City and community with the challenge to find additional means of funding long-term improvements as well as maintenance. There is limited funding for annual capital improvements. The City has instituted

a prioritization and ranking strategy that integrates community input in order to be more responsive to the community's facility and infrastructure priorities. Although the City is making incremental changes in how Capital Improvement Program (CIP) projects are funded to provide more timely improvements, the unfortunate reality is that an existing facilities and infrastructure deficit remains in the community. There are a number of obstacles that must be overcome to alleviate this deficit. These include, the lack of available land and increased costs of land acquisition for construction of new facilities, the need for additional maintenance funding, and broader funding constraints and competing needs.

The City and the community will need to work together to find creative solutions for meeting facility and infrastructure needs over time, and ultimately improve the quality of life. Solutions such as clustering facilities to minimize land costs, land value recapture, providing broader community serving facilities, offering equivalences, seeking citywide or regional initiatives for new sources of revenue, and exploring public-private opportunities are just some ways that may make it possible to accommodate new facilities for the next generation. The General Plan provides a more detailed discussion of funding constraints as well as opportunities for additional revenue. Figure 6.1 illustrates the locations of public facilities within the community.

POLICE AND FIRE

Facilities for police and fire emergency services affect planning goals for livability and safety. The City provides these services through geographic service areas that take into account community plan boundaries but may also cover more than one community.

The Police Department groups neighborhoods within the city into nine divisions. The Golden Hill community is served by the Central Neighborhood Division located at 2501 Imperial Avenue in the Southeastern community. The Fire Department provides emergency/rescue services, hazard prevention and safety education to ensure the protection of life, property and the

environment, including education about vegetation management to protect properties from wildfires in canyon areas. The community is served by Fire Station 11 which is located within the southwestern portion of the community at the intersection of Broadway and 25th Street. Fire Station 11 opened in 1913. The building was remodeled to add a truck company in 1975, and the current building opened in October 1997 and includes a Fire Engine, Fire Truck, and Paramedic Services.





The City does not have adequate fire station coverage to maintain desired service levels in some geographic areas and at all times due to a combination of funding, geographic and population growth factors. However, the City has recognized the value of fire prevention measures to reduce pressure on the overall response system in the long term; such measures include adopting stronger safety codes and an aggressive brush management program. Citywide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study (2011).

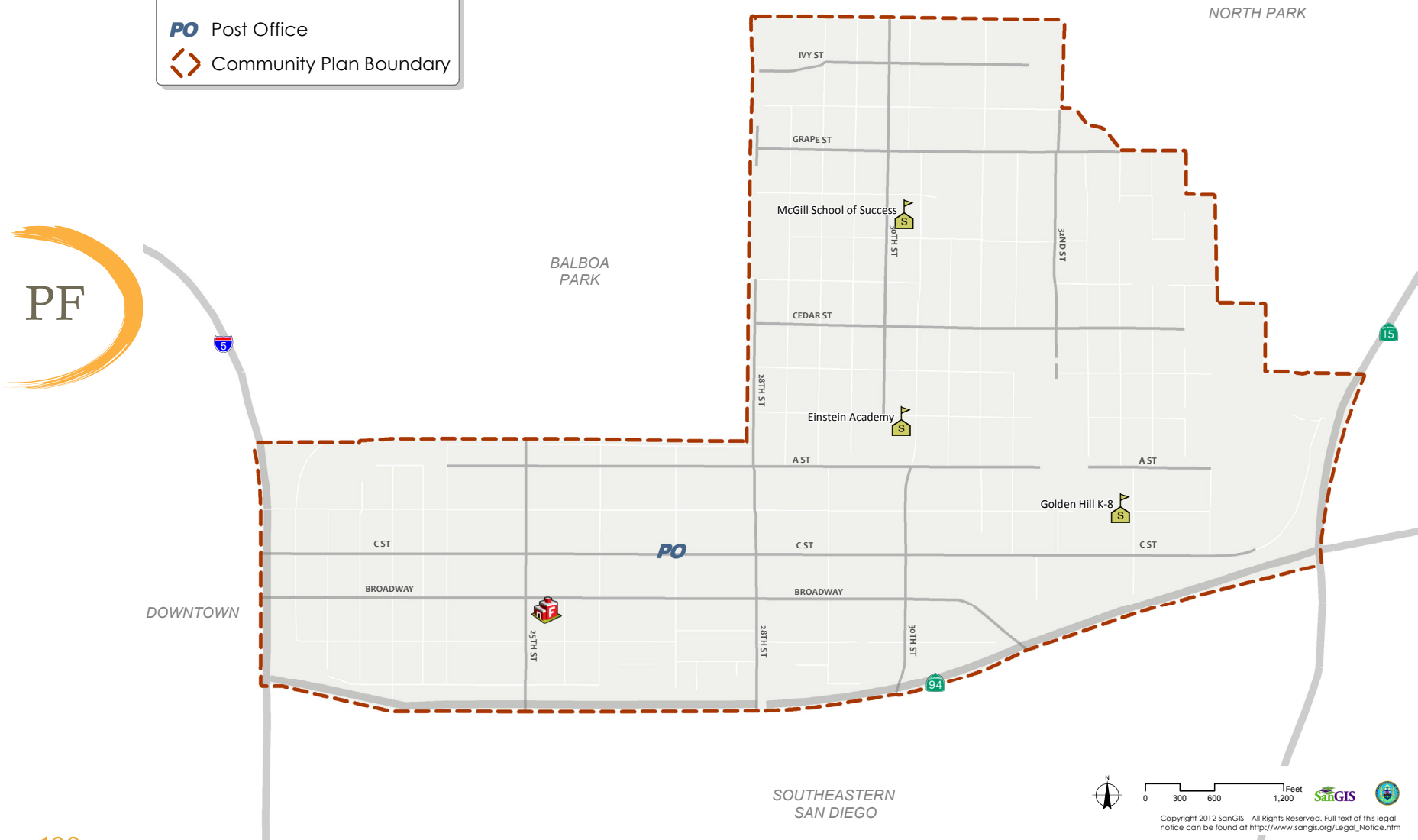

 PF


Fire Station 11 provides fire and medical emergency services to the community from their site at 25th Street and Broadway.



FIGURE 6-1: PUBLIC FACILITIES

LEGEND

-  Public School
-  Fire Station
-  Post Office
-  Community Plan Boundary



SOUTHEASTERN SAN DIEGO

0 300 600 1,200 Feet  

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The expected population growth within the Golden Hill community will likely result in increased need for fire, medical, security, and emergency services. Over time, the City Police and Fire departments may need to increase staff levels, equipment, and facilities to meet these greater needs. As growth and development occur, police and fire capacity will be evaluated to ensure that station locations and staffing levels are adequate to maintain acceptable levels of service. Although no new police or fire stations are planned within the community, a new fire station is proposed on Home Avenue and 805/ Fairmount in the City Heights community which could supplement the existing service from Fire Station 11.

It is important to the community that both the South Park and Golden Hill neighborhoods are served within the same police division. Also, the design of new development should incorporate the Urban Design Element's guidelines for natural surveillance and access control as a crime deterrent. The community has expressed a concern that response times need to be assessed so that adequate service is provided to the eastern neighborhoods adjacent to canyons.

LIBRARY

Golden Hill residents have long sought a library facility within the boundaries of the community. However, libraries typically serve a larger area than many single communities within the City (refer to General Plan policies PF-J.3 and PF-J.5). The Golden Hill community is served by several library facilities in adjacent communities. The recently expanded Central Library at 330 Park Boulevard in the East Village neighborhood of Downtown provides the community access to the City's largest library. Other libraries are the North Park branch library located at 3795 31st Street and Logan Heights branch library located at 567 South 28th Street. Because the community does not have a library, there is no convenient access to a public community meeting room yet the community desires either a separate community room or a room available at no additional cost at another public facility such as a school.

SCHOOLS

Public education is an important public service, and offering quality education is an important goal to the residents of the Golden Hill community. The presence of public as well as private school facilities can contribute to neighborhood livability and revitalization, coordinate programs with adjacent parks and community facilities, improve safety and walkability, and enhance access to education for neighborhood residents.

The San Diego Unified School District opened Golden Hill School as a new facility located at 1240 33rd Street in January 2006. The school is currently operated as a grades K-8 school and accommodates up to 700 students. The district also provides charter schools, the Albert Einstein Academy elementary school at 3035 Ash Street and the McGill School of Success at 3025 Fir Street. In addition, public and private schools in neighboring communities also serve the community including Roosevelt Junior High and San Diego High School.

PF



The community is served by multiple education facilities offering up to grades K-8: Golden Hill, the Albert Einstein Academy and the McGill School.



The Albert Einstein Academy has created a small park and pedestrian connection from Dale St to A street which benefits the community.

San Diego City College is a California Community College located adjacent to the Golden Hill Community in Downtown San Diego. The college provides courses that lead to certificates and associate degrees or transfer to a four-year college or university, career technical education programs and fulfillment of licensing requirements as well as skill development and student support services for all students.

Significant funds for school facility improvements were made available when the voters approved two bond measures, Propositions S and Z in 2012. Funds can be used for repairs and renovations within the San Diego Unified School District. These bond projects follow improvements that were started with Proposition MM funding and include new classroom technology, safety and security upgrades, Americans with Disabilities Act

(ADA) upgrades, new/renovated facilities, temporary classrooms replacement, air conditioning, upgrades/ADA improvements to athletic facilities, and other capital improvements at traditional and charter schools throughout the district.

PF

School sites in Golden Hill can potentially accommodate other public and community-oriented uses through joint use agreements with the school district. Providing for recreation opportunities as well as a community meeting room is of particular need. If public school sites are no longer needed by the school district for educational use, the community and the City should make every effort to retain the property for public use.

WATER, SEWER & STORMWATER INFRASTRUCTURE

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

and Standards provides the framework for the design and construction of new water facilities and address water efficiency, conservation, recycled and reclaimed water, cost effectiveness and timely construction. The City also monitors and maintains the water and sewer system on an ongoing basis because of the age of the water and sewer infrastructure in the older communities. In a continuing replacement program, outmoded concrete sewer mains and cast iron water mains are being replaced on a citywide basis. Replacement is currently scheduled based on breaks or blockages in the mains. The community would like water infrastructure to be maintained and upgraded to present level of services.

Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding will occur. Storm drain infrastructure within the community's streets often discharges into the natural canyon areas causing erosion. Storm water pollution affects human life as well as aquatic plant and animal life. Oil and grease from parking lots and roads, leaking petroleum storage tanks, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into water bodies and receiving waters.

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

OVERHEAD UTILITIES AND STREETLIGHTS

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

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

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

POLICIES

POLICE AND FIRE

- PF-1.1 Reduce the incidence of criminal activity within the Golden Hill neighborhoods (refer to Urban Design Element section, Natural Surveillance and Access Control).
 - A. Continue the Neighborhood Watch Program as an adjunct to police surveillance. The program should also be expanded to cover blocks where it does not presently exist.

- B. Maintain a close relationship with neighborhood organizations and have a continuing exchange of information with patrol officers.
- C. Institute a community education program dealing with security measures that deter crime.
- D. Maintain a community relations program between police and residents.
- E. Ensure that development projects provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.

PF-1.2 Keep the entire Golden Hill community under one police patrol beat to increase visibility and to improve response time.

PF-1.3 Support construction of a new fire station at Home Avenue and 805/Fairmount in City Heights.

PF-1.4 Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.

PF-1.5 Seek community input when discussing future plans regarding the fire station via the Greater Golden Hill Community Planning Committee.

PF-1.6 Support efforts by the City to educate and inform the community regarding fire prevention techniques.



LIBRARY

- PF-1.7 Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the Golden Hill community.
- PF-1.8 Improve access via public transportation systems and improved bicycle facilities that link the Golden Hill community with the Central Library and the Logan Heights and the North Park branch libraries.
- PF-1.9 Seek a site or joint use or development opportunity for a public community meeting room.

SCHOOLS

PF

- PF-1.10 Provide community use of school facilities during non-school hours for educational, recreational and cultural purposes.
 - A. Pursue joint use agreements in which school facilities are made available for community use.
 - B. Install turf on existing playing fields to provide additional recreational areas for the school and the community during and after school hours.
- PF-1.11 Acquire excess school district property within the Golden Hill community to reserve the property for public use.
 - A. Reuse of school sites should be subject to public review and should be compatible with the community plan designation for the surrounding area.
 - B. Public facility uses, such as Neighborhood Park, library or community center, should be given first priority for reuse of the school site before it is made available for any private use or development.
 - C. In the event that the site is no longer needed for educational or other public purpose, it will be developed at a density compatible with the surrounding neighborhood.

- PF-1.12 Improve access via public transportation systems and improved bicycle facilities that link the Golden Hill community with San Diego City College and San Diego High School.

WATER, SEWER & STORMWATER INFRASTRUCTURE

- PF-1.13 Monitor the conditions of facilities. Implement improvement programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.
 - A. Replace facilities and infrastructure as required to maintain or improve the serviceability.
 - B. Improve energy and water conservation in the design, location, and operation of new facilities.
 - C. Collaborate with the Golden Hill community and other entities when funding and siting improvements to coordinate timing and replacement of infrastructure.
 - D. Institute a program to clean the storm drain system prior to the rainy season.
 - E. Implement appropriate stormwater capture measures within developed areas upstream to reduce the rate, volume and pollutant load of surface runoff prior to discharge into natural areas and waterbodies.
 - F. Upgrade the design of outmoded stormwater infrastructure that discharges directly into canyon open space.

OVERHEAD UTILITIES & STREET LIGHTS

- PF-1.14** Expedite the undergrounding of overhead utility lines. Provide sufficient oversight to insure preservation of aesthetics in replacement and repair of impacted infrastructure, especially on historic properties, and historic public improvements (e.g. sidewalks, curbs, hardscape, etc.).
- PF-1.15** Address the issue of streetlight maintenance so that new streetlights can be required to replicate the design of the historic streetlights already used in portions of the community. Exceptions should only be made only at intersections where the standard cobra light design is necessary for overall traffic and pedestrian safety. Avoid using cobra and other non-histoic designs at mid-block locations.



Historic "acorn" style street lighting not only improves safety for pedestrians, vehicles and properties at night but also provides a unifying character statement within the community.



Designated view corridors, such as Cedar Street shown here, should be candidates for future undergrounding of utility lines.

6.2 Health & Safety

GEOLOGICAL & SEISMIC HAZARDS

The gently rolling Golden Hill topography is geographically a series of marine terraces. There is a gradual increase in elevation from approximately 60 feet above sea level on the southwest to approximately 280 feet in elevation on the northeast. This gentle topography is broken by four steeply sloping canyon areas. Southern California is one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. Damage to structures and improvements caused by a major earthquake will depend on the distance to the epicenter, the magnitude of the event, the underlying soil, and the quality of construction. The General Plan provides policy support for disaster preparedness and seismic safety in the Public Facilities, Services & Safety Element sections PF-P and PF-Q.

FIRE HAZARDS

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

- PF-2.1** Maintain a high level of fire protection throughout the community, particularly in the neighborhoods adjacent to natural open space.
- A.** Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.
 - B.** Support efforts by the City to educate and inform the community regarding fire prevention techniques, particularly those related to brush management and wildland fires.

FIGURE 6-2: GEOTECHNICAL AND RELATIVE RISK AREAS

LEGEND

- Fault Line
- Liquefaction
- Relative Risk Areas**
 - Nominal to Low
 - Low to Moderate
 - Moderate to High
- Community Plan Boundary





Recreation

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

Introduction

Parks and open space provide opportunities for recreation, relief from urbanization and enjoyment of the community's natural features. Recreation opportunities identified with this plan include the acquisition and development of new parks within the community, recreation improvements within Balboa Park and canyon trails. The Recreation Element includes goals and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility, and Open Space Lands and Resource-based Parks. These goals and recommendations, along with the broader goals and policies of the General Plan and the Balboa Park East Mesa Precise Plan (BPEMPP), provide a comprehensive parks strategy intended to accommodate the community at full community development.

RE

In addition to soliciting public input through various community meetings, in August of 2011, the City commissioned a Park and Recreation Needs Assessment for the Golden Hill, North Park and Uptown communities. The assessment was conducted by an independent research consultant to determine how and where people currently recreate, their priorities and preferences for future recreational uses and facilities within their communities, as well as, consideration of Balboa Park as a recreational resource. The assessment consisted of an objective, statistically-valid, random telephone survey. The survey results are considered representative of the broad and demographically-diverse communities' recreational use patterns and opinions. The survey results are contained in a report presented to each community and were used to develop the recreation policies and recommendations of this community plan (refer to Appendix A, Park and Recreation Needs Assessment).

RECREATION ELEMENT GOALS

Parks & Recreation Facilities

- To create a sustainable park and recreation system that meets the needs of Golden Hill residents and visitors which serves a variety of users, such as children, the elderly population, persons with disabilities, and the underserved teenage population.
- To provide parks and recreation facilities that keep pace with the Golden Hill Community population growth through timely acquisition of available land and development of new facilities.
- To increase the quantity and quality of recreation facilities in Golden Hill through the promotion of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.

Preservation

- To preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs in the Golden Hill Community.
- To create a sustainable park and recreation system that meets the needs of Golden Hill residents by using 'green' technology and sustainable practices in all new and retrofitted projects.
- To preserve, protect and manage the natural, cultural, and historic resources that serve as recreation facilities in the Golden Hill Community.

Accessibility

- Enhance recreation facilities in Golden Hill by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.
- Design all new recreation facilities for an inter-connected park and open space system that is integrated into and accessible to Golden Hill Community residents.
- Retrofit all existing park and recreational facilities to meet the 1990 Americans with Disabilities Act (ADA) to accommodate persons with all disabilities as funding becomes available.
- Provide a balance of recreational facilities in the Golden Hill Community that are available for programmed and non-programmed uses.
- Create comprehensive pedestrian and bicycle connections between parks and open space lands within the Golden Hill Community, as well as to surrounding communities.

Open Space Lands & Resource-based Parks

- Provide an open space and resource-based park system in the Golden Hill Community that provides for the preservation and management of significant natural and man-made resources.
- Protect the natural terrain and drainage systems of Golden Hill's open space lands and resource-based parks to preserve the natural habitat and cultural resources.
- Provide a system of pedestrian paths and bikeways linking population-based parks with resource-based parks and open space lands within the Golden Hill Community.

7.1 Parks & Recreation Facilities

PARKS & RECREATION FACILITIES STANDARDS

The City General Plan Recreation Element describes three categories of parks within the City of San Diego: Open Space Lands, Resource-based Parks, and Population-based Parks (refer to Section RE-4, Open Space Lands and Resource-Based Parks for descriptions). Population-based parks and recreation facilities are typically located within close proximity to residents and are intended to serve the daily recreational needs of the neighborhoods and community. The General Plan standard is to provide a minimum of 2.8 useable acres of public park land per 1,000 residents.

There are six categories of population-based parks:

- Major park;
- Community park;
- Neighborhood park;
- Mini-park;
- Pocket park or plaza; and
- Special activity park.

A recreation center, typically 17,000 square feet in size, should be provided for every 25,000 residents, and an aquatic complex should be provided for every 50,000 residents. The General Plan Recreation Element, Table RE-2, Parks Guidelines, provides the descriptions and minimum standards for these park and recreation facilities.



EXISTING AND FUTURE POPULATION – BASED PARKS & RECREATION FACILITIES

At full community development, the projected population for the Golden Hill community is 22,085. Therefore, according to General Plan Guidelines for population-based parks, the community should be served by a minimum of 61.84 useable acres of park land at full community development. Additionally, the projected population warrants approximately one recreation center equivalent to approximately 15,000 square feet in size, and approximately one-half of an aquatic complex.

As of 2015, there are no existing population-based parks or recreation facilities within the community. Opportunities for additional park land and recreation facilities are anticipated to come primarily through redevelopment of private and public properties and through the application of park equivalencies. While the City’s primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or is cost-prohibitive, the General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines.



General Plan Guidelines

Parks: 22,085 people divided by 1,000 = 22.09 x 2.8 acres = 61.84 acres of population-based parks

Recreation Center:(17,000 square feet) serves population of 25,000: 22,085 people divided by 25,000 people = 0.88 Recreation Center

Aquatic Complex: serves population of 50,000: 22,085 people divided by 50,000 people = 0.44 Aquatic Complex



A children’s play area is one of the park amenities within Golden Hill Community Park.

Facilities that may be considered as population-based park equivalencies include the following.

- Joint use facilities;
- Trails through open space;
- Portions of resource-based parks;
- Privately-owned, publicly-used parks;
- Non-traditional parks, such as roof top or indoor recreation facilities; and
- Facility or building expansion or upgrades.

The Golden Hill community is an urbanized community where park equivalencies are appropriate for satisfying some of the community’s population-based needs. The community and City staff identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents (e.g., Balboa Park Master Plan and Balboa Park East Mesa Precise Plan [BPEMPP]).

Creation of joint use facilities within the Golden Hill Community schools were considered and determined to be infeasible or in the foreseeable future due to constrained sites. However, joint use should be pursued in the future if school sites are expanded or redeveloped, which frees up land that could be utilized for recreational purposes.

A variety of sites and facilities within and adjacent to the Golden Hill Community do, or could, serve as population-based parks or park equivalencies. Table 7-1 summarizes the existing and proposed parks and equivalencies that have been selected to serve the community's park and recreation needs. The table also includes recommendations contained in the BPEMPP for the Neighborhood Edge as well as recommendations generated by the community and City staff for facilities outside of Balboa Park.

The community plan identifies new park land and park equivalency sites to meet most of the community's population-based park requirements. The plan identifies potential projects that will provide all of the recreation center space and the aquatics complex facilities required to serve the community at the plan horizon. These represent significant achievements towards implementing the community's recreation goals. The city will work with community members to seek future opportunities for provision of parks and recreation facilities. In addition to the inclusion of these projects in the Golden Hill Impact Fees Study, identification of potential donations, grants and other funding sources for project implementation will be an ongoing effort.

Figure 7-1 depicts the approximate locations of existing and proposed open space, parks, recreation facilities and park equivalencies. Note: Identification of private property as a potential park site does not preclude permitted development per the designated land use or underlying zone.



Bud Kearns Aquatic Complex, within Balboa Park, is to be expanded to serve both Golden Hill and North Park communities.



Golden Hill Recreation Center to be expanded to provide additional multi-purpose rooms or other community serving facilities.



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



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

PARKS/RECREATION FACILITIES	2015 USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
<i>Major Parks - None</i>				
<i>Community Parks - None</i>				
<i>Neighborhood Parks</i>				
32 nd Street Neighborhood Park		3.81	Proposed neighborhood park located on 7 parcels of privately-owned property, between C Street and Broadway. The City Public Utilities Dept. may acquire the site for a groundwater production facility which could be incorporated into active and passive recreational facilities	Acquire, design and construct passive recreational facilities, such as open turf areas, walkways, security lighting, site furniture, signage, public art and landscaping. If City Public Utilities Dept. acquires land coordinate active and passive recreational facilities on site.
<i>Mini Parks - None</i>				
<i>Pocket Parks/Plazas</i>				
Broadway and Glendale Avenue Pocket Park		0.08	Proposed pocket park located on undeveloped street right-of-way to accommodate passive recreational uses.	Vacate street right-of-way, acquire land, design and construct passive recreation, such as walkways, security lighting, site furniture, signage, public art and landscaping.
<i>Special Activity Parks - None</i>				
<i>Recreation Centers</i>				
Golden Hill Recreation Center (within Balboa Park)	N/A	N/A	Existing 10,035 sq. ft. community-oriented recreation facility located in Golden Hill Community Park with existing amenities including an indoor gymnasium, a meeting room, kitchen and community clubhouse.	Expand recreation center to 15,052 sq. ft. by adding 5,017 sq. ft. in one or more building structures on site.
<i>Aquatic Complexes</i>				
Bud Kearns Aquatic Complex (within the Morley Field area of Balboa Park)	N/A	N/A	Existing aquatic complex located in North Park on Upas Street, with an existing pool and support facilities that are undersized and outdated, not accessible to physically disabled residents, and operational costs are excessive due to water leakage through cracks in the pool. (Shared between the Golden Hill and North Park Communities)	Replace existing public pool facilities with expanded state-of-the-art aquatic complex to serve the Golden Hill and North Park Communities' aquatic needs. Renovate and expand existing pool house and provide universal access and water amenities, such as children's wading pool, therapeutic pool facilities.



POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

PARK EQUIVALENCY	2015 USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
<i>Joint Use Facilities - None</i>				
<i>Trails: Useable acres credit for trails was determined by multiplying the linear footage of trail by 24'-0" width and divided by one acre in square feet (43,560)</i>				
32 nd Street Canyon Open Space Trails		1.98	Proposed trail amenities along existing trails located in the 32 nd Street Canyon Open Space.	Design and construct trail amenities along existing trails (3,604 lineal feet) such as trailheads, kiosk, way-finding maps, interpretive signs, protective fencing, native landscaping, trash and recycling containers, benches and overlooks, where needed and appropriate for the trail type as determined by City.
34 th Street Canyon Open Space Trails		2.69	Proposed new trail segment and trail amenities along existing trails located in the 34 th Street Canyon Street Open Space.	Design and construct 142' lineal feet of new trails and trail amenities along existing trails (4,754 lineal feet), such as trailheads, kiosk, wayfinding maps, interpretive signs, protective fencing, native landscaping, trash and recycling containers, benches and overlooks, where needed and appropriate for the trail type as determined by City.
<i>Portion of Resource-Based Parks</i>				
28 th Street Park (within Balboa Park)		3.05	Proposed park equivalency located on 28 th Street, with existing park amenities that include a children's play area, picnic tables, benches, lawn areas, and a comfort station.	Design and construct an additional 2.62 acres of passive recreation by expanding the children's play area, providing additional picnic tables and benches, and upgrading/replacing the comfort station.
Golden Hill Community Garden (within Balboa Park)		0.28	Proposed park equivalency located on Russ Blvd. with an existing, approximately 5,000 square foot community garden area; operated and maintained by a not-for-profit entity.	Design and construct an additional 7,500 sq. ft. area and provide site amenities for gardeners and community visitors, alike, such as additional gardening plots, potting shed, communal gathering or stage area, shade structure, passive seating/picnicking, site furniture, fencing, security lighting, and public art.
Golden Hill Community Park (within Balboa Park)		7.26	Proposed park equivalency located on 26 th Street with existing park amenities that include a multi-purpose lighted sports field which supports youth and adult softball and baseball, two outdoor basketball courts, one handball court, passive lawn areas with picnic facilities, a comfort station and a children's play area.	Design and construct expanded recreational and support facilities, including approximately 1.0 acre of additional parking, and security lighting, to accommodate future uses and special community events.



POPULATION-BASED PARKS AND RECREATION FACILITIES INVENTORY AND RECOMMENDATIONS (CONTINUED)

PARK EQUIVALENCY	2015 USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATIONS AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Golden Hill Park (within Balboa Park)		12.53	Proposed park equivalency located on Russ Blvd. with existing park amenities that include a loop road with three small individual parking areas, passive multi-purpose turf areas and views to Downtown.	Design and construct additional park amenities to support neighborhood passive recreation; enhance the gateway into the park area with park signage.
Golden Hill Pocket Park (within Balboa Park)		0.61	Proposed park equivalency located adjacent to the Golden Hill Community Garden area.	Design and construct passive recreational uses, such as a children's play area, parking area, security lighting, accessible walkways and landscaping.
Grape Street Park (within Balboa Park)		6.37	Proposed park equivalency located on Grape Street with existing park amenities that include a dog off-leash area, open lawn area, picnic tables, and a comfort station.	Design and construct upgrades to the dog off-leash area such as additional fencing and drinking fountains; provide passive recreation improvements, including children's play area site furniture, security lighting, walkways, landscaping; and upgrade/replace the comfort station.
Pershing Recreation Complex (within Balboa Park)		5.00	Proposed park equivalency located at the corner of Pershing Dr. and 26 th Street. This site is currently used by City Central Operations Station facilities. This facility is a total of 15 acres and will be shared with; North Park; Golden Hill and Uptown.	Design and construct a community park/sports complex with active recreation facilities consistent with the recommendations in the BPEMPP, subsequent to relocation of non-park, City facilities.
Skate Park/Bike Skills Park (within Balboa Park)		10.0	Proposed park equivalency located along Pershing Drive. Facility is a total of 20 acres and will be shared with North Park and Golden Hill.	Design and construct an above-ground skate park and/or Bike Skills/BMX track, and support facilities, such as parking lot and portable restrooms. Amendment of the BPEMPP may be necessary.
<i>Privately-Owned Park Sites - None</i>				
<i>Non-Traditional Park Sites - None</i>				
<i>Facility or Building Expansion or Upgrade - None</i>				



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

Population-based Parks	Useable Acres
Existing Population-based Parks and Park Equivalencies	0.00 acres
Proposed Population-based Parks and Park Equivalencies	53.66 acres
Total Existing and Proposed Population-based Parks and Equivalencies	53.66 acres
Population-based Park Requirements at full community development	61.84 acres
<i>Population-based park deficit at full community development</i>	<i>8.18 acres</i>
Recreation Center	
Square Feet	
Existing Recreation Center: Golden Hill Recreation Center	10,035 SF
Proposed Recreation Center addition: Golden Hill Recreation Center	5,017 SF
Total Existing and Proposed Recreation Center	15,052 SF
Recreation Center Requirement at full community development	15,052 SF
<i>Recreation Center deficit at full community development</i>	<i>No deficit</i>
Aquatic Complex	
Unit	
Existing Aquatic Complex	0
Proposed Aquatic Complex: Bud Kearns Community Swimming Pool	1.68*
Total Existing and Proposed Aquatic Complex:	1.68*
Aquatic Complex Requirement at full community development	.44*
<i>Aquatic Complex deficit at full community development</i>	<i>No deficit</i>
*Bud Kearns Community Swimming Pool will be shared. Greater Golden Hill requires 0.44, and North Park requires 1.24, aquatic complexes. The proposed, larger facility will satisfy the combined requirements (1.68 aquatic complexes) for both communities.	





28th Street Park will be expanded to include additional park amenities such as picnic tables, exercise course or seating areas.



Grape Street Park, within Balboa Park, to expand the use of the park with new park amenities such as children's play area, picnic areas, or upgrades to the dog off-leash area.

POLICIES

- RE-1.1** Pursue the land acquisition, design and construction of new public parks and recreation facilities with a special effort to locate them in park deficient areas of the community. Seek opportunities to increase park land through urban infill and redevelopment proposals and acquisition of available private property.
- RE-1.2** Pursue park equivalencies as opportunities arise, and as identified in Table 7-1, Population-Based Parks and Recreation Facilities Inventory and Recommendations.
- RE-1.3** Encourage new private development proposals to include recreational facilities within the project site to serve existing, as well as new residents, in areas of the community where there are land constraints. Provision of park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings.
- RE-1.4** Active or passive recreation should be incorporated into the buildings, or the surrounding exterior, where space allows. As public agency land or buildings are redeveloped.

- RE-1.5** Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate and legally defensible, to provide for park and recreation uses.
- RE-1.6** Encourage development of pocket parks and plazas within residential/mixed use developments, and clustered with other public facilities.
- RE-1.7** Promote safety by providing park designs that incorporate the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (refer to General Plan Policy UD-A.17).
- RE-1.8** Implement recommendations contained in the Balboa Park East Mesa Precise Plan (BPEMPP) which specifically serve the existing and future park needs of the community as follows:
 - A.** Provide improvements at park entries: Grape St. at 28th St., Date St. at 28th St., 25th St. at Russ Blvd., and 26th St. at Russ Blvd.
 - B.** Reconstruct/restore the historic stone fountain located at the head of the southwestern canyon adjacent to Golden



Hill Park to its original character; accommodate the use of reclaimed water, when available.

- C. Create a neighborhood-oriented gateway feature at the entrance to Golden Hill Park, near the intersection of Russ Blvd. and 25th Street. Improvements may include a small plaza, water feature, public art, etc.
- D. Provide interpretative, way-finding and regulatory signage for orientation to park users at view points and park entries.
- E. Provide a pedestrian sidewalk along Golf Course Drive connecting the Golden Hill Recreation Center to the Balboa Park Golf Course Clubhouse and the park entry at the corner of Date St. and 28th St.
- F. Reorganize parking at the Golden Hill Recreation Center to provide a total of 140 spaces; remove parking along Russ Blvd. and convert 64 park spaces on the west side of Golf Course Drive to temporary, overflow parking only.
- G. Plant new trees to replenish those reaching maturity within the Neighborhood Edge adjacent to the Golden Hill Community, including date palms reminiscent of the Victorian era, as well as Savannah and Garden representative species.
- H. Replenish oak tree plantings within the Memorial Oak Grove and establish native perennial grasses and wildflowers within open areas in the grove.
- I. Provide adequate security lighting along sidewalks, pathways and within parking areas.
- J. Replace the Bud Kearns Community Swimming Pool with an aquatic complex sized to accommodate both the North Park and Golden Hill Communities' needs, including a new pool house which is solar heated or heated by methane gas from the Arizona Landfill collection system.
- K. Design and construct the proposed Pershing Recreation Complex to serve the North Park, Greater Golden Hill and Uptown Communities.

- RE-1.9 Expand the Golden Hill Recreation Center to approximately 15,052 square feet by enclosing underutilized exterior space, adding a second floor and/or constructing/expanding a secondary building on south side of the existing multipurpose field to accommodate the recreation needs of existing and future residents at full community development.
- RE-1.10 Design and construct a skate park/bike skills park within the former Arizona Landfill, if feasible, or elsewhere within the community at a location to be determined.
- RE-1.11 Pursue lease agreements with public agencies (e.g., San Diego Unified School District, Caltrans, etc.) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.
- RE-1.12 Pursue a lease agreement with Caltrans for the development of a freeway lid to be improved with park facilities over SR-94 in the vicinity of 24th – 26th Streets.



The Golden Hill Community Garden located on Russ Boulevard, within Balboa Park, is to be expanded incorporating amenities such as a stage/gathering area, picnic facilities, potting shed, security lighting and public art.

7.2 Preservation

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

Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For the Golden Hill community, this would mean concentrating active recreational use improvements towards larger resource-based parks, such as at Golden Hill Community Park and Recreation Center, and focusing passive use improvements at open space areas, such as 32nd and 34th Streets Canyons open space, portions of which are within the Multi-Habitat Planning Area (MHPA). Aside from trails, only passive uses are allowed within the MHPA. Therefore, to protect the natural resources and still add recreation value, interpretive signs should be featured at open space parks to educate the public on the unique natural habitat, scenic value and the history of these places.

POLICIES

- RE-2.1 Preserve, expand and enhance existing park and recreation facilities to increase their life span, and to optimize their uses and sustainability.
- RE-2.2 Expand/upgrade the recreation facilities within Balboa Park adjacent to the Golden Hill community consistent with the BPEMPP recommendations to meet existing and future demand, as described in RE-1.8 and RE-1.9. Use sustainable methods and materials (such as native and low-water using plants), and “green” technology that also respects any historical significance of the area.
- RE-2.3 Enhance the quality of the exterior recreation spaces at the Golden Hill Recreation Center by making all areas fully utilized for recreation purposes.
- RE-2.4 Protect and preserve the 32nd Street and 34th Street Canyons open space areas by providing interpretive signs to educate the public on the unique natural habitats, and historic and scenic qualities.
- RE-2.5 Protect and preserve native species and the unique habitats they depend upon within the open space systems consistent with the MSCP guidelines (refer to Conservation Element, Open Space and Natural Landforms).
- RE-2.6 Provide sufficient human and economic resources to preserve and enhance existing parks and open space areas.

7.3 Accessibility

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

All parks and recreation facilities are planned to be linked by a network of existing and proposed transit routes, bikeways and pedestrian paths. For a discussion of future accessibility and linkages to parks and open space see the Mobility Element.

All new and existing parks and recreation facilities are required to meet ADA guidelines when they are constructed or retrofitted for improvements or upgrades. This could include adding accessible pedestrian ramps, providing paved pathways at acceptable gradients that lead from a public street sidewalk or parking area to a children's play area or other park destination (referred to as the "path of travel"), remodeling of restrooms and building interiors, and providing interpretive signage along a nature trail.

Accessibility also means the availability of active and passive recreation to all community residents. The Golden Hill Community Park is programmed to allow organized sport leagues use of the facilities at specific times while making the facilities available at other times for unstructured play and impromptu users. The schedule is adjusted each year to make sure a balance is provided for community residents. When special uses are designed into parks, such as dog off-leash areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise stations, or picnic tables on the perimeter that could accommodate more than one type of user and enhance the recreational and leisure experience. Special uses, such as dog off-leash areas and community gardens, would be required to undergo a City approval process prior to facility design.



A pedestrian pathway along Golf Course Drive, viewed from 28th Street, is planned to connect the Golden Hill Recreation Center to 28th Street.

POLICIES

- RE-3.1 Upgrade the Golden Hill Recreation Center to meet ADA Guidelines while respecting any historic architectural significance and attributes.
- RE-3.2 Provide bus stops or accessible parking at all park and recreation facilities within the Golden Hill Community.
- RE-3.3 Implement recommendations contained in the BPEMPP which specifically improve the existing and future accessibility to and from recreation facilities and venues and the Golden Hill Community, particularly as follows:
 - RE-3.4 Construct a pedestrian/bicycle bridge across the canyon north of Grape Street Park.
 - RE-3.5 Construct a pedestrian/bicycle bridge across the canyon north of Date Street.

- RE-3.6 Provide a continuous, paved sidewalk along Golf Course Drive.
- RE-3.7 Provide Class II bicycle lanes along Golf Course Drive.
- RE-3.8 Construct three separate, paved pedestrian/bicycle paths to link Golden Hill Community with the Pershing Sports Complex.
- RE-3.9 Convert the connector road between 25th and 26th Streets within Balboa Park to pedestrian/bicycle and emergency vehicles access only. Maintain 26th Street as the main entry to Balboa Park and 25th Street as a one-way loop road throughout Golden Hill Park only.
- RE-3.10 Provide a paved sidewalk along Russ Blvd. from Golden Hill Recreation Center west to the paved trails accessing the Pershing Sports Complex.
- RE-3.11 Implement the pedestrian bridge proposed in the BPEMPP to connect the proposed Pershing Recreation Complex with the Inspiration Point area of Balboa Park. This connection would open up other venues for neighborhood-serving recreational uses which are currently difficult to access from east of Pershing Drive within Balboa Park.
- RE-3.12 Provide an information kiosk with a map at key park sites that identifies all parks that serve Golden Hill and how to get to each by walking, biking or public transit.
- RE-3.13 Replace the Bud Kearns Community Swimming Pool with an accessible aquatic complex sized to accommodate both the North Park and Golden Hill communities' needs and multiple user types, including a new pool house, which is solar heated or heated by methane gas from the Arizona Landfill collection system.

7.4 Open Space Lands & Resource-Based Parks

Open space lands are City-owned lands consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking and equestrian trails (refer to Figure 7-1).

In Golden Hill, there are two open space canyons, 32nd Street Canyon and 34th Street Canyon, which provide low intensity recreational uses, such as hiking and bird watching. Within 32nd Street Canyon there are 3,604 lineal feet of existing trails and in 34th Street there are 4,754 lineal feet of existing trails. Any proposed improvements to the trail systems shall be in compliance with any Natural Resource Management Plans or other governing documents.



32nd Street Canyon Open Space Trail, viewed from Cedar Street, will be enhanced with proposed trail amenities including trail kiosk signs, trash containers, and benches where appropriate.



Resource-based parks are located at sites of distinctive natural or man-made features and serve the citywide population and visitors alike. Balboa Park is an approximately 1,200-acre regional facility contiguous to the southwestern edge of the Golden Hill community, as well as contiguous to the Uptown and North Park communities. Balboa Park contains specialty gardens and horticultural interests, and houses numerous arts, educational, recreational, social and sports organizations, primarily on the Central Mesa.

POLICIES

- RE-4.1 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and utilizing open wood fences, where needed, adjacent to very sensitive areas to provide additional protection while still allowing views into the area.
- RE-4.2 Require all storm water and urban run-off drainage into resource-based parks or open space lands to be filtered or treated before entering the area.
- RE-4.3 Preserve and protect existing open space canyon and trail systems within the Golden Hill Community by limiting public use to authorized trails and providing interpretive signs that educate the public on the biologic and scenic value of the systems.

- RE-4.4 Provide recognizable entrances (trailheads) to the 32nd Street Canyon and 34th Street Canyon open space trails. The trailheads should include a kiosk and way-finding map that shows how the canyons interface with the Golden Hill community.
- RE-4.5 Construct approximately 142 linear feet of new trails located on publicly-owned open space to connect with existing trails within the 34th Street Canyon trail system (actual new trail locations may vary due to environmental constraints). Co-locate trails and utility access roads on publicly-owned open space, wherever possible.
- RE-4.6 Provide interpretive signs at trailheads to 32nd Street and 34th Street Canyons Open Space trail systems to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.





Conservation

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

Introduction

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

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

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

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

CONSERVATION ELEMENT GOALS

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



Preservation of natural features and resources will depend on the integration of sustainable development practices.

GENERAL PLAN CROSS-REFERENCE TABLE

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

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

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

8.1 Sustainable Development

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

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

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

At the community plan level, policies and initiatives that further General Plan sustainable development policies focus on those that reduce dependence on the private automobile, protect and enhance the urban forest, and provide for storm water infiltration, water conservation and other green building practices. The Golden Hill community is uniquely positioned to reduce dependence on the private automobile due to the community’s central location in the region, walkable street grid, and proximity to transit.



POLICIES

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



Energy reduction can be achieved through the continued use or adaptive reuse of the existing building stock as well as any needed efficiency upgrades.

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

8.2 Natural Resource Conservation

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

NATURAL RESOURCE MAPPING

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

- Existing MHPA and Community Plan Open Space boundaries
- 1992 aerial mapping
- Public Ownership
- City Dedicated and Designated Open Space Lands
- SANGIS Conserved Lands database
- Topographical data
- SANGIS Vegetation layers – 1997 and 2012
- 2012 aerial mapping

As a result, many areas designated Open Space in the 1988 community plans were found to contain a significant amount of existing development (e.g. houses, streets). The MHPA boundary was particularly affected and did not correlate well to either the community plan open space boundary nor to the actual location of sensitive biological resources intended for conservation. While the framework for open space conservation in the 1988 Golden Hill community plan allowed some development within open space, especially along canyon edges, the current framework established by the General Plan and MSCP intends mapped open space distinctly for conservation of sensitive natural resources and limits any type of development that impacts these resources. Therefore, a comprehensive, systemic approach was developed in order to evaluate boundaries of community plan open space and the MHPA with respect to their protection of natural resources. This evaluation resulted in reconfiguring the open space boundary in the 1988 community plan to exclude most developed areas from open space due to their lack of natural resources as well as the long-established land use pattern in the community. Areas that contained sensitive biology that were previously excluded from the MHPA were also added as part of a MHPA boundary line correction. The correction for the three communities resulted in the addition of 89.2 acres of land containing sensitive biological resources and steep slopes and the deletion of 65.5 acres of developed/urban lands for a net gain of 23.7 acres to the MHPA (refer to Appendix B).



Canyon open space is an integral part of South Park's residential neighborhoods.

OPEN SPACE, LANDFORMS & NATURAL HABITATS

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

resources that may also provide public access and enjoyment. Open Space as a land use applied in the community is discussed in the Land Use Element.

CE

Canyon landforms are a major defining characteristic of the community and its neighborhoods. Steep hillsides are associated with canyons, and to a lesser extent, the terraced landforms. Through long-standing policies, private development has largely been kept to canyon edges leaving many canyons as valuable open spaces, although development has occurred within steep hillsides to some extent.



Steep slope landforms are common and should be protected from development encroachments and erosion.



Canyon open space interfaces in the community often need attention to erosion control and better management of unwanted edge effects.



32nd Street Canyon is a major landform in the community.

The community includes three major canyon landforms, 32nd Street, 34th Street (Juniper) and Switzer canyons. Switzer and 34th Street Canyons are also shared with the North Park community and Balboa Park. Portions of these canyons have been disturbed by residential development within the canyons and along the canyon rims. Street improvements have also intersected or protruded into these canyons. The overall effect has been to interrupt the natural topographic and biological continuity of the canyon systems. Breaks in the development that surround canyon interfaces also provide important interactive opportunities with open space. Golden Hill Elementary School as well as some informal small parks are located adjacent to canyon open space. Open spaces may be publicly or privately owned. Most publicly-owned parcels within canyon open space are also included as dedicated open space lands for park and recreation use.

MULTIPLE SPECIES CONSERVATION PROGRAM & BIOLOGICAL DIVERSITY

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

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

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


ENVIRONMENTALLY SENSITIVE LANDS REGULATIONS

The Environmentally Sensitive Lands regulations “ESL” are intended to protect, preserve, and, where damaged, restore the environmentally sensitive lands of San Diego. These lands include the steep hillsides, sensitive biological resources, lands within the MHPA, and flood hazard areas found in the community and coastal resources found elsewhere. ESL prohibits disturbance of natural resources wherever they are located within private as well as public property, and contains development regulations that allow development within sites containing environmentally sensitive lands subject to certain restrictions. Development in the community planning area is expected to comply with ESL and any impacts to habitats as the result of development would be mitigated in accordance with the provisions of ESL and the City of San Diego’s Biology Guidelines.

POLICIES

- CE-2.1** Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.
- CE-2.2** Minimize grading of steep hillsides and other significant natural features within the community.
- CE-2.3** Revegetate graded areas, and areas of invasive vegetation with native vegetation to restore biological diversity and minimize soil erosion and instability.
- CE-2.4** Preserve areas mapped as designated open space through easements, open space dedication and/or fee title ownership to the City (refer to Land Use Element, Figure 2-1).



- 
- CE-2.5** Support canyon habitat restoration efforts and invasive species removal by seeking grant funding and working with neighborhood and community groups involved in these efforts.
- CE-2.6** Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyons landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.
- CE-2.7** Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.
- CE-2.8** Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, community groups, neighborhood and homeowner's associations, and non-profit groups that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

CE

CANYON SEWER PROGRAM

During the early 1900's, as the City of San Diego developed, sewer lines were added in the canyons to utilize gravity flow to transport sewage to the west for treatment. Of the 2,894 miles of sewer lines in the city, 253 miles are currently situated in canyons and other environmentally sensitive areas. These pipelines and manholes have historically had limited cleaning because the original maintenance paths to these facilities were not adequately maintained. As a result, a number of sewer spills have occurred within urban canyons or other inaccessible areas over the years. In 2001, in order

to address this problem, the City initiated the Long-Term Canyon Sewer Maintenance Program. The focus of the program was to evaluate each of the City's sewer lines in canyons and environmentally sensitive areas for long-term maintenance access needs. The City Council adopted two council policies related to this purpose.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas and into streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe, long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

POLICIES

- CE-2.9** Evaluate impacts of sewer cleaning and maintenance activities located in the community consistent with Council Policies 400-13 and 400-14 to assure an effective, efficient and environmentally sensitive means to accomplish these activities.
- CE-2.10** Continue communication between the community and the City to report sewer spills or other potential problems as quickly as possible to minimize environmental damage and scope of repair.

SCENIC RESOURCES & PUBLIC VIEWS

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

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

Due to the community's sloping topography, public views (both near and far) are common. The community's topography varies between 60 feet and approximately 280 feet above sea level. Views are particularly associated with the community's natural, scenic amenities of San Diego Bay, Balboa Park, Switzer Canyon, and the 32nd Street and 34th Street canyons. Un-improved rights-of-way, or 'paper streets', are common in the community and provide opportunities for public views when they intersect or abut canyons or steep hillsides. Views from public vantage points (e.g. public streets, trails, parks) are intended to be protected.



Small parks at canyon interfaces can enhance view opportunities.



Canyon trails allow for views as well as recreation.



'Paper' streets provide view opportunities and should be considered for trails.

POLICIES

- CE-2.11** Retain and enhance public views from identified vantage points to and from community landmarks and scenic vistas as a public resource (refer to Urban Design Element Figure 4-1, Urban Design Concept Map).
- CE-2.12** Select street trees for their ability to provide shade canopy and frame public views (refer to the Urban Design Element's Urban Forest and Street Trees section).
- CE-2.13** Ensure unobstructed visual access that provides or preserves public views where streets and public right-of-way easements intersect or abut canyon landforms or designed open space. Landscaping may be provided at these locations but should be designed to frame, not screen or obstruct, public views.



CE-2.14 Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Reject or object to reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

WATER RESOURCE MANAGEMENT

The amount of water on earth remains fairly constant over time. However, water is moved between different geographic locations and phases (e.g. rain, snow) known as the water cycle. In San Diego, the natural water cycle is dominated by moist air from the Pacific that condenses as rain, fog or mountain snow and collects within the rivers and streams of local watersheds. Due to the pronounced dry season, rivers and streams

often flow intermittently. Rainfall within local watersheds is also insufficient to effectively supply water to the region's population, therefore the primary water supply is from sources outside the region, largely from the Colorado River and watersheds in Northern California. The City's historically reliable water supply is credited to its ability to secure and import water

from these sources. However, these sources face limitations especially in times of drought. The conveyance systems needed to provide this water also consume resources, particularly large amounts of energy.

The City does not have direct control over its imported water supply, but is a member agency of the San Diego County Water Authority which is responsible for securing the region's imported water supply, largely from the Metropolitan Water District of Southern California in Los Angeles. The California Constitution also requires uses of the state's water be both reasonable and beneficial, and places a limitation on water rights by prohibiting waste and unreasonable use. However, the interpretation of what is wasteful can vary depending on circumstances such as drought conditions. Water conservation is therefore an important aspect of environmental sustainability.



POLICIES

CE-2.15 Encourage new development and building retrofits to incorporate as many water-wise practices as possible in their design and construction (refer to Urban Design Element).



Residences upstream from natural drainages can contribute to water quality improvement by reducing the amount of impervious driveway area.



Streets with wide parkways are candidates for stormwater infiltration using landscaped swales.



Community gardens provide locally sourced food as well as spaces for community-building and learning.



Low water use landscapes reduce water usage as well as energy costs.

- A. Use of recycled and/or gray water landscape irrigation systems;
- B. Retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and
- C. Ensure that any community greening projects utilize water-efficient landscape design.

URBAN RUNOFF MANAGEMENT

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

POLICIES

- CE-2.16 Incorporate sustainable site planning practices (Low Impact Development) that work with the natural hydrology of a site, including the design or retrofit of landscaped or impervious areas to better capture and use storm water runoff onsite (refer to Urban Design Element).
- CE-2.17 Identify opportunities for additional hydromodification management measures to protect natural drainages from erosion and other problems. Give particular attention to the steeper canyon drainages receiving runoff directly from developed areas through storm drains or other conveyance systems.

CE-2.18 Require and maintain best management practices in all development to limit erosion and sedimentation.

8.3 Air Quality and Public Health

Air is shared by all members of a community and suitable air quality is important in fostering healthy living and working environments. Maintaining suitable air quality requires continual attentiveness to mitigate or eliminate unfavorable conditions. Poor air quality due to pollution causes harm to humans, animals, plant life, water quality and aesthetics (e.g. visibility). Poor air quality creates health problems particularly for groups with sensitivities such as children, the elderly, and persons with respiratory problems. Local air quality is affected most significantly by motor vehicles and other fossil-fuel burning vehicles, accounting for approximately 80 percent of air pollution emissions in the San Diego region. Freeways are a primary source of concentrated adverse health effects resulting from air pollution. These associations are diminished with distance from the pollution source.



Street trees provide multiple environmental benefits such as improving air quality, reducing heat gain, and reducing surface runoff. They also improve the pedestrian experience and provide an urban design statement. These Tipu trees on Fern Street have become a community landmark.

The General Plan Conservation Element addresses air quality in the San Diego Air Basin and includes policies designed to improve air quality on a citywide level. Location-specific conditions can lead to ongoing community-based recommendations for improvement.

POLICIES

- CE-3.1** Implement a pattern of land uses and street designs that foster walking and biking as modes of travel.
- CE-3.2** New development of any sensitive receptor land uses such as housing, schools and active use parks adjacent to freeways should provide a buffer within the area where health risks are known to be elevated, generally identified by the California Air Resources Board as within 500 feet of the nearest auto travel lane. Any buffer requirement should also consider established neighborhood land use patterns as these were in place prior to freeway construction and that their significant alteration could adversely affect neighborhood character and any revitalization efforts.
- CE**
- A. Require an air quality analysis for development permits within 500 feet of the nearest auto travel lane of a freeway or highway;
 - B. Use site planning measures where feasible to locate sensitive receptor uses outside of the area where health risks are known to be unacceptably elevated;
 - C. When site planning measures are determined infeasible, incorporate mitigation measures as part of the building program such as individual dwelling ventilation systems, HEPA filters and inoperable windows facing the freeway.
- CE-3.3** Encourage street tree and private tree planting programs as well as the retention of mature landscaping throughout the community to increase adsorption of carbon dioxide and pollutants.



Carbon emissions and air pollutants are reduced when transit is a more attractive travel option that results in less use of the private automobile.



Noise

9.1 NOISE COMPATIBILITY

Introduction

The Noise Element provides goals and policies to guide compatible land uses as well as the incorporation of noise attenuation measures for new uses to protect people living and working in the Golden Hill community from excessive noise. Because the application of policies related to noise is similar across communities, the General Plan provides the main policy considerations addressing this issue.

Noise-sensitive land uses are locations where the presence of unwanted sound could adversely affect the use of the land. These include residences, schools, lodging, libraries, religious facilities, nursing homes, playgrounds and parks. Golden Hill is an urban community with a variety of land uses as well as proximity to major transportation facilities. The main sources of unwanted sound in the community are related to airport and freeway operations. Heavily travelled streets as well as certain activities associated with commercial and industrial land uses also have the potential to generate unwanted noise. Figure 9-1 illustrates the future noise contours from freeways and major roads in the community. The Airport Land Use Compatibility Plan contains the noise contours for the San Diego International Airport.

Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The community is largely residential so noise effects on residential land uses are a broad concern. However, noise effects on other sensitive receptors are also important. Per the General Plan, residential uses are compatible at locations with an exterior noise exposure at or below 65dB

with standard construction methods attenuating interior noise below 45db. Multi-family residential may be allowed at locations with an exterior noise exposure at or below 70 dBA if additional sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan.

NOISE ELEMENT GOALS

- Noise levels adequately attenuated within new or retrofitted buildings, and also within associated useable outdoor space when feasible.

9.1 Noise Compatibility

COMMERCIAL ACTIVITY

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours that generate noise that can affect the nearby residential uses.

MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. The three freeways that surround the community (State Route 94, Interstates 5 and 15) are the primary sources of motor vehicle noise within the community. Because commercial trucks generate more noise than cars and light trucks they can have a proportionately greater noise impact. Potential sources of truck traffic are the commercial and industrial areas in the community.

AIRCRAFT NOISE

A portion of the community is within the area affected by significant aircraft noise and aircraft overflights from San Diego International Airport (SDIA). Aircraft noise can affect people living and working in the community to varying degrees, depending on a person's level of noise sensitivity. The SDIA prohibits most late night takeoffs to help limit noise impacts and maintains the Quieter Home Program to retrofit existing homes in areas above the 65 dBA noise level contour to reduce interior noise levels to an acceptable level. The community is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for SDIA. The ALUCP is prepared by the Airport Land Use Commission (ALUC) for San Diego County. Aircraft noise is one of the factors that the state-required ALUCP addresses with established policies for land use compatibility, as discussed in the Land Use Element. The General Plan conditionally allows future multiple unit and mixed-use residential uses in the areas above the 65 dBA airport noise contour within the Airport Influence Area for SDIA to maintain and enhance the character and urban form.

POLICIES

- NE-1.1** Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.
- NE-1.2** Ensure that future residential use above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.
- NE-1.3** Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels. Refer to General Plan Policies NE-E-1 through NE-E6.

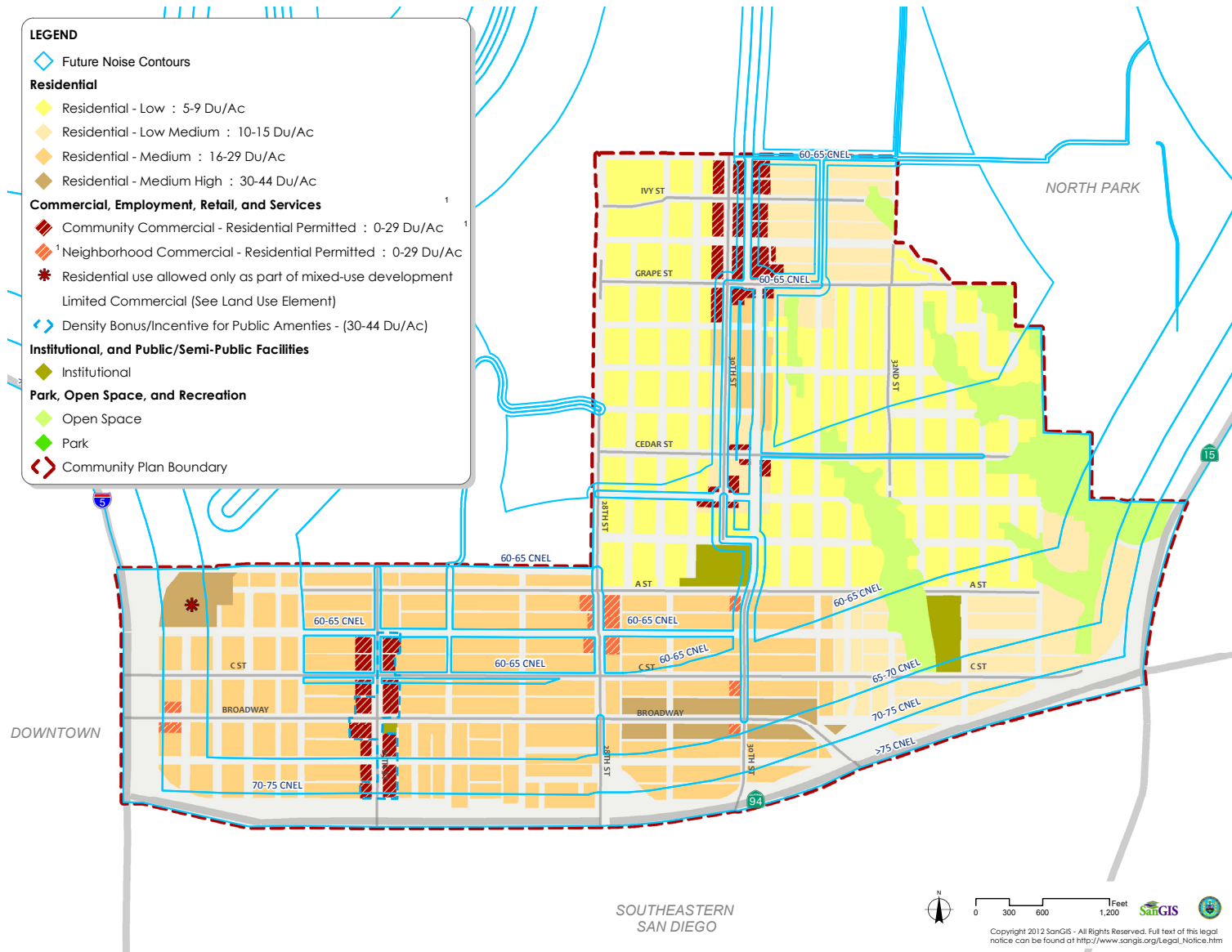


Portions of the community are affected by freeway noise such as the area shown here along F Street adjacent to State Route 94. While the aesthetics of the area should be improved with better landscaping, physical separation from auto travel lanes can reduce noise.



Physical separation from auto travel lanes reduces freeway noise on adjacent land uses. A landscaped berm is used here at an interchange with State Route 94.

FIGURE 9-1: FUTURE NOISE CONTOURS





Historic Preservation

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

Introduction

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

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

An Archaeological Study and Historic Survey Report were prepared in conjunction with the Community Plan. The Archaeological Study describes the pre-history of the Golden Hill Area; identifies known significant archaeological resources; provides guidance on the identification of possible new significant archaeological resources; and includes recommendations for the treatment of significant archaeological resources. The Historic Survey Report (consisting of a Historic Context Statement and reconnaissance survey) provides information regarding the significant historical themes in the development of Golden Hill. These documents, along with the results of extensive community outreach which led to the identification of additional

potential historical resources, have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.


HISTORIC PRESERVATION ELEMENT GOAL

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

10.1 Prehistoric and Historic Context

The Golden Hill Community Plan Area is one of the older areas of the City, characterized by its hilly topography and strict street grid. The community has been developed since the late 19th century into residential neighborhoods with commercial use areas along the major thoroughfares in the area, interspersed with relatively undeveloped steep canyons to the southwest and southeast into Las Choyas Valley and Los Chollas Creek. These canyons are wildlife corridors and, prehistorically, they were probably travel routes in to the valley areas as they are today.

The community is primarily developed with one- and two-story single-family residences dating from the last quarter of the 19th century through the 1920s, reflecting the popular architectural styles of the day, including Victorian-era styles, Craftsman, Spanish Colonial Revival, and Prairie. Many of the area's larger two-story homes have since been converted into multi-unit buildings. Multi-family residential development includes apartment buildings and residential courts from the teens through the 1920s, with occasional postwar infill. Commercial development is primarily clustered along historical streetcar routes, including 25th, 30th and B Streets. Neighborhood serving



commercial nodes occur at well-traveled intersections, including 28th and B, 30th and Beech, and Fern and Grape Streets. The Golden Hill Community Plan Area contains little institutional or civic development. The community plan area is composed of two distinct neighborhoods, Golden Hill and South Park. Golden Hill developed somewhat earlier and was populated by some of the City's most affluent residents during the late 19th and early 20th centuries. South Park's development followed, with more modest homes designed to cater to the middle class during the early 20th century.

The following is a summation of the prehistoric and historic development of the Golden Hill Community. A complete discussion of the community's prehistory and history can be found in the Archaeology Study and the Historic Context Statement, respectively (Appendix C).

PREHISTORY

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

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These

studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego.

By the time Spanish colonists began to settle in Alta California in 1769, the Golden Hill area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For the Kumeyaay in the Golden Hill area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Small game was a major source of protein, but deer were hunted as well. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located approximately 3.5 miles from the northern end of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

HISTORY

The rich history of Golden Hill reveals broad patterns of the community's historical development that are represented by the physical development and character of the built environment. These broad patterns can be generally characterized into four themes significant to the development of the community: The Early History of Greater Golden Hill: 1769-1885; An Elite Residential District: 1885-1905; Streetcar Development: 1905-1930; and An Era of Transitions: 1930-1990.



The Early History of Greater Golden Hill: 1769-1885

Following the Mexican-American War and the ratification of the Treaty of Guadalupe Hidalgo in 1848, California was admitted to the United States, and the expansive ranchos began to dissolve. In subsequent years, federal legislation encouraged Americans to move west and establish homesteads, but Native Americans, who could neither own nor purchase land, were relegated to small rancherias, most often on the fringes of development. One of the largest rancherias in San Diego was erected in 1860 along the western slope of Golden Hill, near the present-day intersection of 20th Street and Broadway.

Aside from the Indian rancheria, little development occurred in Golden Hill until Alonzo Horton purchased one thousand acres of real estate and established New San Diego in 1867 (Downtown). Eager to capitalize on the prospective new city, speculators and boosters began to purchase and subdivide the land adjacent to Horton's Addition. Among the first of these transactions included the subdivision of Culverwell and Taggart's Addition in 1869, located within the western portion of Golden which was marketed for its large lots and unobstructed views of the city and harbor. Land speculation in Golden Hill accelerated in the early 1870s, after the Texas and Pacific Railway Company announced its plan to construct a transcontinental rail line to San Diego.



Indian Rancherias near Golden Hill.

Real estate activity came to an abrupt halt, though, when the financial Panic of 1873 left the Texas and Pacific Railway unable to fund the construction of a transcontinental rail line. While many parcels had been sold within the subdivisions of Golden Hill, little construction had taken place and a number of settlers, who had financed their purchase through installment plans, defaulted on their payments and fled San Diego altogether. Without the demand for real estate, new development within Golden Hill ceased for the remainder of the 1870s. In its early years, Golden Hill failed to evolve into the monolithic neighborhood envisioned by boosters and investors. Activity during this time was largely the result of speculation, and while a considerable amount of property was purchased and subdivided, only a few small homes were constructed along the western boundary of the community. Moreover, records indicate that all vestiges of the Indian Rancheria were destroyed in 1887, when the City Trustees evicted Indians from the area for what were deemed "moral and sanitary reasons."

An Elite Residential District: 1885-1905

Development in Golden Hill remained at a standstill until Southern California experienced a period of unprecedented economic growth in the late 1880s. Upon the completion of the highly anticipated California Southern Railroad in 1885, San Diego was connected to the transcontinental Santa Fe line at its hub in Barstow. This subsequently touched off the "Great Boom" between the years 1885 and 1887, wherein San Diego experienced a population increase unparalleled in its history. The events of the late 1880s brought about a renaissance to many of the subdivisions within Golden Hill, as real estate speculation once again became a lucrative enterprise. In 1887, local developers Daniel Schuyler and Erastus Bartlett spearheaded a campaign to officially name the neighborhood east of downtown "Golden Hill," due to the manner in which the sun glistened across the hill at dusk.

Upon the collapse of the Great Boom in 1888, development had not yet linked Golden Hill with the rest of the City, and consequently the community retained a quasi-rural character. Though property sales had abounded

between the years 1885 and 1887, the majority of real estate activity was speculative and involved the sale of vacant parcels, most often at inflated rates. However, there existed a handful of settlers who had erected modest residences within Golden Hill, primarily along its western slope on lots near Downtown.

Despite the collapse of the Great Boom, the events of the 1880s had left San Diego with an element of population and wealth. In 1895, a group of investors purchased forty acres within Golden Hill, bounded by 24th, 25th, "A" and "E" streets, and thereafter filed a subdivision map for the Golden Hill Addition. In subsequent years, Golden Hill was transformed into an established residential district. Beginning in 1895, many of San Diego's most prominent citizens, including doctors, lawyers, businessmen and politicians, purchased lots and constructed homes within Golden Hill Addition. The majority of the early homes in Golden Hill were styled in accordance with Victorian principles. These homes embodied many of the character-defining features of Victorian residential architecture, including irregular floor plans; wrap-around porches; steeply pitched, gabled roofs; and richly embellished façades. Along with the Victorian style, homes constructed in Golden Hill near the turn of the twentieth century were also designed in the Classical Revival style.

Socially, Golden Hill continued to appeal primarily to the wealthy and prominent. However, Golden Hill was not exclusively the domain of the civic elite, and appealed to middle class merchants and professionals as well. Indeed, wealth and social status were concentrated atop the crest of the hill, but the middle class constructed more modest Victorian homes along the planning area's western slope. By 1906, there had been a marked amount of residential development between 19th and 24th Streets. While this development consisted mostly of single-family homes, several small apartment flats had been constructed, including a structure on the northwest corner of 24th and "E" Streets, another structure at 1044/46 21st Street, and a building at 1028/1030 22nd Street.



The property on 1930 30th St. is a single-family residence, built in 1900, identified as a potentially significant individual resource related to the Elite Residential District theme.

Around 1900, a group of Golden Hill residents spearheaded a grassroots effort to beautify the southeastern corner of the undeveloped City Park, near the intersection of 25th and "A" Streets. For many years this area, which was later christened Golden Hill Park, was lauded as the city's greenest and best maintained public space, replete with grass and trees, pathways and tennis courts. To better serve the recreational needs of the growing community, residents also financed the construction of a golf course, an aviary, a bandstand for weekend concerts and San Diego's first park playground.

Streetcar Development: 1905-1930

Development in the northeastern section of Golden Hill can be traced to 1870, when real estate speculators purchased a large parcel of land east of City Park (Balboa Park) and filed a subdivision map for the South Park Addition. In 1905, the rural community of South Park began to evolve into a developed residential district when the Bartlett Estate Company, which had acquired the South Park Addition, began to actively improve and sell parcels within the subdivision. Common to the era, development in the northeastern section of the planning area went hand in hand with the provision of





28th Street and A Street, 1906. Courtesy of San Diego History Center.



mechanized transportation. In 1906, the Bartlett Estate Company financed the construction of an electric streetcar – the South Park and East Side Railway – which began near the intersection of 30th and Cedar Streets in South Park, and by 1907 ended at the intersection of 4th and “D” (Broadway) streets, at the core of Downtown.

The completion of the streetcar line touched off a period of residential development within the northeastern section of the Planning Area, as the quasi-rural community was better connected with the City’s established districts. Early development in South Park consisted almost exclusively of single-family residences. These homes were designed at the height of the Arts and Crafts movement and, as such, many embodied characteristics of Craftsman architecture, though others were designed in the Spanish Colonial Revival style.

The northeastern section of Golden Hill experienced a period of intensive growth shortly after ground was broken in 1911 for the Panama California Exposition, given the area’s proximity to Balboa Park and the Exposition ground. This period of rapid growth intensified in 1912, when John Spreckels acquired the South Park and East Side Railway and extended the line north, to University Avenue. The community surged in development activity and by

1920, only a limited number of vacant parcels remained in the northeastern section of the Golden Hill. The majority of development consisted of single-family homes, though there were also a few small-scale apartment buildings and flats.

South Park attracted the attention of prospective homebuyers, but the community was by no means exclusively residential. In addition to residences, the rapid growth of the 1910s necessitated other types of development in the community to meet the needs of its expanding population. This included civic improvements such as Fire Station No. 9 (HRB #810) as well as commercial establishments. The pattern of commercial development was largely determined by the streetcar route, but many enterprises reflected the car culture that emerged after the First World War. Among the most commonly built commercial establishments are gasoline and service stations, which were generally located on the community’s most prominent and accessible corners.

During its formative years, South Park assumed the shape and character of a twentieth century streetcar suburb. In addition to improving the community’s accessibility and catalyzing construction, the electric streetcar was ultimately responsible for shaping the pattern of development within South Park.



The property on 1345 Granada Ave. is designated as HRB site #612 and was designed by Master Architect Irving Gill in 1909.



The Christ United Presbyterian Church, located on 3025 Fir Street, has been identified as a potentially significant individual resource.

An Era of Transitions: 1930-1990

Although Golden Hill was among San Diego's most affluent districts by the late 1920s, the community was nonetheless impacted by the onset of the Great Depression. Between the years 1929 and 1932, the national rate of home construction decreased by nearly 80 percent, and in effect the community, which was primarily residential, experienced very little development activity over the course of the 1930s. In addition, Golden Hill began to witness physical decline as early as the Depression era, falling victim

to poor maintenance, physical distress and vandalism.

The next wave of activity within Golden Hill was touched off by the Second World War, as San Diego emerged as a hub of wartime production and the population grew rapidly at an average rate of 1,500 people per week between 1940 and 1943. The massive influx of war workers strained San Diego's resources and infrastructure, and the City thereafter experienced a housing shortage unparalleled in its history. In response, the City Council amended the municipal zoning code, so that density would be encouraged in several areas throughout the city, including much of Golden Hill.

Due to the amended zoning ordinance, much of Golden Hill experienced marked physical changes both during and after World War II. Development in the area – especially south of "A" Street – picked up once again during the 1940s and 1950s, but unlike previous years, new construction of this era consisted primarily of moderate and large-scale apartment complexes. Indeed, some of these apartments were sited on vacant parcels, but others replaced many of the neighborhood's single-family residences. By 1956, a substantial number of homes south of "A" Street had either been subdivided or converted for alternative uses. Undoubtedly, the abundance of apartments and rooming houses within Golden Hill brought a sizable number of the working class to the neighborhood. This shift in demography is seen in the increase of several union halls and labor centers.

Whereas central Golden Hill was markedly redeveloped during and after World War II, the northeastern section of the community experienced comparatively little physical change during this time. By the late 1940s, San Diego's electric streetcars had been decommissioned and their tracks removed or covered, yet in subsequent years South Park retained the form and character of a streetcar suburb. During this period, most of South Park's homes and businesses remained intact, and little infill development had occurred.



Between the 1960s and 1970s, Golden Hill witnessed marked changes in its demographic makeup. The availability of affordable apartments, in conjunction with the exodus of middle and upper class homeowners to the suburbs, meant that the once-exclusive community attracted an increasing number of working class residents, the majority of whom rented, rather than owned, their homes. In time, central Golden Hill emerged as one of San Diego's most ethnically and economically diverse neighborhoods. Due to absentee landlords, little maintenance was completed on the neighborhood's aging structures and the condition of many structures deteriorated.

Interest in Golden Hill was regenerated in the 1970s, when two national oil crises steered many middle-class professionals back into centralized, inner-city neighborhoods. As homeownership in Golden Hill steadily increased throughout the 1980s, there emerged a growing consciousness among residents to eradicate blight, reduce density and restore the community's historic character. In 1978, the City's Historical Resources Board designated the Golden Hill Historic District, a six block area bounded by Balboa Park on the north, 25th Street on the east, F Street on the south, and 24th Street on the west. Following the designation of the district, there was a concerted effort by property owners and community members to preserve and embrace the heritage and built environment in Golden Hill.

HP



The property on 2001 Fern Street, built in 1960, has been identified as a potentially significant individual resource related to the Era of Transitions Theme (1930-1990).

10.2 Identification and Preservation of Historical Resources

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

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

The Early History of Greater Golden Hill (1769-1885)

Few, if any, built resources from this period remain extant in Golden Hill. Though land was subdivided, few buildings were constructed during this period due to the financial collapse of the 1870s. Properties that were constructed were residential. Small wood homes along the western boundary may still exist; however, none have been documented. Portions of these homes may have been incorporated into a larger home built in the late 19th

or early 20th century. Any extant property from the period 1769-1885 may be significant under this theme for its association with the early history of Golden Hill.

An Elite Residential District (1885-1905)

During the end of the 19th Century and beginning of the 20th Century, Golden Hill became a residential neighborhood, catering primarily to the City's elite. Marketed by investors as a prime location to live, Golden Hill became the first residential district outside of downtown San Diego; therefore, property types that remain from this period are primarily residential. Single family homes were the most prevalent and ranged from large, Victorian mansions to small, modest bungalows. Multi-family housing in the form of flats were also constructed, but there were only a handful of them built before 1906. A property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1885-1905, including the economic and building boom of the 1880s; development of the first subdivisions; or association with important early settlers. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Folk Victorian, Craftsman, Spanish Eclectic, or Mission Revival.

Streetcar Development (1905-1930)

As the streetcar line expanded throughout Golden Hill, residential development flourished. There was a shift from large, stately homes to modest bungalows, particularly in South Park. In addition, there was a shift in architectural styles as the Victorian era styles fell out of favor and period revival styles became popular. Along with flats and bungalow courts, larger apartment buildings began to appear in the community. As the number of Golden Hill residents increased, retail establishments along with religious institutions opened in the neighborhood. Commercial structures, while not as numerous as residences, can also be found throughout Golden Hill. While commercial development in the study area consists primarily of single-story

retail structures, a small number of mixed use buildings are also present.

Generally, commercial structures are concentrated in small pockets along 25th Street in Golden Hill and along former streetcar routes and stops on 30th, Beech, and Juniper streets in South Park, though a few occupy other prominent neighborhood corners. These buildings, like residences, embody a variety of architectural styles including Mission Revival and Art Moderne. Religious institutions were scattered across the neighborhood; one of the earliest was the Swedish Lutheran Church located on the northeast corner of 25th and E Street.

A residential property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1905-1930, including completion of the streetcar system; the building boom of the 1920s; expansion of municipal water, sewer and electrical services; the proliferation of flats, bungalow courts, and other multifamily housing types; or association with important early residents. A commercial property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1905-1930, including the hosting of the Panama California Exposition; the building boom of the 1920s; expansion of municipal water, sewer and electrical services; the introduction of the automobile; or the development of commercial corridors along streetcar lines. An institutional property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1905-1930, including the expansion of municipal services; or the establishment of early institutions, such as schools and churches. All property types may also be significant as a good or rare example of a popular architectural style from the period, such as Craftsman, Spanish Eclectic, Mission Revival, or Prairie.



An Era of Transitions (1930-1990)

Given that the Planning Area was built out by the 1930s, and mid-century zoning codes encouraged high density residential development, few, if any single family homes were constructed in Golden Hill after the Great Depression. Multi-family housing in the form of apartment buildings were constructed in this period. In addition, large single family homes were converted into multiple units and rented to residents rather than owner occupied. During the pre and post war era, the majority of commercial properties included gasoline stations, automotive repair shops and small manufacturer establishments. These buildings generally feature flat roofs and vehicular bays, are between one and two stories, and are sited among other commercial developments along former streetcar lines. Most often,

they embody a variety of architectural styles, but are ornamentally restrained. A number of institutional buildings including union halls and auditoriums were constructed during the pre and post war period. Generally constructed between 1945 and 1960, these large buildings were typically one or two stories in height and featured little ornamentation; though some reflected Streamline Moderne architecture such as the American Federation of Labor building at 23rd and Broadway. Often constructed of poured concrete or concrete block, these buildings typically had restrained ornamentation if any, and some were utilitarian in nature. The majority of these buildings appear to be located south of A Street.

A residential property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1930-1990, including the development of the Federal Housing Administration, which advocated affordable housing design and financed construction; the hosting of the California Pacific International Exposition; the economic recovery and building boom due to the local defense industries in the WWII and post-War periods, especially aircraft manufacturing; the shift from streetcars to the automobile; infill development in established

neighborhoods; or the proliferation of inexpensive stucco-box apartment buildings. A commercial property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1930-1990, including the hosting of the California Pacific International Exposition; the economic recovery and building boom in the WWII and post-War periods due to the local defense industries, especially aircraft manufacturing; or the development of commercial automobile corridors. An institutional property may be significant under this theme for its association with important trends and patterns of development in Golden Hill during the period 1930-1990, including the establishment of early social halls and auditoriums. Any property type may also be significant as a good or rare example of a popular architectural style from the period, such as Art Deco, Streamline Moderne, Late Moderne, Minimal Traditional, or Modern.

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

DESIGNATED HISTORICAL RESOURCES

Golden Hill is home to one National Register listed property, the Alfred Haines House located at 2470 E Street (Reference No 92000966). The house was constructed in 1908 for Alfred Haines, a historically significant attorney and judge specializing in water rights, who used the house as both his home and law office from 1908 through his death in 1934. The house was designed by architects William, Charles and Edward Quayle (also known as the Quayle Brothers) and is significant for its distinctive Craftsman design, as well as its association with the Quayle Brothers, who are considered Master Architects.

As of March 2015, the Golden Hill community is home to 74 individually





Alfred Haines House and owner Judge Alfred Haines. The Alfred Haines House, built in 1908, is National Register listed property located at 2470 E Street (Reference No 92000966).

designated historic resources (Table 10-1 and Figure 10-1) and the Golden Hill Historic District (Figure 10-2) - which contains 58 contributing resources - that have been listed on the City's register by the Historical Resources Board. These resources are primarily residential in nature, but also include Fire Station No.9, American Federation of Labor Building, Rose Grocery and the Burlingame Garage. No resources that reflect the earliest development theme in Golden Hill are currently designated. The vast majority of designated historical resources reflect the themes of "An Elite Residential District: 1885-1905" (16 resources) and "Streetcar Development: 1905-1930" (54 resources) with the remaining 4 resources reflecting the theme of "An Era of Transitions: 1930-1990."

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

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

A Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify potentially historic properties within Golden Hill for consideration in the community plan and for possible future designation. The survey identified 52 properties as potentially significant individual resources (Table 10-2). These include 24 single family homes, 21 multi-family properties, 4 commercial buildings, and 3 civic and institutional buildings. No resources retaining sufficient integrity for designation could be dated to the earliest development theme in Golden Hill. Most of these 52 resources relate to the themes "An Elite Residential District: 1885-190" (20) and "Streetcar Development: 1905-1930" (27), with an additional 5 resources related to the theme "An Era of Transitions: 1930-1990."

In addition to potentially individually significant resources, the survey identified one potential historic district. A potential South Park Residential Historic District was identified in the 1996 Historical Greater Mid-City San Diego Preservation Strategy; however, this district was not brought forward for designation at that time. The present Golden Hill Historical Survey found that the entirety of the area identified in 1996 does not retain sufficient integrity to merit designation, and identified a smaller area as a potential historic district. Eligible under San Diego criterion A, the potential South Park Residential Historic District is an intact grouping of single-family residences developed immediately adjacent to Balboa Park. This potential district is composed of approximately 109 primarily two-story residences, designed in the Craftsman, Prairie, Spanish Colonial Revival and Mediterranean Revival styles. It has a period of significance of 1910 through the 1920s, and is significant under the theme of "Streetcar Development: 1905-1930." (Figure 10-3)



In addition to the potential South Park Historic District, the survey identified Residential Courts as significant resources scattered throughout Golden Hill, which are deserving of designation and preservation under a Multiple Property Listing (MPL). A MPL is a group of related significant properties with shared themes, trends and patterns of history. Such properties are typically grouped within a general geographic area, but not necessarily in a sufficient concentration to form a historic district. A MPL may be used to nominate and register thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated individually or in groups in the future. The locations of the Residential Courts identified are listed in Table 10-3.

Substantial public outreach with the Golden Hill Community Planning Group, regional and local preservation groups, and members of the community occurred throughout the development of the Historic Context and completion of the survey. This information was considered and often incorporated into the results and recommendations of the survey. Following distribution of the Draft Survey Report, City staff conducted additional outreach with these groups in order to identify any resources not included in the survey which the community believed to be historically significant. Based on the results of this outreach, the following resources have been identified as potentially significant, requiring additional site-specific evaluation (Table 10-4).

During the public outreach process, a new historic district to the immediate west of the existing Golden Hill Historic District was identified, Culverwell & Taggart's Addition, which presently contains 19 individually designated historic resources. In addition, members of the Golden Hill Community recommended, and City staff agreed, that the boundary for the potential South Park Historic District should be restored to the boundary identified in the 1996 Historical Greater Mid-City San Diego Preservation Strategy. The proposed Culverwell & Taggart's Addition Historic District and the expanded

South Park Historic District have been identified in Table 10.5 and reflected in Figure 10-4. In order to bring these districts forward for designation, additional, intensive-level research will be required to evaluate the district and define a precise boundary, period of significance, significance Criteria and contributing and non-contributing resources.

These potential historical resources identified by the Historic Resource Reconnaissance Survey and the public outreach process (Figure 10-4) are protected and preserved through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. In addition, to ensure the protection of the potential historic districts identified from erosion due to insensitive redevelopment, a Community Plan Implementation Overlay Zone (CPIOZ) has been established coterminous with the boundaries of all potential historic districts identified in the adopted Golden Hill Historic Resources Survey (including those identified by the community and included in Appendix G of the Survey Report) to provide interim protection of the potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures. The details of the CPIOZ, including the boundaries and requirements, can be found in the Implementation Element of this Plan. Additional policies that address the potential historical resources of Golden Hill follow.



The property on 2505-2519 C Street, built in 1930, has been identified as a potentially significant individual resource related to the Streetcar Development theme.

POLICIES

- HP-2.1** Provide interim protection of all potential historic districts identified in the adopted Golden Hill Historic Resources Survey (including those identified by the community and included in Appendix G of the Survey Report) until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.
- HP-2.2** Intensively survey and prepare nominations for the potential historic districts identified in the Golden Hill Historic Resources Survey, and bring those nominations before the Historical Resources Board for review and designation.
- HP-2.3** Provide support and guidance to community members and groups who wish to prepare and submit historic district nominations to the City, consistent with the Municipal Code and adopted Guidelines.
- HP-2.4** Provide support and guidance to community members and groups who wish to prepare and submit individual historic resource nominations to the City, consistent with the Municipal Code and adopted Guidelines.
- HP-2.5** Work with the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such an association with an important person or event) for potential historic designation.
- HP-2.6** Prepare a Historic Context and Multiple Property Listing addressing courtyard apartments/bungalow courtyards for review and designation by the Historical Resources Board.
- HP-2.7** Preserve and protect historic lighting fixtures within designated and potential historic districts. Encourage the use of “acorn” style lighting fixtures within designated and potential historic districts when new lighting fixtures are introduced or non-historic lighting fixtures are replaced.

- HP-2.8** Conduct project specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.
- HP-2.9** Consider eligible for listing on the City’s Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Golden Hill, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 Educational Opportunities & Incentives Related to Historic Resources

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

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior’s Standards and the character of the community.



The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of Golden Hill.

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

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POLICIES

- HP-3.1** Provide opportunities for education and interpretation of Golden Hill's diverse history through the distribution of printed brochures, mobile technology (such as phone apps) and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks.
- HP-3.2** Explore the reconstruction of the non-extant historic gateways erected by the Bartlett Estate Company at 28th Street and A Street, as well as any other documented locations. These pillars, which are documented through primary historic photographs were constructed of stone and topped with decorative lighting. Their accurate reconstruction, if feasible, would enhance the historic identity of the community.

- HP-3.3** Partner with local community and historic organizations to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program.
- HP-3.4** Outreach to the local businesses and other organizations operating within the Golden Hill Historic District, the South Park Potential Historic District, the Culverwell and Taggart's Potential Historic District, and the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.
- HP-3.5** Work with businesses and organizations to create and promote new marketing and heritage tourism programs and opportunities.
- HP-3.6** Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.



HRB Site #584. E. E. Leighninger House. Built in 1911 and designated for its Craftsman Architecture.

TABLE 10-1: CITY OF SAN DIEGO REGISTER HISTORIC RESOURCES IN GOLDEN HILL

Property Address	HRB Site No.	APN	Historic Name	Year Built	Property Type
<i>An Elite Residential District: 1885-1905</i>					
841-845 20th Street	171	5343730300	The Alphonzo Risley House	1888	Single Family
1058 21st Street	154	5342531100	Kahle Residence	1904	Single Family
805 22nd Street	216	5343850700	Edmund E. Parmelee Residence	1893	Single Family
906 22nd Street	510	5343811200	Beardsley Tucker House/Tucker Flats	1889	Multi-Family
937 22nd Street	862	5343820300	Carl E. and Leona L. Nichols House	1904	Single Family
1100 22nd Street	201	5342610700	Mary R. Billmeyer House	1905	Single Family
828-830 23rd Street	214	5343851000	George L. Davenport Residence	1886	Single Family
866 24th Street	168	5343841000	The Nower-Good Residence	1904	Single Family
2124 Broadway	197	5342661500	Waters Residence	1888	Single Family
2148 Broadway	85	5342661300	Hayward-Patterson House	1887	Single Family
2404 Broadway	39	5342721900	Quartermass Wilde House	1896	Single Family
2586-2588 Broadway	290	5342902000	Carter House	1888	Single Family
2223 C Street	205	5342650900	Stanton Residence	1893	Single Family
2441 E Street	121	5343920600	Rynearson House	1898	Single Family
3000 E Street	122	5396012100	The Faulk-Klauber House	1886	Single Family
2220-2222 F Street	155	5343850800	High House	1905	Single Family
<i>Streetcar Development: 1905-1930</i>					
938 20th Street	825	5343710800	Laura M. and James R. Luttrell House	1913	Single Family
1221 22nd Street	196	5341340500	Darnaud Residence	1907	Single Family
934 23rd Street	190	5343821100	The Alfred C. Platt House	1908	Single Family
1004 24th Street	158	5342640700	S.I. Fox Home	1911	Single Family
1149-1151 28th Street	497	5395210900	Caroline/Welton Apartments	1912	Multi-Family
1355 28th Street	180	5394041200	Scripps Residence	1906	Single Family
1415 28 th Street	1166	5394010400	Robert and Virginia Cleator/Dell W. Harris House	1914	Single Family
1535 28th Street	1049	5393440200	Josh Delvalle House	1913	Single Family
1911 28th Street	1146	5392111600	George and Margaretta Heston House	1925	Single Family
1355 29th Street	723	5394140100	Greta and Howard Steventon House	1914	Single Family
1511 29 th Street	1158	5393540500	Agnes Mosher House	1912	Single Family
1522 29th Street	443	5393430800	Morrison-Berger House	1911	Single Family
1529 29th Street	760	5393540300	Fannie and Leoti Howard House	1911	Single Family
1530 29th Street	620	5393430900	Henry Lang Spec House #1	1911	Single Family
1621 29th Street	491	5393510200	The Wight/ Jenkins House	1916	Single Family
1419 30th Street	850	5394210400	Jacob & Anna Janowsky House	1922	Single Family
2211 30th Street	810	5390920600	Fire Station No. 9	1913	Institutional
2215-2219 30th Street	809	5390920500	Rose Grocery	1923	Commercial
2227 30th Street	808	5390920400	Burlingame Garage	1914	Commercial
1360 31st Street	848	5394241200	Louis & Jennie Baker House	1916	Single Family
1436 31st Street	1001	5394231100	Mary Maschal House	1913	Single Family



TABLE 10-1: CITY OF SAN DIEGO REGISTER HISTORIC RESOURCES IN GOLDEN HILL (CONTINUED)

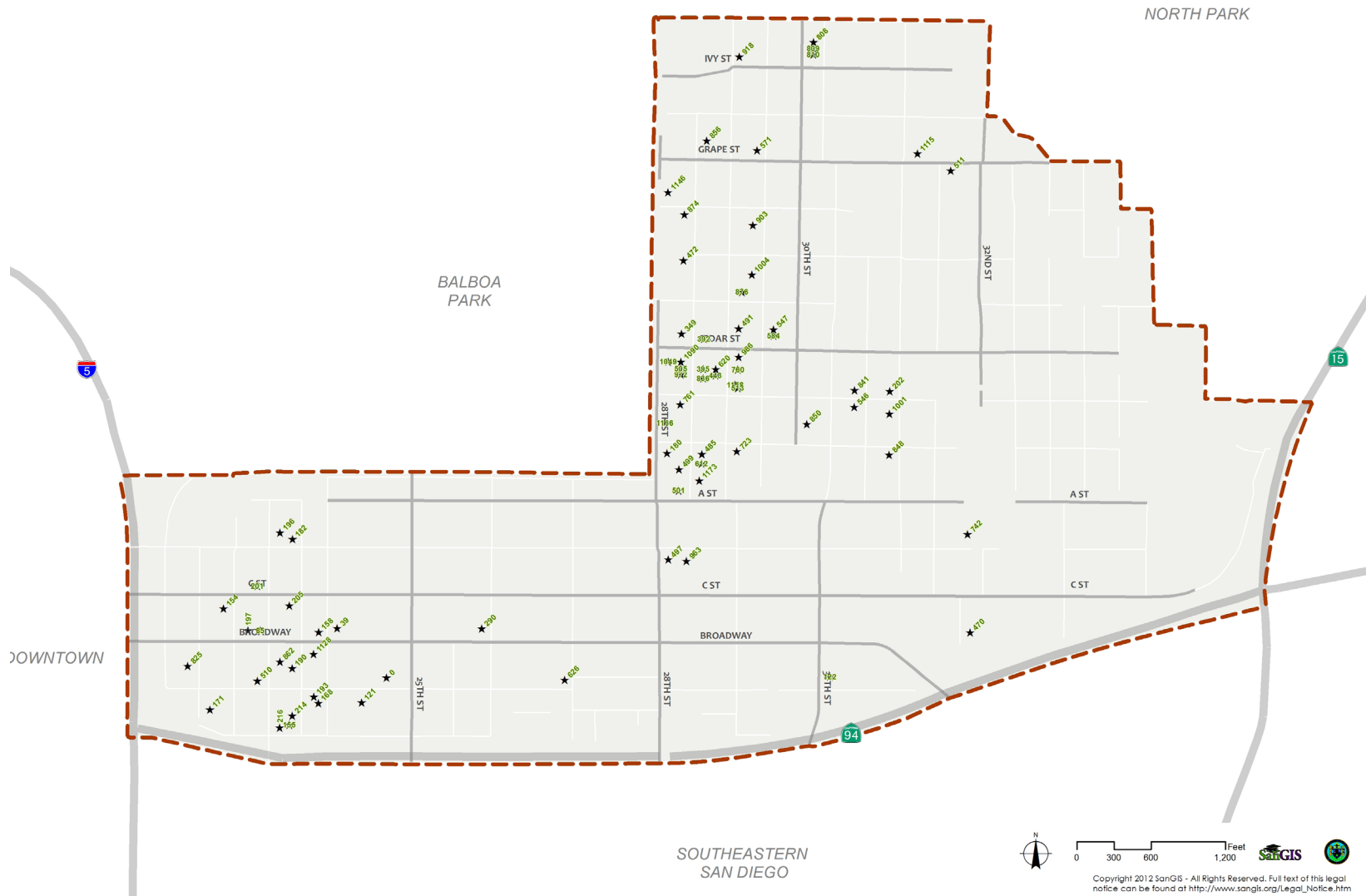
Property Address	HRB Site No.	APN	Historic Name	Year Built	Property Type
2250 B Street	182	5341340800	Fleming Residence	1909	Single Family
2825 B Street	963	5395210700	George P. and Carrie Goodman Muchmore House	1909	Single Family
3174 B Street	742	5394931200	Ed Fletcher Spec House	1912	Single Family
2906 Beech Street	513	5393540600	2906 Beech Street House	1911	Single Family
2850 Cedar Street	392	5393420300	Bartlett/Webster House	1910	Single Family
1611 Dale Street	584	5393520300	E. E. Leighninger House	1911	Single Family
1619 Dale Street	547	5393520200	The Delphine and Frank Leonard House	1911	Single Family
1730 Dale Street	1004	5392811100	Sidney O. Spaulding House	1909	Single Family
1832 Dale Street	903	5392261300	Laura A. Tyler House	1913	Single Family
2914 Date Street	876	5392810600	Frederick and Haman Spec House #1	1919	Single Family
2331 E Street	193	5343840100	Golden View Apartments	1922	Multi-Family
2692 E Street	626	5344112300	Hensley Family House	1906	Single Family
1008 Edgemont Place	470	5395531400	Brackenbury House	1916	Single Family
1955 Edgemont Street	511	5392420100	Cooper Residence	1908	Single Family
1306 Granada Avenue	501	5394600300	The Olsen/Cohn House	1913	Single Family
1319 Granada Avenue	1173	5394030500	John and Cora Watson House	1921	Single Family
1336 Granada Avenue	499	5394040800	Robin/Lindestrom House	1912	Single Family
1345 Granada Avenue	612	5394030200	Peter Price/Irving Gill Spec House #1	1909	Single Family
1355 Granada Avenue	485	5394030100	Peter M. Price House	1908	Single Family
1444 Granada Avenue	761	5394011000	Henry and Emma Neustadt Spec House #1	1910	Single Family
1517 Granada Avenue	836	5393430400	Pacific Building Company Spec House No. 2	1914	Single Family
1522 Granada Avenue	972	5393440900	Henrietta Buckland House	1911	Single Family
1527 Granada Avenue	395	5393430300	Mitchell House	1910	Single Family
1528 Granada Avenue	505	5393441000	Edward Quayle House	1915	Single Family
1538 Granada Avenue	1090	5393441100	Kelly Family House	1912	Single Family
1612 Granada Avenue	349	5393410600	Fletcher/Halley House	1906	Single Family
1744 Granada Avenue	472	5392711400	The J. R. Griggs House	1913	Single Family
1846 Granada Avenue	874	5392140700	Louella Ash Spec House	1917	Single Family
2019-2021 Granada Avenue	856	5391421600	Ernest S. & Mary Shields/Robert P. Shields & Son House	1911	Single Family
2928 Grape Street	571	5391560900	Edward and Anna Potter House	1913	Single Family
3112 Grape Street	1115	5391722600	William Chadwick Spec House #2	1920	Single Family
1446 Grove Street	546	5394221200	The Webster D. Crum Spec House #1	1912	Single Family
1504 Grove Street	841	5393640500	William & Jennie Davis House	1912	Single Family
<i>An Era of Transitions: 1930-1990</i>					
1545 29th Street	986	5393540100	Robert and Frances Johnston Rental House	1943	Single Family
2207 29th Street	918	5390940500	Mabel B. Schiller/Richard Requa House	1939	Single Family
1506 31st Street	202	5393630600	Alfred Mitchell Residence	1937	Single Family
2323 Broadway	1128	5343830100	American Federation of Labor Building	1948	Institutional



FIGURE 10-1: LOCATION OF THE CITY OF SAN DIEGO REGISTER DESIGNATED HISTORIC RESOURCES

LEGEND

- ★ Designated Historic Site
- ⬮ Community Plan Boundary



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FIGURE 10-2: LOCATION OF THE CITY OF SAN DIEGO REGISTER DESIGNATED HISTORIC DISTRICTS IN GOLDEN HILL

LEGEND



-  Historic District Boundary
-  Community Plan Boundary



TABLE 10-2: POTENTIALLY SIGNIFICANT INDIVIDUAL RESOURCES IDENTIFIED IN THE 2015 GOLDEN HILL HISTORIC RESOURCE RECONNAISSANCE SURVEY

Property Address	APN	Year Built	Style	Property Type	Resource Name
<i>An Elite Residential District: 1885-1905</i>					
1113-1117 19th Street	5342510500	1900	Queen Anne	Single Family	
905 20th Street	5343720600	1895	Italianate	Single Family	
917-919 20th Street*	5343720500	1888	Italianate	Single Family	
930 20th Street*	5343710700	1900	Queen Anne	Single Family	
971 20th Street*	5343720100	1904	Folk Victorian	Single Family	
903-909 21st Street*	5343810600	1905	Folk Victorian	Single Family	
1143-1145 21st Street*	5342610300	1904	American Foursquare	Single Family	
849 22nd Street	5343850300	1905	Italianate	Multi-Family	
1042 23rd Street*	5342650800	1903	Craftsman	Single Family	
1160 23rd Street*	5342620800	1905	American Foursquare	Single Family	
832 24th Street*	5343841100	1900	Queen Anne	Single Family	
1930 30th Street*	5392221000	1900	Second Empire	Single Family	
2526-2530 A Street*	5341510400	1905	Queen Anne	Single Family	
2528 B Street*	5341521600	1900	Folk Victorian	Single Family	
2533-2545 B Street*	5342801000	1903	American Foursquare	Multi-Family	
2821 B Street*	5395210800	1905	Folk Victorian	Single Family	
2026 Broadway*	5342530700	1893	Queen Anne	Single Family	
2227 C Street*	5342651100	1905	Folk Victorian	Single Family	
1801 Dale Street*	5392250700	1905	Folk Victorian	Single Family	
2148 Dale Street	5391511500	1903	Folk Victorian	Single Family	
<i>Streetcar Development: 1905-1930</i>					
953-959 20th Street*	5343720200	1913	Prairie	Multi-Family	
1044-1046 21st Street*	5342531000	1908	American Foursquare	Single Family	
1068-1070 21st Street*	5342531300	1906	American Foursquare	Single Family	
918-922 22nd Street*	5343811100	1925	Spanish Colonial Revival	Multi-Family	
1150-1156 22nd Street*	5342611100	1915	Craftsman	Multi-Family	
840 23rd Street*	5343851100	1926	Spanish Colonial Revival	Multi-Family	
970 23rd Street*	5343821400	1921	Spanish Colonial Revival	Multi-Family	
1226-1232 23rd Street*	5341341000	1914	Craftsman	Multi-Family	
1166-1168 24th Street*	5342630700	1926	Spanish Colonial Revival	Multi-Family	
1228-1234 24th Street*	5341331300	1907	American Foursquare	Multi-Family	





TABLE 10-2: POTENTIALLY SIGNIFICANT INDIVIDUAL RESOURCES IDENTIFIED IN THE 2015 GOLDEN HILL HISTORIC RESOURCE RECONNAISSANCE SURVEY (CONTINUED)

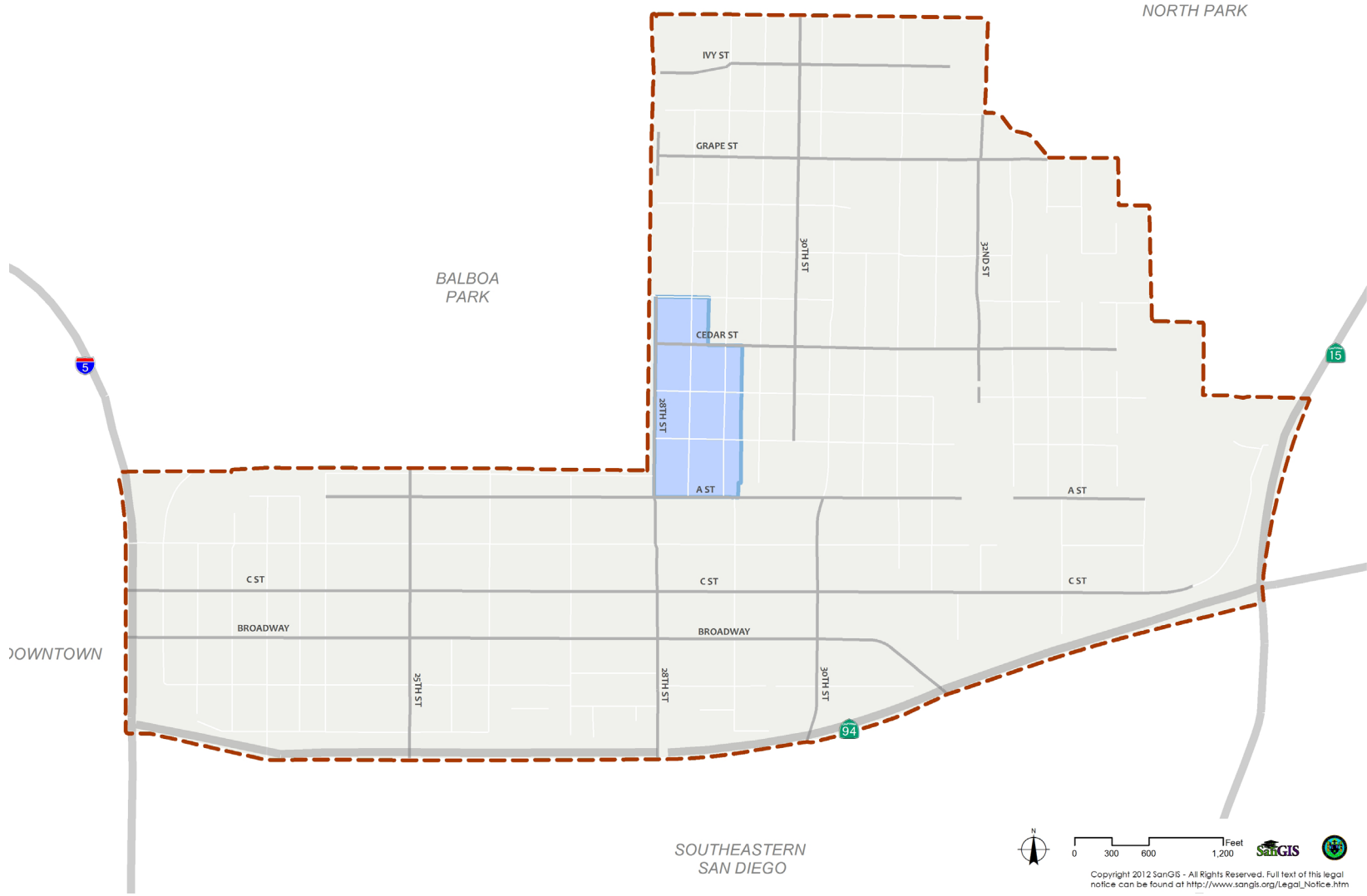
Property Address	APN	Year Built	Style	Property Type	Resource Name
1301 28th Street*	5394600100	1929	Spanish Colonial Revival	Multi-Family	El Tovar Apartments
2203 B Street	5342620100	1908	American Foursquare	Multi-Family	
2502 B Street*	5341521500	1925	Spanish Colonial Revival	Multi-Family	Loma de Oro Apartments
2664-2668 B Street*	5341622300	1925	Spanish Colonial Revival	Multi-Family	
2830 B Street*	5394603700	1908	Folk Victorian	Single Family	
2832 Beech Street*	5393440700	1912	American Colonia Revival	Single Family	
2029-2035 Broadway	5343721200	1913	Craftsman	Multi-Family	
2103-2121 Broadway*	5343810100	1924	Mediterranean Revival	Multi-Family	
2214 Broadway	5342650400	1920	Craftsman	Multi-Family	
2102-2116 C Street*	5342610600	1926	Spanish Colonial Revival	Multi-Family	
2329 C Street*	5342641000	1928	Spanish Colonial Revival	Multi-Family	
2505-2519 C Street	5342901000	1930	Art Deco	Commercial	
2545 C Street*	5342900600	1908	American Foursquare	Single Family	
2557 C Street*	5342900500	1920	Mission Revival	Single Family	
2689-2695 C Street	5343021400	1925	Spanish Colonial Revival	Multi-Family	
3025 Fir Street*	5392341100	1925	Gothic Revival	Institutional	Christ United Presbyterian Church
3015 Juniper Street	5391023300	1925	Spanish Colonial Revival	Commercial	Rebecca's Coffee Shop
<i>An Era of Transitions: 1930-1990</i>					
1055 22nd Street*	5342651300	1935	Art Deco	Institutional	
2666-2670 A Street*	5341611000	1935	Streamline Moderne	Multi-Family	
2691 B Street	5343011300	1950	Streamline Moderne	Institutional	Iglesia Presbiteriana Hispana
2504 C Street	5342801500	1935	Streamline Moderne	Commercial	
2001 Fern Street*	5391623900	1960	Google	Commercial	



FIGURE 10-3: LOCATION OF POTENTIAL SOUTH PARK HISTORIC DISTRICT IDENTIFIED IN THE HISTORIC RESOURCE RECONNAISSANCE SURVEY

LEGEND

-  Potential Historic District Boundary
-  Community Plan Boundary



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TABLE 10-3: RESIDENTIAL COURTS TO BE INCLUDED IN A MULTIPLE PROPERTY LISTING AS IDENTIFIED IN THE 2015 HISTORIC RESOURCE RECONNAISSANCE SURVEY

Property Address	APN	Year Built	Style
<i>Streetcar Development: 1905-1930</i>			
1239-1247 25 th Street	5341521100	1925	Spanish Colonial Revival
1225-1243 26 th Street	5341623700	1927	Spanish Colonial Revival
1730-1738 29 th Street	5392721200	1925	Spanish Colonial Revival
1820-1832 30 th Street	5392251200	1926	Spanish Colonial Revival
2208-2222 30 th Street	5390930800	1922	American Colonial Revival
3129-3139 Juniper Street	5391122300	1930	Tudor Revival
<i>An Era of Transitions: 1930-1990</i>			
2921-2931 A Street	5394731000	1939	Minimal Traditional
2982-2994 B Street	5394732600	1940	Minimal Traditional
2526-2530 Broadway	5342901500	1940	Minimal Traditional
2733-2739 C Street	5343120800	1940	Minimal Traditional
2741-2747 C Street	5343120700	1948	Minimal Traditional





TABLE 10-4: POTENTIALLY SIGNIFICANT INDIVIDUAL RESOURCES IDENTIFIED DURING PUBLIC OUTREACH, GROUPED BY THEME

Property Address	APN	Year Built	Style	Property Type
<i>Streetcar Development: 1905-1930</i>				
835 25 th Street	5344041800	1924	Mission Revival	Institutional
1217-1231 28 th Street	5394602200	1923	Craftsman	Bungalow Courtyard
1511 29 th Street	5393540500	1912	Craftsman	Single Family
2534-2536 B Street	5341521700	1921	Craftsman	Bungalow Courtyard
<i>An Era of Transitions: 1930-1990</i>				
2833-2849 B Street	5395210600 5395210500	1952	Tract Ranch	Bungalow Courtyard

FIGURE 10-4: LOCATION OF POTENTIAL HISTORIC DISTRICTS

LEGEND

-  Potential Historic District Boundary
-  Community Plan Boundary

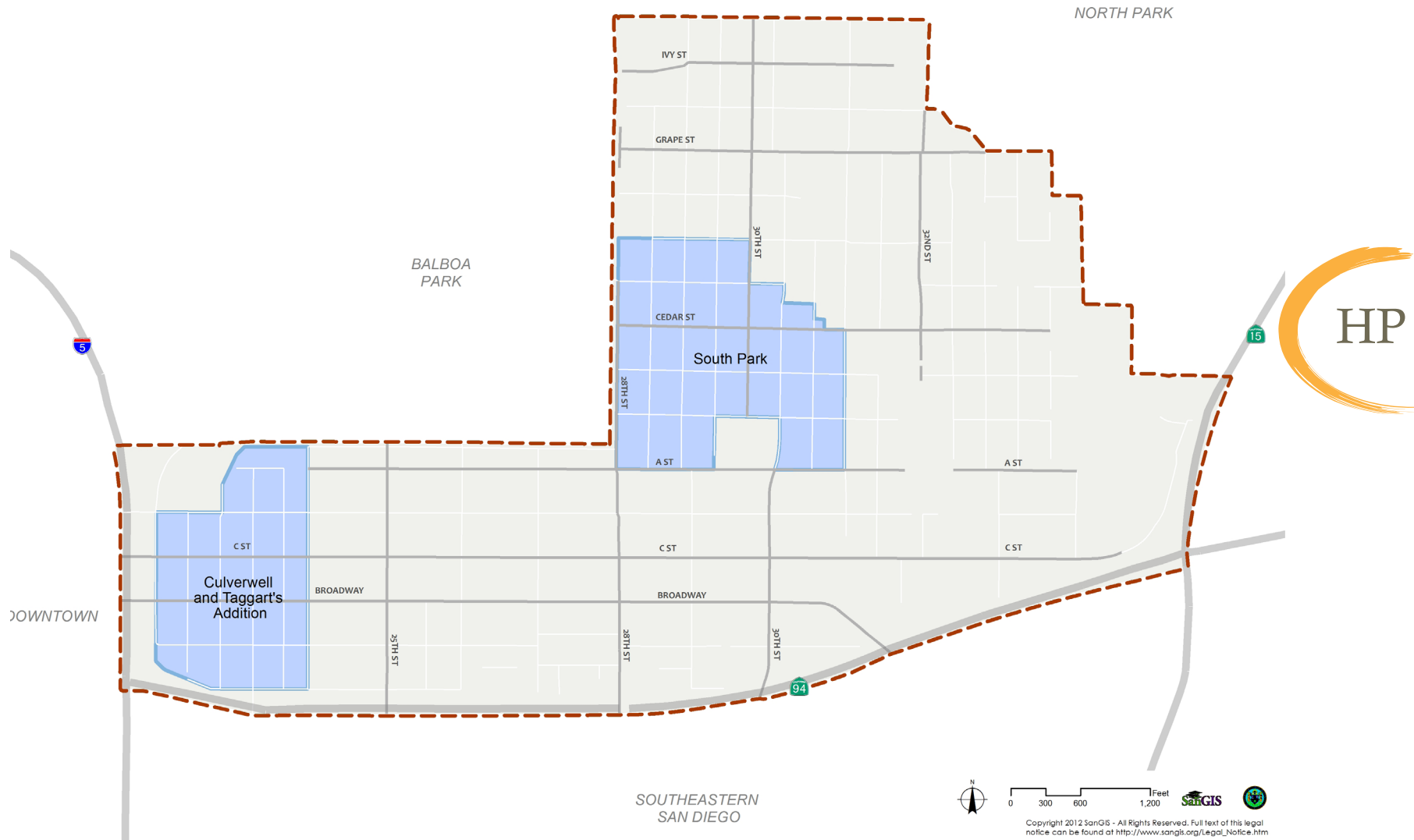


TABLE 10-5: POTENTIAL HISTORIC DISTRICTS IDENTIFIED DURING PUBLIC OUTREACH

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criteria
Culverwell & Taggart's Addition	Bounded roughly by Russ Boulevard to the north, 24 th Street to the East, F Street to the south and 19 th Street to the west. (See the Figure 10-3 and the Historic Survey Report for a more detailed boundary description.)	Approx 245 Parcels	1869-c.1945	<ul style="list-style-type: none"> The Early History of Greater Golden Hill: 1769-1885 An Elite Residential District: 1885-1905 Streetcar Development: 1905-1930 An Era of Transitions: 1930-1990 	A, C
South Park Historic District (larger boundary)	Bounded roughly by Elm Street to the north, 31 st Street to the east, A Street to the south, and 28 th Street to the west. (See the Figure 10-3 and the Historic Survey Report for a more detailed boundary description.)	Approx 400 Parcels	1906-c.1935	<ul style="list-style-type: none"> Streetcar Development: 1905-1930 An Era of Transitions: 1930-1990 	A, B, C





Implementation

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

Introduction

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

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

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

- Process concurrent zone changes to implement the Land Use Element.
- Administration of the Community Plan Implementation Overlay Zone (CPIOZ).
- Regularly update an Impact Fee Study (IFS) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Plan.
- Implement facilities and other public improvements in accordance with the IFS.
- Pursue grant funding to implement unfunded needs identified in the IFS.
- Implement the Plan’s urban design policies and recommendation through the review of development projects.

Longer-term implementation strategies have been identified and focus on various programs, financing mechanisms, and capital improvement priorities that could be considered toward this effort.

11.1 Zoning

The implementation program for this community plan replaces the Golden Hill Planned District with a combination of citywide zones and tailored zoning using the Community Plan Implementation Overlay Zone (see below). The Planned District to citywide zone conversions are summarized in the table below.

TABLE 11-1: GOLDEN HILL - RECOMMENDED ZONE DESIGNATIONS

Golden Hill Planned District	Compatible Citywide Zones
GH-3000	RM-1-1
GH-2500	RM-1-2
GH-1500	RM-2-5
Gh-1000	RM-3-7
GH-CN	CN-1-3
GH-CC	CC-3-4

11.2 Community Plan Implementation Overlay Zone (CPIOZ)

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

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

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

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

11.2-1 Sub-District Applicability

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

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

- (1) Apply supplemental development regulations to new and expanded structures to ensure neighborhood compatibility.
- (A) CPIOZ Type A shall apply to any expansion of the structural envelope within a lot or premise that includes a street facing building façade on a front and/or side yard. The design requirements contained in Section 11.3 apply.

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

- (1) Apply design guidelines and supplemental development regulations to new and expanded structures to ensure neighborhood compatibility and to preserve the visual quality of the canyon environment.
- (A) CPIOZ Type B shall apply to any expansion of the structural envelope within a lot or premise that that results in a total floor area increase of 15 percent or more square feet. Policies and guidelines of the community plan apply, including those for Public Views and Canyons, and Hillside and Open Space in the Urban Design Element.

(c) CMX/MF A/B – Commercial, Multi-Family & Mixed-Use Neighborhoods (CPIOZ Type A/B)

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

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

(d) MF-B – City Operations Yard

(1) Apply design and supplemental development regulations to ensure any redevelopment of the site is compatible with the neighborhood.

(A) CPIOZ Type B shall apply to any redevelopment of the site. Allow a maximum 10,000 square feet of Retail Sales and Commercial Services uses per the CN-1-3 zone as identified in Chapters 13 of the Municipal Code.

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11.2-2 Development Category Applicability**(a) Incentive Zone Program**

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

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

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

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

11.3 CPIOZ Development Regulations

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

11.3-1 Single-family Neighborhood Design Requirements

Applies to areas identified as SFR on Figure 11-1.

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

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

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

(a) Street Yard Setbacks

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

- (1) Maintain prevailing front yard and street yard setbacks established by existing structures within a block.
 - (A) The prevailing setback shall be established by the average maximum street wall setback of all lot frontages within the block face of the subject property;
 - (B) Require a survey of building street wall setbacks within both sides of the block face when new structures or additions are proposed that face a public street;
 - (C) New structures and additions shall not encroach more than 5 feet into the prevailing setback.

(b) Architectural Features

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

- (1) The removal or partial removal of more than 50 percent of a porch or forecourt shall be prohibited. Activities for maintenance, repair or architectural enhancement are exempt.
- (2) The following shall be required for new or expanded dwelling units:
 - (A) Provide one porch or forecourt with a minimum 6 foot depth along 70 percent of any street facing building facade;

- (B) Provide a primary entry door visible from the street;
- (C) Provide at least one window with transparent glazing of at least 12 square feet on each street-facing building façade.

(c) Garages and Accessory Buildings

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

- (1) Access to garages and off-street parking shall be from alleys where available;
- (2) Where alley access is not available, garages shall not be located within the front 30 percent of the lot. Driveways shall be a single-width not more than 10 feet wide;
- (3) The design of all accessory buildings and detached garages shall be integrated into the design of the primary dwelling as subordinate elements and designed with the same materials and of the same architectural style.

(d) First Story

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

- (1) The top plate height of a single or first story shall not extend more than 12 feet above existing grade. Basements or crawl spaces used to accommodate slopes within hillside lots are not included in the height measurement;
- (2) Daylight or partial above-grade basements are not allowed within the front or street side yard building façades. Basements or crawl spaces used to accommodate slopes within hillside lots are not included in the height measurement.

(e) Second Story

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

- (1) Structural additions to street facing building façades of existing dwellings above the first story shall step back a minimum of 6 feet from the first story building façade (applies to a minimum 70 percent of a single building façade);
- (2) At the side setback line, the height of the building envelope above 19 feet in height is established by a 45-degree building envelope plane sloping inward to the maximum permitted 30-foot structure height (Reference Municipal Code Diagram 131-04M). Applies to a minimum 70 percent of a building façade;
- (3) For interior side yard building facades, window designs that direct views into neighboring windows shall be avoided through use of offsets, staggering, clerestory designs or translucent glazing; and
- (4) Decks and balconies larger than 15 square feet within 15 feet of an interior side or rear residential abutting property line shall be prohibited.

(f) Materials

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

- (1) Traditional stucco, wood and masonry are allowed materials;
- (2) New structural additions shall replicate the materials and finishes on the existing dwelling;
- (3) When using stucco, the method of application and finish shall be similar to homes within surrounding blocks. Contemporary rough-texture finishes are prohibited unless currently used.

11.3-2 Commercial, Mixed-Use & Multi-Family Neighborhood Design Requirements**(a) General Requirements** (applies to all development types)

- (1) Yards, Setbacks & Building Façade Stepbacks – To ensure that new development provides adequate separation, bulk/scale control and landscaping from public streets and abutting property lines apply the following:
 - (A) Street-facing residential (ground level). A minimum setback and elevation or grade level change shall be provided to preserve the privacy of residential units that face public streets.
 - (i) Residential front and street side setbacks shall be the greater of either the base zone requirement or a 6-foot minimum;
 - (ii) When street facing building facades are setback less than 15 feet from property line, provide a positive elevation or grade change of at least 2 feet from the public sidewalk to the dwelling units on the first story.
 - (B) Sideyards (residential/residential-adjacent): Development within residentially-zoned lots and when abutting such lots shall provide:
 - (i) A 6-foot wide minimum side setback at ground level to include a minimum 3-foot wide landscape planter measured from abutting property line.

Exception for a lot or premise less than or equal to 50 feet in width: each side setback may be calculated as 10 percent of lot width, but not less than 4 feet, and the planter width reduced to 2 feet.
 - (ii) A 6 foot deep façade stepback for the story (or portion of) above the second.

- (C) Sideyards (commercial/commercial-adjacent). Development within commercially-zoned lots or abutting such lots shall provide:
 - (i) A side setback is not required.
 - (ii) A 6 foot deep façade stepback for the story (or portion of) above the second.
- (D) Rear yards (residential/residential-adjacent). Development within residentially zoned lots and abutting such lots shall provide:
 - (i) A 15-foot minimum rear setback, except where the rear yard abuts an alley then a setback is not required;
 - (ii) A 3-foot deep façade stepback for the story (or portion of) above the second.
- (E) Rear yards (commercial/commercial adjacent). Development within commercially-zoned lots and abutting such lots shall provide:
 - (i) A 6-foot minimum rear setback, except where the rear yard abuts an alley then a setback is not required.
- (2) Street Wall Design – To ensure that new development provides design parameters intended to control bulk and provide consistent neighborhood scale elements within building facades facing public streets, apply a 10-foot deep façade stepback for the story (or portion of) above the second.
- (3) Outdoor Terrace Allowance – Building façade stepbacks may incorporate outdoor terraces as an amenity for users of the building. Any open fencing/safety barriers used for this purpose that have at least 75 percent of surface area open to light are not included in the calculation of structure height.
- (4) Façade Length Allowance – In order to allow design variation, the following requirements that apply to the length of a building façade or street shall apply only to a minimum 80 percent of the applicable façade length or building frontage: 11.3.4 (a)(1)(D) Sideyard Façade Stepbacks; (b)(2) Street Wall Design, (b)(3) Commercial Uses, (b)(7) Build-to-Line, and (b)(8) Façade Transparency.
- (5) Parking Location – Above-grade parking shall be located toward the rear of a lot or premise and be separated from the front lot line by enclosed building area.
- (6) Parking Access – Parking shall be accessed from an alley. If alley access is not available, parking shall be accessed from a secondary street when available. Any garage entries shall be setback from the sidewalk.
- (7) Utilities – Utility equipment such as electrical transformers and generators may be located above grade only if located on private property, outside the public right-of-way. Utility equipment shall be located below grade if within the public right-of-way.
- (A) Areas housing trash, storage, or other utility services shall be located in a garage or be completely concealed from view from the public right-of-way and adjoining developments, except for utilities required to be exposed by the City or utility company.
- (B) Backflow prevention devices shall be located in a building alcove, landscaped area, or utility room within the building, outside of the public right-of-way, and completely screened from view.
- (8) Billboard Abatement – The Municipal Code’s sign regulations prohibit billboards. A lot or premise shall comply with the sign regulations by removing any existing billboards when such lot or premise develops or redevelops to a more intense use.

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

The following requirements apply to single commercial use developments, and developments with a mix of uses, including storefront retail, residential and office:

- (1) Sidewalk Width – Require additional setbacks or easements where necessary to establish a minimum 10-foot wide sidewalk zone between the curb and any street facing property line (reference Urban Design Element Policy 4.1.39).
- (2) Commercial Uses (Street Activating) – A minimum 80 percent of the ground floor building frontage shall be limited to Retail Sales and Commercial Services uses as identified in Chapters 13 of the Municipal Code.
 - (3) Commercial Space Floor Area Ratio (FAR) – A minimum 0.30 FAR is required for mixed-use developments.
 - (4) Commercial Space Depth – Municipal Code Section 131.0540(c) applies where lot depths are greater than 100 feet. Where lot depths are equal to or less than 100 feet, provide a minimum 40-foot depth of useable ground floor commercial space along the building frontage.
- (5) Commercial Space Ground Floor Height – Provide a minimum floor-to-ceiling height of 15 feet (minimum 12-foot clear height).
 - (A) Mezzanine and loft space may be exempt from this requirement when located at least 25 feet inward from any street facing building façade;
 - (B) For commercial base zones with a 30 foot maximum height, apply instead a 36 foot maximum height for buildings of 3 stories.
- (6) Ground Floor Elevation – Design ground-floor elevations for commercial uses to be level with the elevation of the adjacent public sidewalk and not more than 2 feet above the sidewalk grade.

- (7) Build-to Line – A street wall of at least 12 feet in height shall be built within 6 feet of the public right-of-way along the lot frontage except where a sidewalk or other public space is provided.
- (8) Façade Transparency – Provide façade transparency comprised of clear, non-reflective windows that allow views of indoor space at a height between 2 feet and 10 feet for ground floor street facing building facades. Windows or other transparent materials that provide visibility into a garage or similar area do not count toward the required transparency.
- (9) Building Base – For commercial/residential mixed-use buildings, differentiate the non-residential ground floor from above stories by identifying one (1) change in material and one (1) color change along street facing building facades.
- (10) Building Corner – Buildings at street intersections shall include one of the following features at building corners: a cupola, a material change, window fenestration, or a chamfered or rounded corner with exaggerated roof element.
- (11) Commercial Parking Requirement – As an incentive to provide viable designs for ground floor commercial space, the first 3,000 gross square feet of ground floor commercial space shall be exempt from commercial parking requirements.
- (12) For areas zoned Neighborhood Commercial, no lot or premise shall contain a single commercial business that exceeds a total of 5,000 square feet in gross floor area.

(c) Multi-Family Residential Requirements (also includes residential mixed-use)

The following standards apply to multi-family residential developments or mixed-use developments with a multi-family residential component:

- (1) Common Exterior Open Space – Each development of 8 or more dwelling units shall provide a unified, common, outdoor open space useable to residents. The open space shall be based upon a percentage of the lot area as identified in Table 1. Common outdoor open space shall be designed to incorporate the following:
 - (A) A minimum dimension of 20 feet;
 - (B) A location at either finished grade or on a podium level;
 - (C) A minimum 10 percent planted area (the remainder may be hardscape);
 - (D) Access to all residents through a common corridor.

TABLE 11-2: EXTERIOR OPEN SPACE

Size of lot or premise (net square feet)	Common Outdoor Space
<13,500 square feet	10 %
>13,500 square feet	15 %

- (2) Private Exterior Open Space – Municipal Code Section 131.0455 applies except for developments of 8 or more dwelling units. For developments of 8 or more dwelling units that provide Common Outdoor Open Space above, at least 50 percent of all dwelling units shall provide private open space on a balcony, patio, or roof terrace, with a minimum area of 40 square feet each, and an average horizontal dimension of 6 feet. Balconies shall be proportionately distributed throughout the development in relationship to floor levels and sizes of units.
- (3) Pet Open Space – Each development with 20 or more residential dwelling units shall provide a minimum area of 100 square feet improved for use by pets and clearly marked for such exclusive use.

Such areas shall include permeable surfaces, a hose bib, and be drained to the public sewer system (except for at-grade lawn areas).

- (4) Height limit within the RM-1-1 and RM-2-2 zones – The front 30 percent of the lot shall have a 16-foot height limit for all new construction of 2 or more dwelling units.
- (5) Defensible Space Requirements – Each development with 4 or more dwelling units shall provide the following within each street facing building façade:
 - (A) A minimum of one primary residential entry;
 - (B) A minimum 30 percent street wall transparency of clear, non-reflective windows that allow views of indoor space at the ground level or first story.
 - (C) A minimum of one private exterior useable area, such as a balcony or terrace, above the first story with a minimum net area of 100 square feet. For developments of 8 or more dwelling units, a minimum net area of 40 square feet shall be provided.
- (6) Windows shall maintain a consistent design character throughout the project and shall be of the same material on all elevations facing a street and for the front 30 percent of the interior side elevation(s).



FIGURE 11-1: COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIOZ) ZONE MAP

LEGEND

-  Parcels
-  Community Plan Boundary



11.4 Financing Mechanisms

This section discusses the estimated costs for infrastructure and streetscape improvements for the Village area and various financing mechanisms that could be used to encourage public and private development and investment in the community. Table 11-3 City of San Diego Financing Methods describes potential financing strategies that can be pursued by the City of San Diego, their eligible uses, and parameters in which they can be applied. Table 11-4 Local, State and Federal Financing Methods describes potential state and federal funding programs, their eligible uses, and parameters for application. Table 11-5 Developer/Property Owner/User Financing Methods describes financing programs that can be directly or in partnership with the City applied to developers, property owners, and users in the Village area; eligible uses; and the parameters for their application.

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Updated impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements, etc.

11.5 Priority Public Improvements and Funding

Suggested improvements to streets and parks described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible.

11.6 Action Items and Priorities

This section identifies actions that implement the policies and plans for the Plan. These encompass administrative strategies and physical improvements for mobility, streetscape, infrastructure, and open space. In undertaking these, the City will be making a significant and visible economic commitment to realize the vision of the planning area. They will add value and improve the visual character of the area, thereby laying the foundation for future private sector investment and new development.

The actions are assigned a priority of High, Medium, or Low and an estimated time frame depending on their importance to help affect or achieve the vision. The highest priorities recognize those items that can be implemented relatively quickly and are within the City's control, as well as those that offer the greatest leverage in stimulating private reinvestment and change. Generally, they fall into three categories:


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- (a) Development and implementation of programs to attract developers and secure funding for area improvements;
- (b) Amendment of regulatory requirements and procedural processes to facilitate development consistent with the Plan; and
- (c) Planning for and construction of improvements that provide infrastructure and services sufficient to support planned new development, and improve the quality of place (e.g., pedestrian-oriented streetscape and open space amenities and signage programs).

This is intended to provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan’s visions. In conjunction with the City’s annual budget process, the identified tasks and projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new projects funding opportunities present themselves over time. More detailed mobility improvements are included in the Impact Fee Study.

TABLE 11-3: CITY OF SAN DIEGO FINANCING METHODS

Funding Mechanism	California Infrastructure & Economic Development Bank (I-Bank)	Transnet	Proposition 1B
<i>Description</i>	Low cost financing to public agencies for a variety of infrastructure projects.	Half-cent sales tax for local transportation projects that has been instrumental in expanding the transportation system, reducing traffic congestion, and implementing critical transit projects. TransNet will generate \$14 billion for transportation projects and programs over the next 40 years.	<ul style="list-style-type: none"> • Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. • Made available \$20 billion for state and local improvement projects.
<i>Eligible Uses</i>	<ul style="list-style-type: none"> • City streets. • Educational facilities. • Environmental mitigation measures. • Parks and recreational facilities. • Public transit. 	<ul style="list-style-type: none"> • The half-cent sales tax pays for upgrades to streets, highways, and transit systems. • It is expected to raise \$14 billion for upgrades – such as adding high occupancy vehicle lanes and transit facilities to area freeways. • The TransNet extension adds funding for local roads, bike and pedestrian paths, smart growth projects, and habitat preservation. 	<ul style="list-style-type: none"> • Congestion relief. • Improve air quality. • Enhance safety and security of transportation systems.
<i>Funding Parameters</i>	The fund program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	<ul style="list-style-type: none"> • Each local agency develops biennially a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). • All projects funded must be consistent with the Regional Transportation Plan (RTP). 	<ul style="list-style-type: none"> • Varies, competitive application process. • The program currently contains \$1.5 million in funds available.



TABLE 11-4: LOCAL, STATE & FEDERAL FINANCING METHODS

Funding Mechanism	California Infrastructure & Economic Development Bank (I-Bank)	Transnet	Proposition 1B
<i>Description</i>	Low cost financing to public agencies for a variety of infrastructure projects.	Half-cent sales tax for local transportation projects that has been instrumental in expanding the transportation system, reducing traffic congestion, and implementing critical transit projects. TransNet will generate \$14 billion for transportation projects and programs over the next 40 years.	<ul style="list-style-type: none"> Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Made available \$20 billion for state and local improvement projects.
<i>Eligible Uses</i>	<ul style="list-style-type: none"> City streets. Educational facilities. Environmental mitigation measures. Parks and recreational facilities. Public transit. 	<ul style="list-style-type: none"> The half-cent sales tax pays for upgrades to streets, highways, and transit systems. It is expected to raise \$14 billion for upgrades – such as adding high occupancy vehicle lanes and transit facilities to area freeways. The TransNet extension adds funding for local roads, bike and pedestrian paths, smart growth projects, and habitat preservation. 	<ul style="list-style-type: none"> Congestion relief. Improve air quality. Enhance safety and security of transportation systems.
<i>Funding Parameters</i>	The fund program offered by the I-Bank offers loans ranging between \$250,000 to \$10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	<ul style="list-style-type: none"> Each local agency develops biennially a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). All projects funded must be consistent with the Regional Transportation Plan (RTP). 	<ul style="list-style-type: none"> Varies, competitive application process. The program currently contains \$1.5 million in funds available.



TABLE 11-4: LOCAL, STATE & FEDERAL FINANCING METHODS

Funding Mechanism	The New Markets Tax Credit	Proposition 42	Proposition 84
<i>Description</i>	The New Markets Tax Credit (NMTC) Program was established as part of the Community Renewal Tax Relief Act of 2000. The program is intended to spur revitalization efforts of low-income communities. Tax credit incentives are provided to investors for equity investments in certified Community Development Entities, which invest in low-income communities. The credit equals 39% of the investment paid out over seven years.	Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties.	<ul style="list-style-type: none"> Proposition 84 provides funding for a broad range of projects including water quality; statewide water planning; protection of coastal waters, rivers, lakes, and streams; wildlife conservation; and sustainable communities and climate change.
<i>Eligible Uses</i>	NMTCs are intended to spur the investment of new capital through Qualified Equity Investments (QEIs) in Community Development Entities (CDEs). Each CDE is certified as such and must use substantially all of its QEIs to provide financial support (generally debt or equity financing) to Qualified Active Low-Income Community Businesses (QALICBs).	<ul style="list-style-type: none"> Congestion relief. Safety enhancements. Local streets repair. Public transportation. 	<ul style="list-style-type: none"> Incentives for the development of local land use plans to promote water conservation, reduce automobile use and fuel consumption, encourage infill and compact development, and revitalize urban and community centers. Eligible projects include specific plans, infill plans, zoning ordinances, and other mechanisms needed to meet AB 32 and SB greenhouse gas emissions reduction and improve community-wide sustainability.
<i>Funding Parameters</i>	Provide a business plan describing how NMTC financing will generate community benefits. To be competitive, CDEs generally agree to use more than 85% of QEI proceeds to make loans under terms and conditions significantly more favorable than those provided by conventional sources and to make loans in communities characterized by greater distress than reflected in the NMTC eligibility criteria.	Funds provided directly for local road improvements as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.	<ul style="list-style-type: none"> A total of \$5.38 billion spread over eight broad project areas. One project area is for Sustainable Communities/Climate Change with a \$580 million allocation. Applications for funding are to be submitted to the Strategic Growth Council, with grants to be issued for projects ranging from \$100,000 to \$1 million.



TABLE 11-5: DEVELOPER/PROPERTY OWNER/USER FINANCING METHODS

Funding Mechanism	Landscaping & Lighting Districts/Parking Districts	Business Improvement Districts	Developer Impact Fees	Exactions
<i>Description</i>	<ul style="list-style-type: none"> Assessments on properties located within a specific district that benefit from landscaping and/or parking. Collection of parking in-lieu fees on new development in lieu of on-site parking. 	Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area.	Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development.	<ul style="list-style-type: none"> Payments made by developers or property owners in addition to, or in lieu of, development impact fees. Funds contributed are used to install selected public improvements. Alternatively, developers are required to construct and deliver specific improvements.
<i>Eligible Uses</i>	<ul style="list-style-type: none"> Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking. Parking districts allow for the acquisition, improvement, and operation of shared parking facilities. 	<ul style="list-style-type: none"> Marketing and promotion. Security. Streetscape improvements. Operating and maintenance of public improvements. Special events. 	Capital facilities or ongoing services, such as school impact fees, mitigation fees (police, fire, park), water meter installation, sanitation capacity charge, water system facility charge.	<ul style="list-style-type: none"> Dedication of right-of-way for streets and utilities. Provision of open space. Parks or landscape improvements. Schools and community facilities.
<i>Funding Parameters</i>	Funds are typically collected concurrently with property tax bill. Parking in-lieu fees can be based on cost of off-site parking facilities	<ul style="list-style-type: none"> Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills 	Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval	Typically paid or committed as part of the development approval process





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Appendix A- Recreation



A-1 SUMMARY OF PARK AND
RECREATION NEEDS ASSESSMENT
SURVEY



Appendix A- Park and Recreation Needs Assessment Summary

A park and recreation needs assessment was prepared for the Golden Hill, North Park and Uptown Communities by BW Research Partnership in August 2011 and presented to the community. The survey's findings were a component of the preparation of the Recreation Element.

Six key findings pertain to the Golden Hill Community:

1. Individual activities (walking with or without a dog, jogging/running, and relaxing) were the most frequently reported activities in neighborhood parks and Balboa Park by residents in all three communities;
2. Golden Hill residents placed a high level of overall importance on expanding and improving the trails, paths, and walkways in and around their community (76%) and improving and enhancing existing park and recreation facilities (77%). An overwhelming majority of residents reported walking for exercise as the top use of neighborhood trails and walkways (81%). The majority of Golden Hill residents also considered developing new sports fields (54%) and increasing the amount of land for parks (52%) as a high priority;
3. The renovation and improvement of existing neighborhood parks was reported as the highest investment priority for future parks and recreation facilities (79%);
4. Golden Hill residents were essentially split in their preference of having smaller neighborhood parks closer to home (49%) compared to larger community parks with more resources (47%);
5. The improvement of school grounds so they can be better used by residents for recreational activities was reported as the highest alternative parks and recreation facilities investment priority in Golden Hill (71%); and

6. An overwhelming majority of residents supported the use of Balboa Park for local parks and recreation (74%), such as: walking, running, jogging, or exercising, quiet times of reflection, bicycling or skating, children's play areas, picnicking, pick-up ball games and other related informal sports.

The survey identified the community's top six uses of neighborhood parks and outdoor recreational areas as:

- walking (without a dog)
- running or outdoor exercises
- picnicking, sunbathing, reading, or relaxing outdoors
- walking a dog(s)
- quiet times of reflection
- playgrounds for children

Investing in existing parks and recreational resources was reported as a high priority, most especially in the following nine potential investment areas:

- Renovate and improve existing neighborhood parks to increase use;
- Increase the amount of land for parks;
- Develop new sports fields, such as soccer, football, or baseball;
- Develop new off-leash dog parks;
- Develop areas in parks that accommodate birthday parties or large picnic gatherings;
- Increase the number of City-owned gyms for indoor sports, such as basketball or indoor volleyball;
- Develop new recreational facilities, such as a community recreation center;
- Build new skateboard parks; and
- Build new swimming pools.

Investment priorities for alternative parks and recreation facilities (park equivalencies) included eight areas of potential investment:

- Improving school grounds so they can be better used by residents for recreational activities;
- Small parks or trails that connect to existing parks including Balboa park;
- Public facilities that have multiple uses including children’s play area, as well as multi-purpose fields and courts;
- Parks developed on unused streets that no longer have vehicles on them;
- Plazas and gathering areas;
- Rooftop parks;
- Narrowing wide streets to provide linear parks along the streets; and
- Parks in private developments with some public access.

Lastly, the survey revealed that the top locations where the community recreates indoors are primarily City public recreation centers and non-profit recreation facilities (e.g., YMCA); however 36.5% of responders utilize private health clubs to meet their indoor recreation needs.





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Appendix B - Conservation



- B-1 MULTI-HABITAT PLANNING AREA (MHPA) BOUNDARY LINE CORRECTION
- B-2 MULTI-HABITAT PLANNING AREA (MHPA) WITHIN GOLDEN HILL



Appendix B- Natural Resource Mapping/ MHPA Boundary Line Correction

As part of the community plan update process for Uptown, North Park and Golden Hill, the areas designated by the community plans as open space and areas within the Multi-Habitat Planning Area (MHPA) were reviewed for their applicability to conservation of environmentally sensitive lands. It was determined that some areas had been mapped to include what appeared to be a significant extent of existing development (i.e., houses, streets) while other areas containing sensitive biological resources were not included. Therefore, a comprehensive, systematic approach was developed in order to evaluate areas of existing developed land that should be removed as well as areas where biological resources should be added. The following GIS layers were reviewed:

- B**
- Existing MHPA and Community Plan Open Space boundaries
 - 1992 aerial mapping
 - Public Ownership
 - City Dedicated and Designated Open Space Lands
 - SANGIS Conserved Lands database
 - Topographical data
 - SANGIS Vegetation layers – 1997 and 2012
 - 2012 aerial mapping

City staff reviewed the first two layers to determine where, if any, potential errors existed. Subsequent GIS layers were added to refine the boundary lines. The MHPA boundary line correction was considered in coordination with the State and Federal Wildlife Agencies and is consistent with the goals of the MSCP to conserve biological resources and allow for existing and future development in appropriate areas. The evaluation process considered the following factors:

- The proposed area to be corrected out was legally permitted or
- No habitat, including wetlands, would be removed,
- No buffer area (e.g., wetland buffer, wildlife corridor) would be impacted, and
- Removing the area from the MHPA would not avert the applicant from having to otherwise comply with the City's MSCP Land Use Adjacency Guidelines.

As shown in Figure B-1, a majority of the corrections would remove developed and disturbed land while adding sensitive habitats which would include coastal sage scrub, chaparral, grasslands, and riparian scrub. City-owned lands within designated community plan open space areas adjacent to the existing MHPA have been added to the MHPA. Additionally, the MHPA boundary was corrected by shifting the boundary to the rear portion of many private parcels thereby resulting in the removal of existing single-family homes and brush management zone 1 while adding sensitive habitat/resources. In a few cases, sensitive habitat/resources located within designated community plan open space on private land was added to the MHPA in order to expand the local wildlife corridor and increase the viability and connectivity of sensitive habitat within the existing MHPA. Regardless of the MHPA boundary line correction, these addition areas are regulated through ESL for sensitive biological resources and steep slopes. The MHPA boundary line correction would not add or increase any regulations associated with City projects such as sewer line repairs within the canyons. These projects would continue to be conducted in accordance with the Canyon Sewer Cleaning Program (LDR No. 6020), Council Policies 400-13 and 400-14 and Community Plan policies related to this program.

As shown in Table B-1, the MHPA correction for the three communities would result in an addition of 89.2 acres to the MHPA of consisting of 39.4 acres of coastal sage scrub, 36.3 acres of chaparral, 4.5 acres of grassland, 0.6 acre of riparian scrub, and 8.4 acres of disturbed habitat. The MHPA additions and deletions for the Golden Hill Community Plan are shown in Table B-2. Preservation of sensitive habitat is consistent with the goals of the MSCP, the Conservation Element for the three Community Plans, and the City’s Environmentally Sensitive Lands (ESL) regulations. Correcting the MHPA boundary would not relieve projects from having to otherwise comply with the City’s MHPA Land Use Adjacency Guidelines.

The proposed MHPA correction would remove existing development (i.e., structures and streets) as well as the 35-foot brush management zone 1 area as required in accordance with the City’s Land Development Code, Section 142.0412. The MHPA correction for the three communities would result in the deletion of 65.5 acres to the MHPA of consisting of 65.4 acres of developed land and 0.1 acre of eucalyptus woodland (See Table B-1). The net gain in acreage to the MHPA for the three community plan areas would be 23.7 acres.

Table B-1

Result of the Comprehensive MHPA Boundary Line Correction for Uptown, Greater North Park, and Golden Hill

Vegetation Community/ Land Cover Type	MHPA Addition	MHPA Deletion*	Change in MHPA
Coastal sage scrub	40.8	1.4	+39.4
Chaparral	38.8	2.5	+36.3
Grasslands	4.5	0	+4.5
Riparian scrub	0.6	0	+0.6
Eucalyptus woodland	0.6	0.7	-0.1
Disturbed land	13.3	4.9	+8.4
Developed	0	65.4	-65.4
Total	98.6	74.9	+23.7

Table B-2

Result of the MHPA Boundary Line Correction for Golden Hill

Vegetation Community/ Land Cover Type	MHPA Addition	MHPA Deletion*	Change in MHPA
Coastal sage scrub	1.3	0.3	+1.0
Chaparral	2.5	0.1	+2.4
Disturbed land	1.3	0	+1.3
Developed	0	3.0	-3.0
Total	5.1	3.4	+1.7

*Footnote Tables B-1 and B-2: Potential areas of brush management zone 1 which would occur over a large number of individual private lots with each individual lot contributing less than 0.1 acre habitat loss.

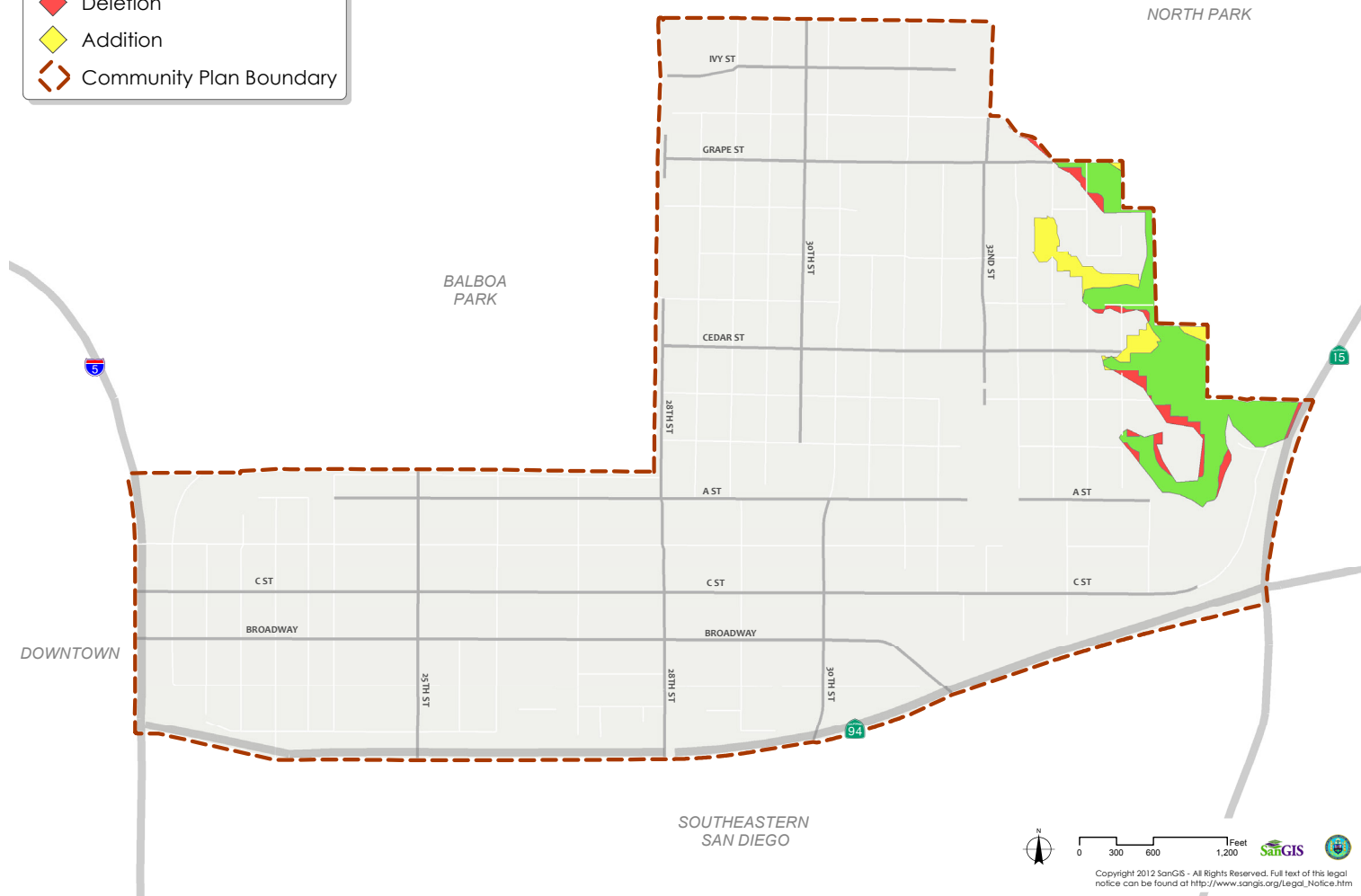


FIGURE B-1: PROPOSED MHPA BOUNDARY CORRECTIONS

LEGEND

Proposed MHPA Correction

- ◆ Existing / No Change
- ◆ Deletion
- ◆ Addition
- Community Plan Boundary



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Appendix C - Historic Preservation



- C-1 GOLDEN HILL HISTORIC RESOURCES
SURVEY REPORT
- C-2 GOLDEN HILL ARCHAEOLOGY STUDY



Appendix C: Historic Preservation

To be added later.

