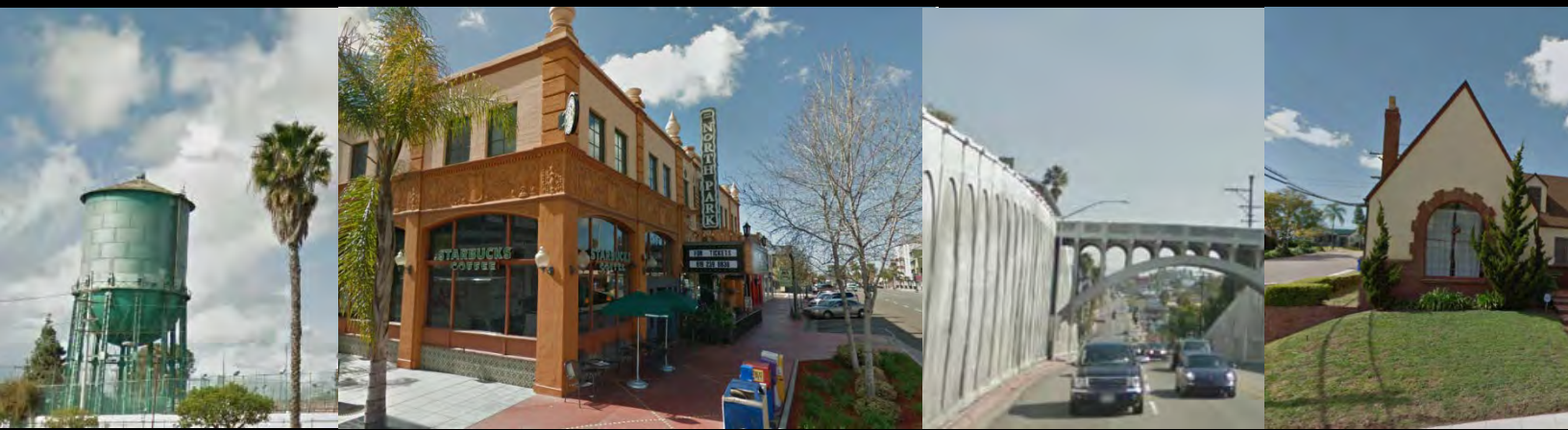


# NORTH PARK COMMUNITY PLAN UPDATE



## PUBLIC DRAFT URBAN DESIGN ELEMENT OCTOBER 2014

PREPARED BY: KTU+A



# CHAPTER 4 : URBAN DESIGN ELEMENT

## 4.0 INTRODUCTION

North Park is recognized as a local leader in neighborhood revitalization while respecting the existing character of the community. Generations of community members have dedicated their energies to preserving and enhancing the built environment and landscapes in order to maintain North Park’s desirability as a place to live, work, shop, play and visit. As one of San Diego’s most established communities, North Park is a place of iconic landmarks, historic residential neighborhoods, and retail charm. North Park is also recognized as a cultural and arts center as well as the center of San Diego’s craft beer, slow food and bicycle cultures.



North Park began to grow and expand in 1907 when electric streetcars existed. Since that time, mixed use development has continued to extend east and west along University Avenue and Adams Avenue. In the 1920s, North Park saw a new type of commercial development as the automobile became more and more viable. Because land prices adjacent to the trolley lines were expensive, El Cajon Boulevard began to attract automobile catered businesses. Unfortunately from the 1960s to the 1990s, North Park developed and grew



with little regard to the existing scale, character, and context of the buildings and homes. This may have been attributable to the relatively low cost of land, run-down condition of some buildings, zoning and regulations that allowed for easy lot consolidation. Whatever the reason, many single family residential homes were torn down and replaced with Huffman six pack style apartments with large front parking lots that disrupted the scale, diminished the character and reduced the walkability of neighborhoods.

Urban Design addresses the relationship and characteristics of new buildings, groups of buildings, spaces, and landscapes within existing neighborhoods, districts and corridors. It assimilates the relationships between buildings, streets, land use, open spaces, circulation, height, density, parking, and parks. In short, urban design is concerned with how places function, not just how they look. The traditional urban design and planning principles that originally built North Park promoted human-scale places because walking was the primary form of transportation. These same principles encouraged a mix of residential and non-residential land uses as opposed to separation of land uses. Urban design seeks to balance public and private interests, considers the people that are served by the public realm and quality of life, and the built environment of a community’s public spaces. New projects can include innovative and dynamic forms while still being sensitive to its adjacent neighbors. This element highlights the community’s desires, character defining features of North Park, how a place functions, and the unique attributes of what sets North Park apart.



## 4.1 URBAN DESIGN GUIDING FRAMEWORK

At the turn of the 20th Century, urban design and planning generally provided little input on how communities grew other than zoning and building code requirements. Homes were typically built close to the main street business area because it was the social and economic hub. Individuals wanted to be a part of a community. Most settlers at the time were not wealthy enough to commission individually designed homes. Instead they selected from a set of common floor plans and styles that were buildable based on common building materials and local craft skills. This selection process created diversity in the architectural styles present in a neighborhood area. The different styles still had a regular pattern to them: scales were similar in size, setbacks were similar, and building materials were generally consistent, and the level of detailing was similar. The selection of a particular style of architecture expressed the pride and personality of an owner to passersby. This is the legacy of architectural styles in North Park and the community has identified it as one attribute in the foundation for future evolution of the community.

### 4.1.1 VISION

The vision of the Urban Design Element was formulated during the community outreach process. The vision was put forth by community members, stakeholders, and the North Park Planning Committee and has guided the formation of this Urban Design Element.

*“Envision a community that accommodates future growth as well as protects historic neighborhoods and structures. Future growth and infill development should adhere to a high level of construction quality and design integrity. Historic neighborhoods should maintain the spirit and character of the past through retention or adaptive reuse of existing structures and conformance to themes and details already present in the neighborhood. Connecting North Park’s various land uses and landmarks should be a comprehensive, sustainable network of linkages that enhance both the access and appearance of the community”*

### 4.1.2 CORE DESIGN VALUES

Along with the vision, the community identified the following nine core design values that distinguish North Park as a unique community.



**A Human Scale** – Often coined as a “small town atmosphere”, communities like North Park are best known for providing a consistent built scale, both at the individual building level (lot sizes, heights and massing) and at the block level where buildings and site elements set the scale of neighborhoods. Human scale also relates to detailing on buildings, including the size of panels where materials change, window fenestration, doorway design, offsetting planes, incorporation of art, and other details that emphasize that the building is in scale with a person. This “good neighbor” policy will help to preserve North Park as a “Humanely Scaled” community.



**A Sense of Time** – People choose to live in North Park partly because of its unique historical background and its diversity in building forms and styles. New projects should respect this legacy and express new interpretation of existing styles, without replicating history where it did not exist.



**A Balance of Uniformity and Diversity** – Standing in any one location in North Park, one will see different styles, colors, forms and detailing. Though diversity is ever present, the North Park built environment also appears harmonious. New forms, colors, materials and design detailing should strive to be different while at the same time become part of the fabric of the community by including elements found “next door” and not overpowering the character of the neighborhood. Design conformity must recognize individual creativity.



**A Celebration of Civic Art and Design** – The “humane scale, sense of time and diversity” of North Park are partly due to the expression of “art” found in the community. Art can be expressed in pure forms such as public art, private art viewed by the public and art installations. But art is also present in building facades, window display systems, signage, and other expressions of arts and crafts that are not produced by formal artists. New projects should express art both literally through the use of public art as well as artistic expressions in building and site elements.



**A Green North Park** – Many have expressed the concern and desire to have North Park be a model of sustainability. This model fits well with the historic character, diversity and civic art focus of the community. Sustainable practices cover community-wide initiatives as well as individual efforts at the parcel level. New projects must help show the rest of the community how architecture, landscape architecture and site planning can all increase sustainable practices and help to “green” North Park.



**A Connection to the Outdoors** – People need connections to nature. North Park has significant views and open space systems that are often not well connected or visually accessible. All projects need to relate to the adjacent environment, regardless of the presence of open space canyons or not.



**A Connection to Others** – People need connections to each other. All projects need to relate interior environments to outdoor spaces and the street. A good transition from private to semi-private to semi-public to full public space is essential in providing spaces where people can interact with their neighbors.



**A Healthy Community** – The pedestrian scale and layout of North Park provides a great opportunity to encourage active transportation (walking and biking) and access to healthy activities (parks, social activities and food). All projects should encourage and accommodate alternative means of access and support transit, walking and biking including on-site features as well as interface with the street environment.



**A Safe and Comfortable Community** – Proper design can assure a safe environment and safe environments are essential for the other 8 core design values listed above. New projects must take into account the real and perceived safety concerns of community members and create safe environments that encourage eyes on the street by encouraging walking, socializing and passive activities that make up the foundation of a “Community”.



### 4.1.3 GENERAL OBJECTIVES AND POLICIES

The community outreach process of the North Park Community Plan Update included the refinement of the 1986 Community Plan Urban Design Element’s (UDE) objectives. The original nine objectives expanded to twelve and form the major guidance for this Element. The following policies and guidelines are based on the core values and UDE objectives. These policies seek to protect and enhance the core values identified by the community and public outreach process.

**Goal Statement:**

*“Enhance the quality of life and preserve the community character of Greater North Park, recognizing that there will be changes to the urban form and a need to respond to future urban design issues.”*

**Objective #1: Ensure that development in the community conforms with the Greater North Park Community Plan Update Urban Design Element.**

- Action- 1      Encourage compatible new infill development that recognizes existing context.*
- Action- 2      Design infill development to complement and enhance the character of its surrounding neighborhood, district and/or corridor (patterns), while allowing each new development to retain a distinct visual identity (architecture).*
- Action- 3      Design infill development to respect the pattern of buildings and open spaces on adjacent sites and provide opportunities for enhanced mobility connections, sustainability techniques, and aesthetic views.*
- Action- 4      Design infill development to respect neighboring building’s fronts, backs sides, scale and intensity in order to respectfully and seamlessly transition between existing neighborhoods and redeveloped corridors.*

**Objective #2: Preserve the architectural variety and residential character of Greater North Park.**

- Action- 5      Retrofit commercial corridors that are currently suburban strip centers into mixed-use transit villages and neighborhood centers.*
- Action- 6      Enhance and focus new development on primary corridors evenly spaced on half-mile increments throughout the community.*
- Action- 7      Boulevards connect neighborhoods and districts and range from boulevards to transit lines to avenues to neighborhood streets to alleys to canyons and parkways.*

**Objective #3: Maintain, expand, and increase existing open space edges of the community and create a sense of arrival including better signage at major community gateways.**

- Action- 8*      *Development should be held back from canyon edges so that public access can be made to the canyon overlooks and access to canyon trails.*
- Action- 9*      *Public views need to be preserved and new development shall not block existing views.*
- Action- 10*     *Identify key building focal point sites (terminated vista) for iconic architecture and building towards a contemporary cultural expression.*

**Objective #4: Develop a varied urban character within the community.**

- Action- 11*     *Provide pedestrian and bicycle facilities and amenities.*
- Action- 12*     *Create and maintain a continuous, convenient network of pedestrian and bicycle facilities throughout the community to reduce dependence upon the automobile to access every daily need.*
- Action- 13*     *Provide pedestrian and bicycle amenities, including street furniture, landscaping, lighting, shelters, way-finding devices, signage, and trash receptacles, to make walking more attractive and convenient.*
- Action- 14*     *Link a network of shared mobility facilities, such as cars, bicycles, pedestrian and transit, to increase the convenient of travel options.*
- Action- 15*     *Identify primary transit station areas as Specific Planning Areas (SPAs).*
- Action- 16*     *Focus future mixed-use growth areas along existing corridors and specifically plan mixed-use transit villages and neighborhood centers.*

**Objective #5: Ensure that new buildings respect and complement the character and scale of neighboring buildings.**

- Action- 17*     *Allow Infill development that is compatible with a neighborhood’s distinctive character and vitality.*
- Action- 18*     *Maintain walkable neighborhoods as the basic building block of all neighborhoods.*
- Action- 19*     *Encourage innovative housing design to meet citywide population needs while contributing to the preservation or creation of character and vitality.*

**Objective #6: Maximize the aesthetic quality, functionality, and sustainability of the public right of way through the design of the built environment, public improvements, landscaping, and public art.**

- Action- 20*     *Provide a functional relationship between pedestrians and a building’s street edge.*
- Action- 21*     *Encourage human-scaled activity on the street through building design. Frequent entrances and windows at pedestrian height, with outdoor civic spaces create a lively, pedestrian-friendly character along public streets.*

*Action- 22 Create visually unified street spaces by designing the orientation of new buildings and building setbacks to define the character of the place. Buildings with frontages set closer to the street are more urban than buildings set farther back from the street, which are less urban.*

**Objective #7: Preserve existing street trees and increase the quality of landscaping in public right of way and front yard areas utilizing sustainable practices, so that it contributes to community character.**

*Action- 23 Enhance parkways and reclaim streets to encourage other modes of transportation whenever possible.*

*Action- 24 Follow the guidelines set by the Street Tree Master Plan.*

**Objective #8: Eliminate visual clutter, including nonconforming signs and overhead utility lines, and billboards and utility boxes located in front yards, parkways, and sidewalks.**

*Action- 25 Public Art and Cultural Amenity installations shall be designed as works on permanent or temporary display with extensive communication about art to those experiencing the installation.*

*Action- 26 Continue to cultivate North Park’s cultural significance as the birthplace our San Diego’s Craft Beer, Slow Food and Bicycle ethos.*

**Objective #9: Preserve and restore unique architecturally significant structures within the community and encourage adaptive reuse.**

*Action- 27 Encourage adaptive reuse of existing structures.*

**Objective #10: Maintain and protect the visual interface between Balboa Park and the community.**

*Action- 28 Public views need to be preserved, and private views should be considered when determining tree selections.*

*Action- 29 Where private land is located near open space or public parks and plazas, provide buffers (roadways, plantings, walls, fencing) in order to limit edge affects and disturbances.*

*Action- 30 Incorporate natural features and landscaped spaces into developments to provide a sense of openness, continuity and enhance the existing grid street patterns.*

**Objective #11: Create neighborhoods identity through enhancing public space and culture.**

*Action- 31 Identify and enhance special districts such as entertainment, art, business, civic, theater, and thematic districts.*

*Action- 32 Identify employment district opportunities along transit corridors for large-scale workplaces, shopping, and entertainment districts.*

*Action- 33 Apply urban design measures on commercial/entertainment uses to maximize distinguishing cultural and characteristics.*

**Objective #12: Utilize Crime Prevention through Environmental Design (CPTED) guidelines and promote the ongoing involvement of the Police Department in the development process to reduce crime in the community.**

*Action- 34 Design public spaces so it is inviting and safe for pedestrian and bicycle traffic.*

*Action- 35 Civic Architecture should be carefully located at key Focal Points (terminated vistas) in relationship the visual composition of building and street vista termination.*



*Action- 36 Provide places, spaces, carefully planned details, and genuine building materials to craft valuable and beautiful experiences for people walking through new developments, public streets and civic spaces.*

*Action- 37 Design for delight, humor and surprise in public or shared spaces by providing experiences that appeal to our tactile senses of touch, sound or visual qualities.*

*Action- 38 Carefully and/or purposely locate the public spaces to ensure shorter distances between them and a critical mass of people and events.*



## 4.2 RELATIONSHIP TO THE GENERAL PLAN

Effective urban design seeks to balance public and private interests, considers first and foremost the people that use the public realm, and how the quality of their lives is affected by a community’s public spaces. To obtain integration between land uses, built form, and transportation systems, the recommendations of the Urban Design Element need to be linked to all of the general plan elements, particularly the land use, mobility, conservation, and historic elements.

The City of San Diego General Plan (2008), provides overarching principles to guide the form and development of the City to achieve compact and more environmentally-sensitive patterns of development envisioned by the “City of Villages” strategy. The Urban Design Element of the City’s General Plan includes detailed urban design goals and policies relating to the design of the built environment. The intent of the Greater North Park Community Plan is to apply and advance the vision and concepts established in the City of San Diego General Plan in a manner that is specific to the Greater North Park community. The Greater North Park Community Plan is an extension of the General Plan, and as such its goals, policies and recommendations must be consistent with the broader planning guidance. The hierarchy of General Plan Urban Design Goals and City of Villages Urban Design Element Goals are presented below. In addition Table 1 gives the relevant topics from the General Plan Urban Design Element. These reference items shall be considered in addition to the Greater North Park Urban Design Element.

The General Plan and the Community Plan are visioning documents that establish the goals of the community for the next 20 years. These documents are used as the foundation for the standards and requirements developed as part of the Land Development Code, Mid City Community Planned District Ordinance (MCCPD), and this Community Plan Update.

**THE GENERAL PLAN’S URBAN DESIGN GOALS:**

- A built environment that respects San Diego’s natural environment and climate.
- An improved quality of life through safe and secure neighborhoods and public places.
- A pattern and scale of development that provide visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.
- A City with distinctive community centers, communities, neighborhoods, and village centers where people gather and interact.
- Maintenance of historic resources that serve as landmarks and contribute to the City’s identity.
- Utilization of landscape as an important aesthetic and unifying element throughout the City.

**THE GENERAL PLAN’S CITY OF VILLAGES URBAN DESIGN ELEMENT STRATEGIES:**

- Contribute to the qualities that distinguish San Diego as a unique living environment
- Build upon existing communities
- Direct growth into commercial areas
- Preserve stable residential neighborhoods

FIGURE 4-1: COMMUNITY PLAN POLICY TOPICS

Community Plan Policy Topics	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	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 & Stormwater Management	UD-E.1-UD-E.7
Urban Forestry	UD-J.1-UD-J.5
Sustainable Development Practices	UD-A.5-UD-A.12
Streetscape Design	UD-C.7
Pedestrian Access to Developments	UD-A.5-UD-A.9.
Site Design & Building Orientation	UD-A.3-UD-A.6
Building Compatibility & Transitions	UD-B.2
Building Quality, Durability, Materials & Colors	UD-A.4, UD-A.5, UD-A.9

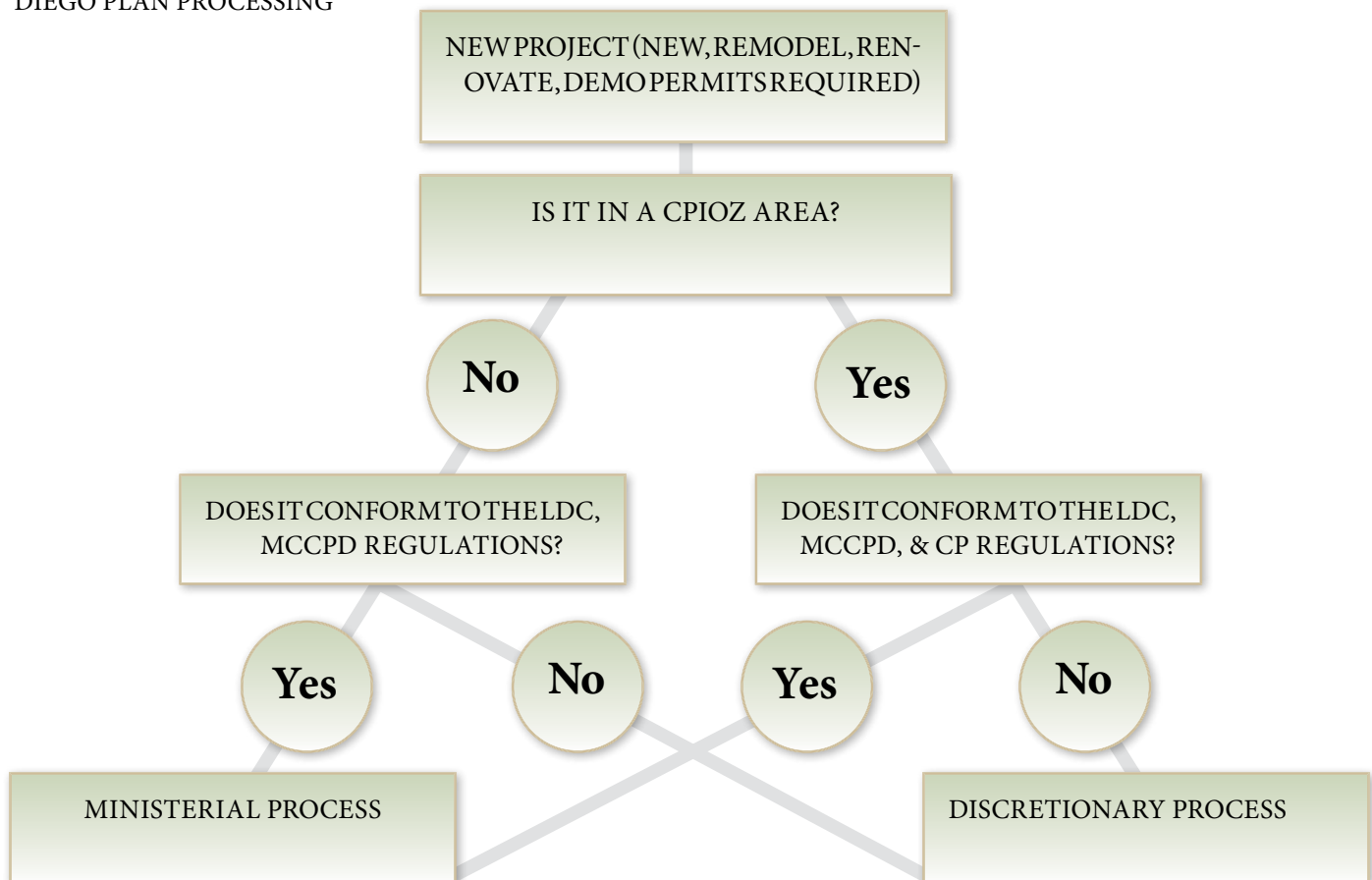
### 4.2.1 IMPLEMENTATION

The LDC contains development regulations and permitted land uses that implement citywide regulations. In addition to the LDC, the MCCPD sets guidelines for design for the Greater North Park planning area. If the MCCPD is eliminated, the MCCPD guidelines should be incorporated into city-wide zoning code and development regulations. Developers, planners, and residents should look to the LDC, MCCPD for primary guidance. ***All urban design topics have not been addressed in this element because they have already been addressed sufficiently in the LDC and MCCPD.*** This urban design element’s recommendations are in addition to the LDC’s and MCCPD’s guidelines.

After an extensive public outreach process and discussion of various public design concerns, a framework was developed that applied varying levels of regulatory design control over different areas of the community based on the dominance of character and uniformity found within specific neighborhoods and districts. A variety of mapping exercises conducted at public workshops and community inputs identified areas of needed change and areas where a level of stability and context sensitive design was needed. The community’s input was the bases of identifying the CPIOZ areas that needed additional guidelines to retain North Park’s existing character.

Within the City of San Diego, there are two basic types of permitting review: ministerial and discretionary. Previously, Greater North Park did not have any CPIOZ areas. This Urban Design Element identifies CPIOZ areas and applies context-specific polices and guidelines. The City of San Diego has two permitting processes: ministerial permits and discretionary permits. Figure 4-2 highlights how a new project would be processed for Greater North Park.

**FIGURE 4-2:** CITY OF SAN DIEGO PLAN PROCESSING



### 4.3 URBAN FORM ANALYSIS

The unique urban form of a community is dictated by a number of different factors. Understanding these factors can help in determining what is important to improve the quality of the built environment. These factors occur at the various scales: Community-Wide, District or Neighborhood, Corridor, Block, and Building scales. The following discussion begins with elements of the urban form that are at the community-wide scale. After this introductory text, the discussion is organized by geographic sub-areas called CPIOZ districts. Most areas within the Greater North Park planning area fall into either the public realm or one of four CPIOZ districts: core area, mixed use corridor area, consistent character area, or diverse character area

(see Figure 4-3: CPIOZ Map). The “other areas” on the map are regulated by superceding guidelines such as Secretary of the Interior standards for historic districts or City of San Diego guidelines for canyon slopes/hillsides. This structure allows the reader to quickly identify which policies/guidelines are applicable for any location within the planning area.

### 4.3.1 SUSTAINABLE DESIGN AND LAND USE/DENSITY TRANSITIONS

While most policies/guidelines are organized by geographic area, the topics of sustainability and land use/density transitions can apply to locations throughout the planning area and throughout the chapter. Sustainability refers to urban design guidelines which reduce the impact of human development on the environment, achieve long-term goals over short-term goals, and enhance the built environment equally for all segments of the population. Land use transition guidelines address the boundaries between differing land uses (i.e. commercial adjacent to residential) and/or land uses of different densities (i.e. multi-family adjacent to single family).

In order to maintain the geographic structure of the UDE, while also calling attention to these two urban design topics, these guidelines are identified by an icon for:



Sustainability guidelines and;



Land use/density transition guidelines.

### 4.3.2 URBAN FORM

The unique attributes of a place set the overall urban design stage. Some of the major physical elements that make up urban form in North Park include:

- Block pattern
- Street pattern
- Views, Landmarks, Gateways, Landforms
- Activity Centers
- Districts
- Neighborhoods of similar character
- Building character and architectural style

Greater North Park is unique in the combinations of older historic areas and forms that are still intact as well as newer forms and improvements that also contribute to a unique sense of place. North Park has retained building forms that are pedestrian scaled and established by historical development patterns and transportation systems of the early 1900s. Part of the uniqueness is attributed to the historic commercial centers and neighborhoods, and part to the roads and block configurations. A network of several major streets are arranged as the structural center of the community, with the neighborhoods surrounding these commercial districts.



COMMUNITY-WIDE SCALE



DISTRICT OR NEIGHBORHOOD



CORRIDOR



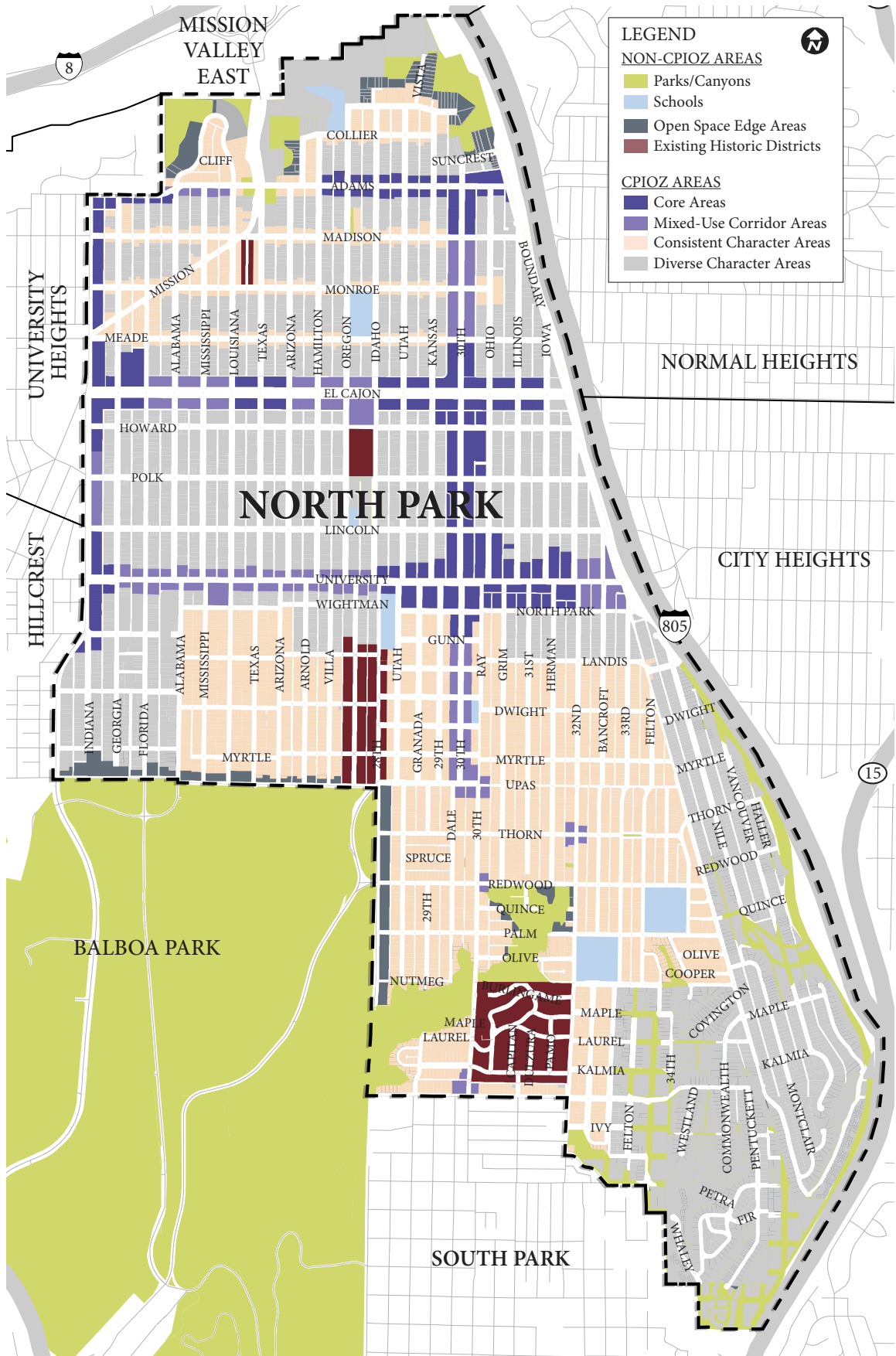
BLOCK SCALE



SITE / BUILDING SCALE



FIGURE 4-3: CPIOZ MAP







*Courtesy of San Diego Uptown News*

Historically, University Avenue served as the center for residential and commercial activities as far back as 1907 when electric streetcars existed. Since that time, mixed use development has continued to extend east and west along University Avenue. University Avenue is a vibrant area, home to many shops, neighborhood restaurants, and craft breweries.

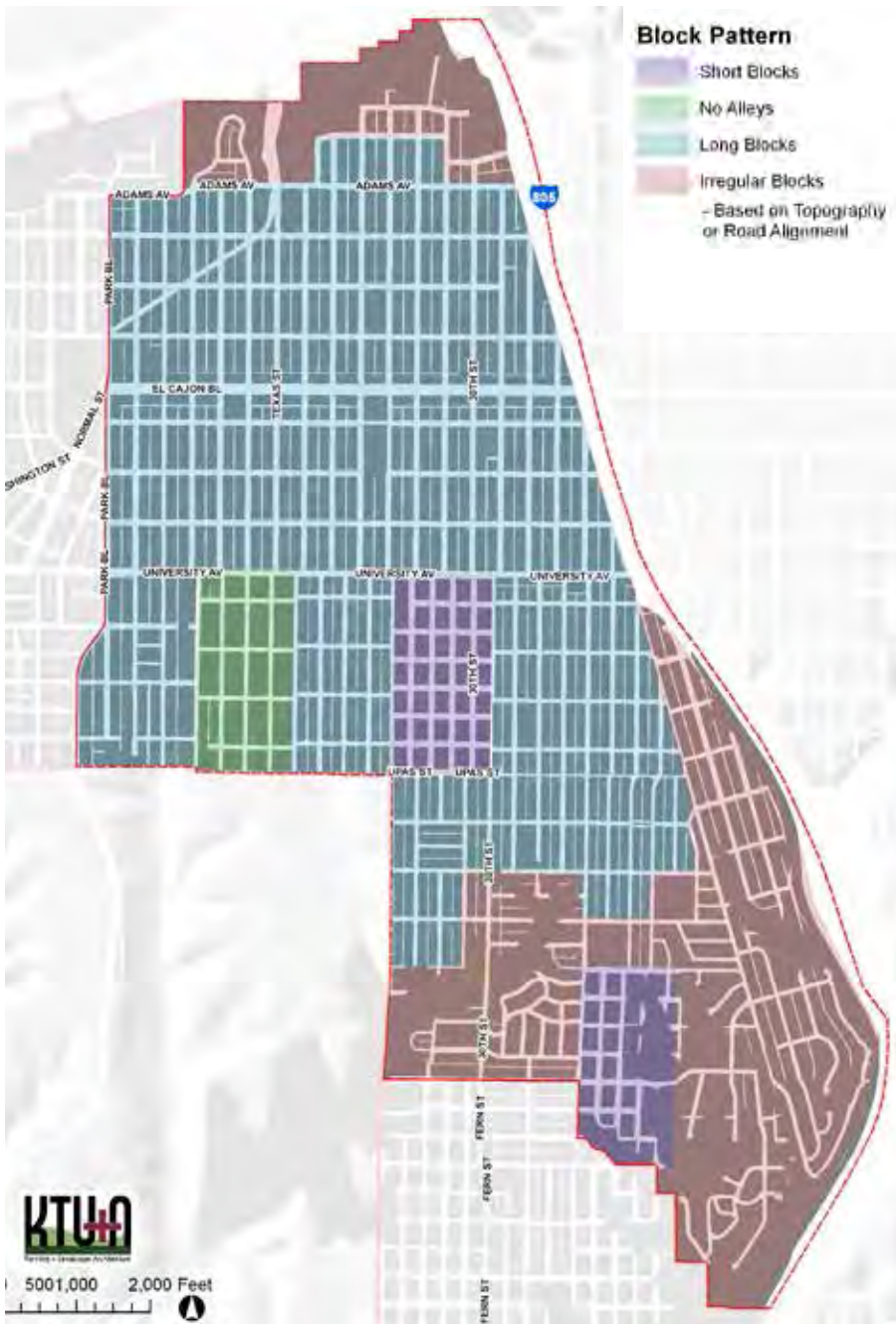
In the 1920's, North Park saw a new type of commercial development as the automobile became more and more viable. Because land prices adjacent to the trolley lines were expensive, El Cajon Boulevard began to attract automobile catered businesses. Today, El Cajon Boulevard is a major east to west through fare and mixed-use corridor with taller surrounding buildings and diverse business types. Through time, Adams Avenue also developed into an east to west mixed-use street.

The remaining areas outside of the commercial districts consist mostly of residential neighborhoods. North of Adams Avenue and south of University, the neighborhoods are mostly single-story and single-family residential neighborhoods. The desire for these neighborhoods is to protect the harmonious and consistent scale and character. In addition to the single family neighborhoods, a large portion of the neighborhoods in the center of North Park have a blend of multi-family and single-family homes. These areas include a blend of different residential types, styles and designs. Throughout the residential area, there are opportunities for replacing poorly designed infill from the 1960s through the 1990s with higher quality and more compact infill development that provides both private and public benefits.

### BLOCK PATTERNS

North Park’s streets are generally oriented in a rectilinear pattern dating back to 1870 due to the planning of a street car system. The Class 1 streetcar system ran along University Ave and Adams Ave. It also connected these street through Park Boulevard and 30th St. Since that time, these streets have served as key commercial streets. Development has been facilitated by North Park’s elongated blocks. The blocks provide two distinct types of frontage with the short side or end grain assigned to the higher traffic thoroughfare. Most residential buildings can front the quieter, long side of the block. Along Texas Street, 30th Street, Park Avenue and Adams Avenue, the end parcels are platted to take advantage of the traffic while the amount of parking behind is controlled by the variable lot depth. Development was spurred forward with the introduction of the street car system.

FIGURE 4-4: BLOCK PATTERNS



In the 1920s, North Park saw a development geared towards the automobile as the automobile became the more dominant form of transportation. Because land prices adjacent to the trolley lines were expensive, El Cajon Boulevard began to attract development and it has the same block pattern with the short end that addresses El Cajon Boulevard and the long side reserved for less intense uses. Figure 4.5 shows different block patterns in North Park. With few exceptions there are approximately four different block patterns that occur. Areas adjacent to the canyons have no consistent pattern while platted developments retained the elongated block for the most part. Figure 4.5 highlights two platted developments that introduced two different block patterns.



STREET GRID

The North Park area has eight primary streets that are highlighted as community corridors for connectivity. These streets have been identified in the workshop process as important corridors for walking and biking. This information was used to establish a hierarchy of streets (shown below) from an urban design perspective as well as identify key mixed use corridors.

FIGURE 4-5: STREET GRID



- **Boulevards** connect, define and separate neighborhoods and community centers. Boulevards can include major transit corridors such as Park Boulevard and El Cajon Boulevard. These streets provide access to other communities in the region.
- **Pedestrian Oriented Retail Streets** support connectivity within the planning area. It supports lighter transit, such as bus but is largely focuses on pedestrian and bicycle access. University Avenue, Adams Avenue, and 30th Street are examples of a pedestrian oriented retail street.
- **Alleys** in commercial areas are critical to ease of access to parking in commercial areas and provide pull off areas for delivery as well.
- **Residential Streets and Alleys** provide direct access to private residences and local public facilities; bicycles and pedestrian mobility is encouraged on all thoroughfares.
- **Green Streets** are streets that incorporate urban forestry and stormwater capture. A green street typically includes large canopy trees to provide shade to pedestrians and bicyclists. In addition, surfaces are more permeable to allow for capture of rain water and any surface runoff from buildings or sidewalks.
- **Reclaimed Streets** are streets that are excessively wide compared to the level of users it supports. A reclaimed street is termed so because the pedestrian zone can reclaim space from the street to create a bike facility, additional parkway or parklet.

## COMMUNITY WIDE FEATURES

The character of an area is affected by the unique attributes of the views, landmarks, and gateways. Historic properties contribute to the character of North Park but will be discussed in the Historic Element.

### Views

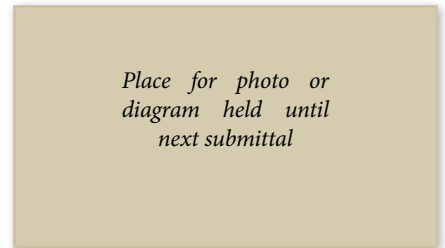
Views are a result of naturally forming canyons or high points. Though much of North Park is flat, topography does exist and should be highlighted since it does provide structure and uniqueness to the planning area. Most views are found from the edges of North Park, afforded by the dropping away of the topography. Some views do exist from high points in the community as well, though they are relative limited since most of the mesa top that North Park sits on is flat. Views are important public resources that need to be recognized and protected as community amenities.



### Landmarks

Landmarks are visual reference points. They are often used to guide when giving directions or for orientation. Landmarks include:

- Water Tower
- Switzer Canyon
- Georgia Street Bridge
- North Park Theater
- San Diego County Credit Union Building
- North Park sign at 30th & University Ave



### Gateways

Gateways mark the boundaries of a community and its unique neighborhoods. Additional gateways should be created to solidify the community’s branding identity. Gateways include:

- Entrance onto El Cajon Boulevard at Park Boulevard
- Adams Avenue/Antique Row between Texas Street and I-805



### Canyons

An important piece of the built form in Greater North Park includes the canyons. The canyons create spines that extend into the neighborhoods and provide views. These canyons have also impacted street patterns and home developments. The canyons also include a few existing trails. These trails allow access in Switzer Canyon and through Balboa Park. However, most other trails are informal areas where many walk.

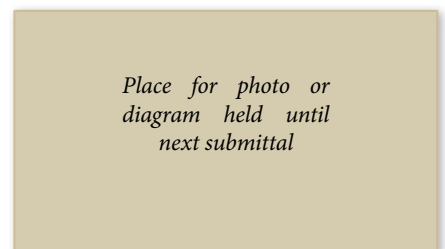
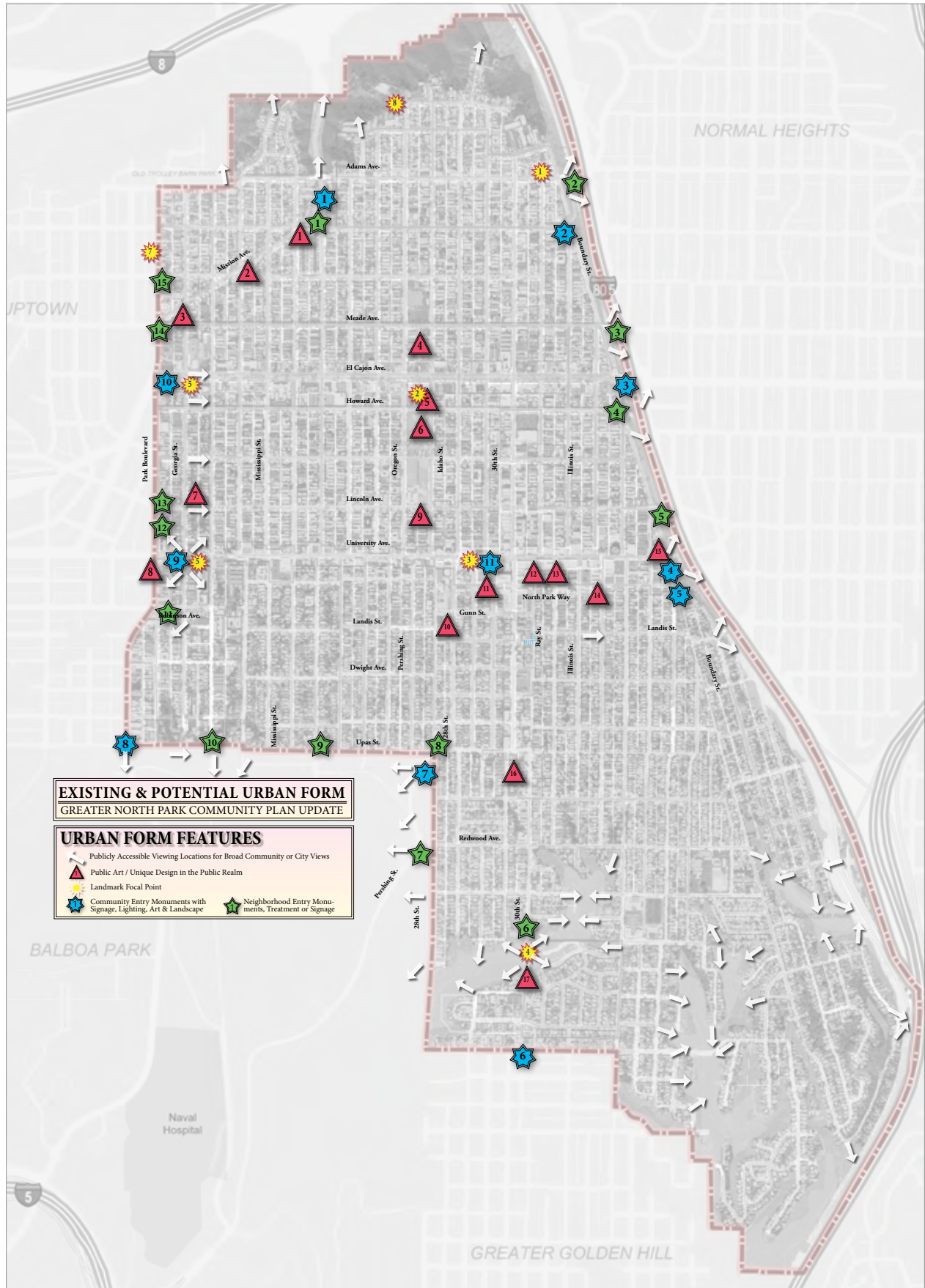




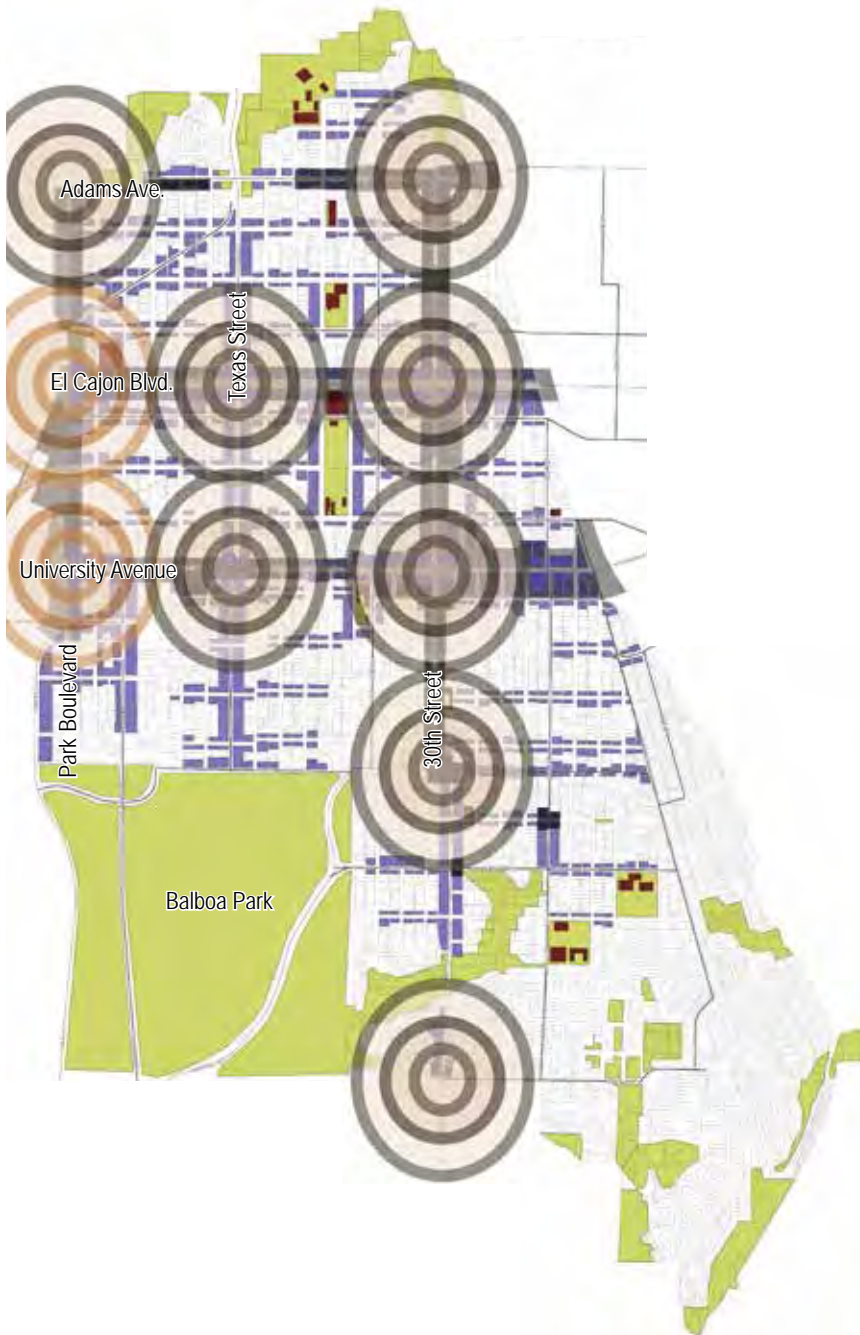
FIGURE 4-6: EXISTING URBAN FORM FEATURES



### ACTIVITY CENTERS

North Park supports several different activity centers including retail hubs, employment centers, civic structures, and schools. The form of a building is related to the land use that it supports as well as building typology. While commercial centers and mixed use hubs are generally located along major corridors, civic structures, parks, and schools can act as anchors to create a neighborhood center in a residential area. Figure 4-7 highlights the neighborhood centers and nodes in the planning area. The community workshop process identified these activity centers as a place with a different character. Buildings in these areas are set a part by their ground floor design and uses.

FIGURE 4-7: ACTIVITY CENTERS



Key commercial development areas include:

- University Avenue & 30th Street
- University Avenue & Texas Street
- El Cajon Boulevard & 30th Street
- El Cajon Boulevard & Texas Street
- Adams Avenue & 30th Street
- 30th Street & Upas Avenue

These activity centers identified by the community were incorporated into the CPIOZ map as the core areas and mixed-use corridors. They are defined below:

- *Core Area:* The most concentrated commercial activity centers
- *Mixed-Use Areas:* Commercial and residential areas that provide everyday amenities to adjacent neighborhoods

#### CITY OF VILLAGES TYPES

-  Neighborhood Village Center
-  Urban Village Center



**Civic Spaces:** *Areas that provide public space for all to use and enjoy.*

Activity centers support a variety of land uses including civic space such as parks. These areas are critical in creating opportunities for social interaction.

Civic spaces should be organized by their location within the neighborhood. Location is only one of several typological characteristics including size, landscaping, frontages, and equipment. Civic space, to be truly public, should front onto building facades and thoroughfares. Civic spaces should have visual supervision from fronting buildings as well.

Open space in the conventional Land Development Code is usually defined quantitatively, as a ratio of population to land area. This practice has resulted in unrealistic expectations being unmet. Civic spaces must be specialized in function and appropriate in location, which can range from canyons to roof gardens. Complex, civic spaces serve as emergency facilities as well as public amenities.

The following information provides a range of civic space typologies and their associated characteristics.

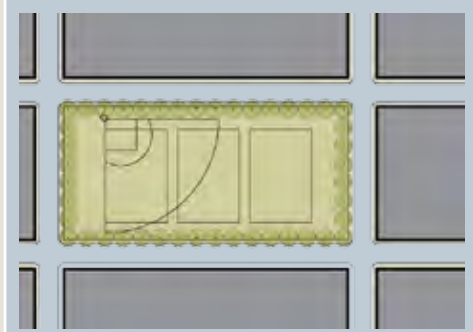
**Playground:**

Fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens and encouraged throughout the Community.



**Neighborhood Multipurpose Field:**

Spatially defined by landscaping rather than building frontages. There shall be a 20 foot clear zone at the perimeter for viewing and shall be landscaped with canopy trees. This field may serve a secondary purpose of stormwater management.



**Regional Park:**

Independent of surrounding building frontages, its landscape shall consist of paths and trails, canyons, meadows, woodland and open shelters, and follow natural corridors. These are at the Community-scale.



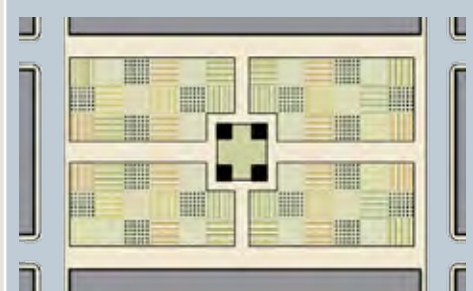
**Green:**

Spatially defined by landscaping rather than building frontages, its landscape shall consist of lawn and trees, naturalistically disposed. These service



**Community Garden:**

Fenced and may include a tool shed. Running water is required. Community gardens shall be interspersed within residential areas and may be placed within a block or included within parks and greens and should be encouraged throughout the Community.



**Plaza:**

Spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. Ex.: Horton Plaza



## Connections with Schools:

Schools are an important part of any community. Every child should have a safe walkable and bikeable route to a quality education. There nine schools in the planning area. Each school acts as an activity center for parents and children, serving as a gathering place for a community, potential recreation center, and adult education resource.



**Policy 1** *The existing schools and any new schools need to continue to be identified as civic centers in physical design and relationship to the surrounding neighborhoods.*

- Guideline 1.1** While schools are important centers of learning, the character and development surrounding schools needs to facilitate safe, accessible, and clearly identifiable paths to and from these places.
- Guideline 1.2** Schools need to form a physical partnership with the community.

### BUILDING CHARACTER AND ARCHITECTURAL STYLE

The history of North Park's buildings informs the urban form of the character of North Park. While the architectural styles may vary, it is the scale of the detailing that differentiates different building types. For instance the buildings in the core area have a different scale than homes in a residential neighborhood but both may reflect a beaux arts style of architecture.

It is not critical to identify all architectural periods of the community in the urban design element. The primary purpose of discussing these periods or historic styles is to improve the context sensitive design. The single family neighborhoods in North Park are predominantly homes that relate to a specific time period that help to create unique neighborhoods that have retained historic architecture. Figure 4.9 shows the general range of years when different parts of North Park originally developed. Figure 4.10 shows the results of an historic survey of buildings and properties conducted by Gensler in 2009.

This information helps set a foundation for the guidelines. While the guidelines allow for innovation and new design themes, they require that some elements of the dominant style found in the immediate vicinity of any new project site be considered as an integral design component. Existing traditional architectural styles needs to be respected.

The most common architectural characters found in Greater North Park can generally be categorized in the following architectural styles:

*Victorian*

*(Queen Anne and Simplified)*



*Neo-classical Rowhomes*



*California Bungalow*



*Craftsman*



*Mission Revival*



*Spanish Colonial*



*Spanish Revival and Southwest - Pueblo*



*Egyptian Revival*



*Italian Renaissance or Italianate*



*Prairie Style*



*Gill Cubism*



*Art Deco,*



Based on three public workshops with the general public and North Park Planning Committee, the community identified areas where the building form was consistent and desirable, areas where change would be encouraged, and areas where change is needed to enhance the neighborhood feel. Figure 4.3 highlights the input from the public process. In addition, Figure 4.9 and 4.10 show where platted developments occurred and the styles of homes in Greater North Park. Not surprisingly, there is a greater consistency in architectural styles in the areas that were platted developments and commercial centers. Outside of these platted developments, styles and building types vary greatly.

The community's input was used to identify three categories in the CPOIZ process, core area, mixed use corridors, and consistent character areas. Figure 4.8 shows where the core areas, mixed use corridors, and consistent character neighborhoods occur and where context sensitive design is necessary. The diverse character neighborhoods were informed by the community process as areas where change should be encouraged.

- **Core areas:** Mixed use centers where the ground floor design is critical to the continued success of a pedestrian scale retail street. The "main street" includes smaller shops with store entries occurring every 25 feet and large windows that showcase the shops function.
- **Consistent Character Areas:** Residential areas that reflect a period of time in the history of North Park
- **Diverse Character Areas:** Residential areas that reflect post 1960's blending of apartments



FIGURE 4-8: EXISTING AND POTENTIAL DISTRICTS NEEDING CONTEXT SENSITIVE DEVELOPMENT

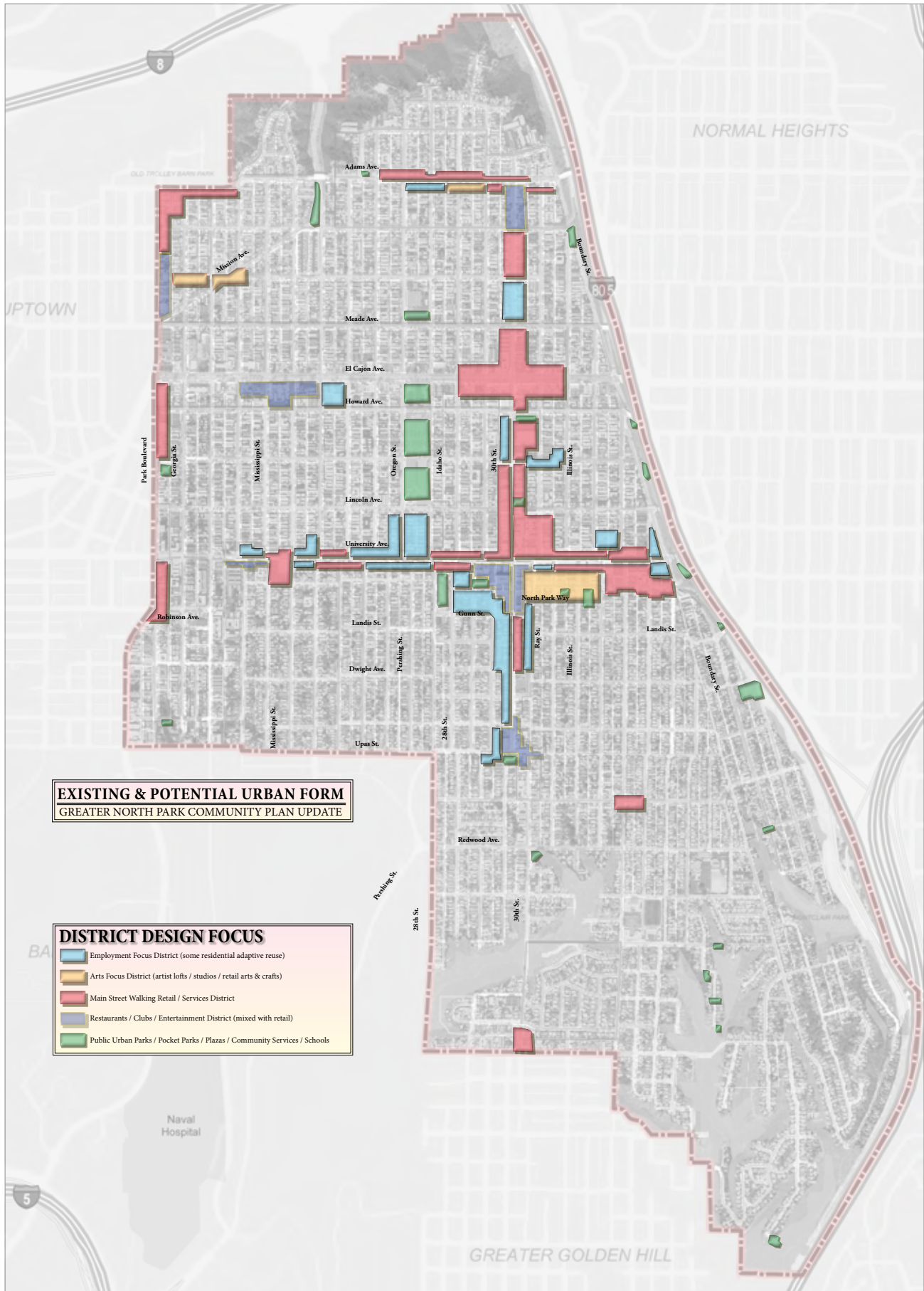
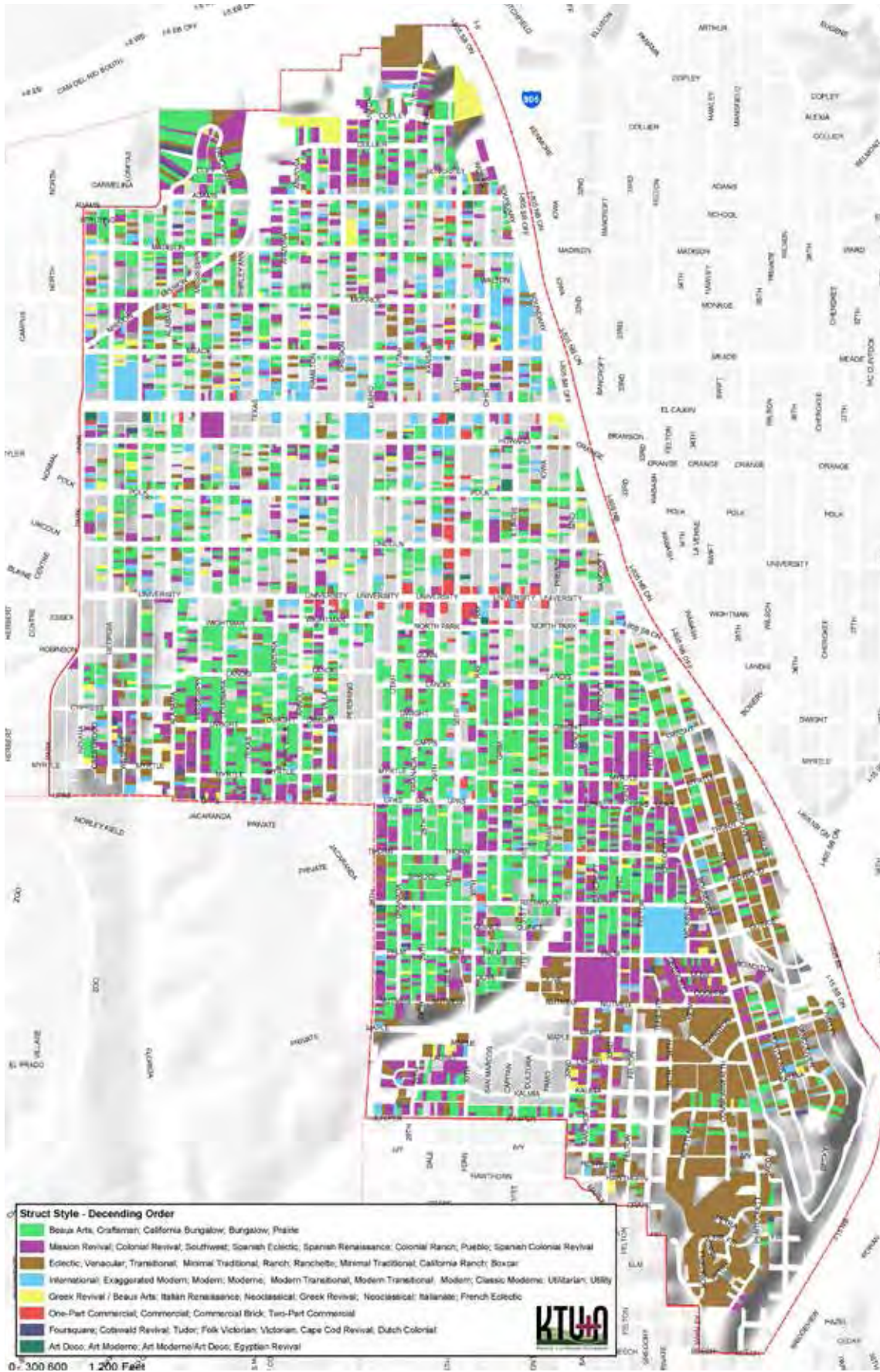


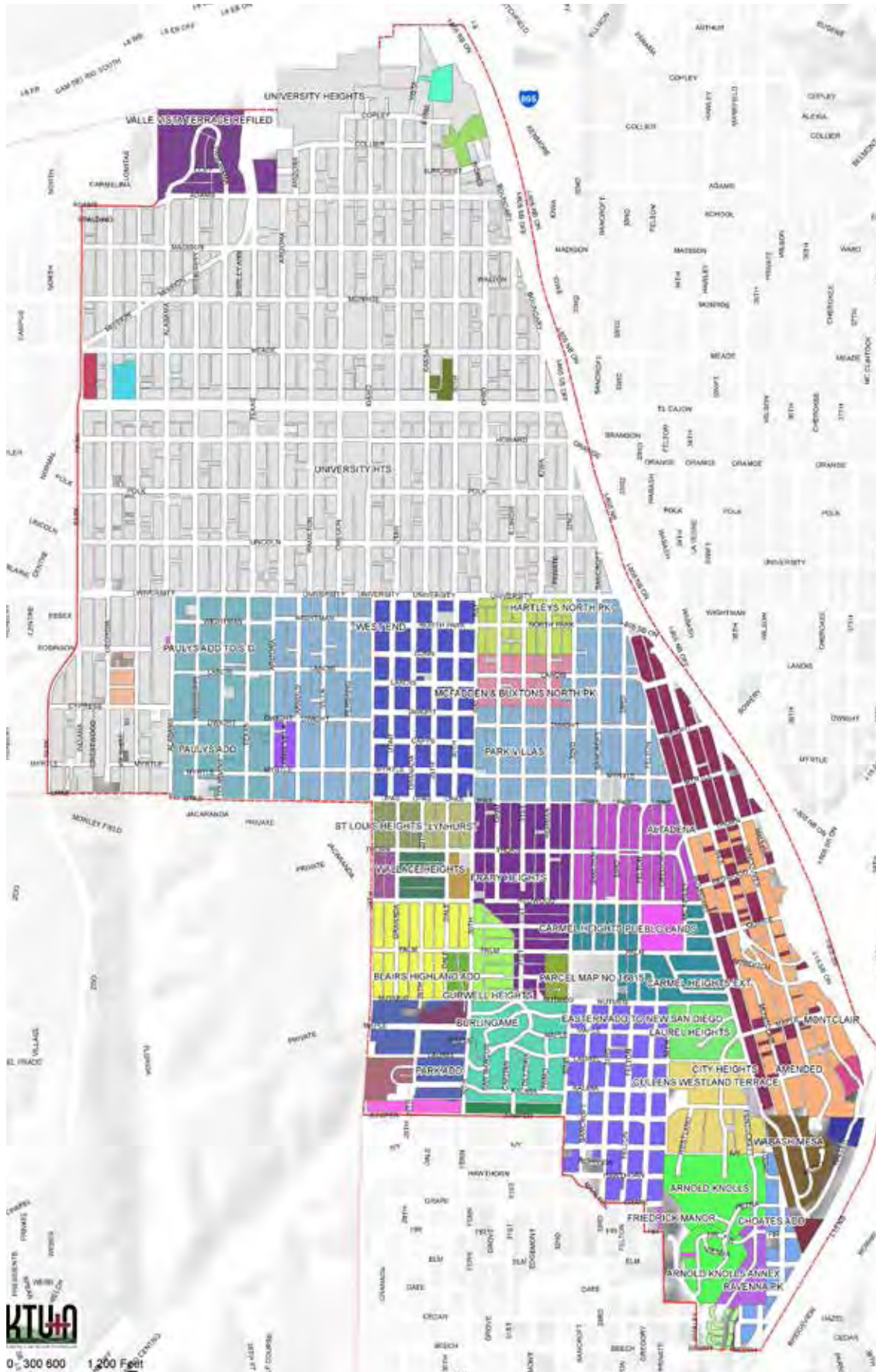
FIGURE 4-9: HISTORIC ARCHITECTURAL PATTERNS



This figure shows the architectural style of the homes in North Park. As you can see from the map, the craftsman style home is common throughout the planning area.



FIGURE 4-10: SUBDIVISION DEVELOPMENTS



This figure shows the subdivisions that were developed in North Park. Each color indicates a different subdivision created by a developer. As a result, generally each of these colored areas has a consistent architectural style associated with it.

### 4.4 THE PUBLIC REALM

City right-of-ways used as public realm spaces and for transportation movement, comprise approximately a third of North Park’s land area. The public realm extends from one property line across the street to the other property line. Considered as a single unit, it represents the largest single public asset in North Park. The design of the public right of way has the potential to completely transform the image of a community, while also improving functionality and quality of life.

FIGURE 4-11: PROPOSED STREET TYPES



The figure above highlights the two different zones, pedestrian zone and multi-modal zone, that make up the public realm. The design of the multi-modal zone or what is more commonly referred to as the travel ways of the road, will be discussed in the Mobility Element. For guidance on specific functional classifications and volume analysis and recommendations for biking, transit, and all motorized vehicles, see the Mobility Element. The public realm guidelines will help to show the relationship of the pedestrian and building interface zones and how they can best accommodate the wheeled travel requirements on one side, the land uses and public interaction on the other side, all while accommodating the safe and enjoyable walking environment of the pedestrian zone.

The streets of North Park exhibit a range of design and condition, from streets that are aesthetically pleasing, functional, and well maintained, to streets that are chaotic, underutilized, and in disrepair. In many cases, however, excessive roadway widths result in superfluous paved area and higher driving speeds.

The vision for North Park’s streets and sidewalks includes transforming these auto-oriented thoroughfares into shared public spaces that accommodate all users and are retrofitted to perform sustainably. This vision can be accomplished through a reduction in impervious surfaces, improvements in on-street parking systems, and expansion and enhancement of parkways, sidewalks, and other gathering spaces that all make up the public realm.

### 4.4.1 STREET TYPES

Figure 4-11: Proposed Street Types provides various classifications of street typology intended for North Park. Many of these streets already function according to these designations. For example, the pedestrian-oriented retail streets already function as such, but need design improvement to make the adjacent land uses function better and non-vehicular travel be more accessible and safe. The suggested street types include:

#### STREETS OF COMMERCE

Streets that are primarily oriented to retail and public gathering for commerce or entertainment are referred to as streets as commerce. These streets include:

##### *The Boulevards*

The boulevards are unique streets because they serve as important connectors between Uptown, City Heights, and other adjacent neighborhood planning areas. Due to higher traffic speeds and one-way character, the streets are not the most pedestrian or bicycle friendly streets.

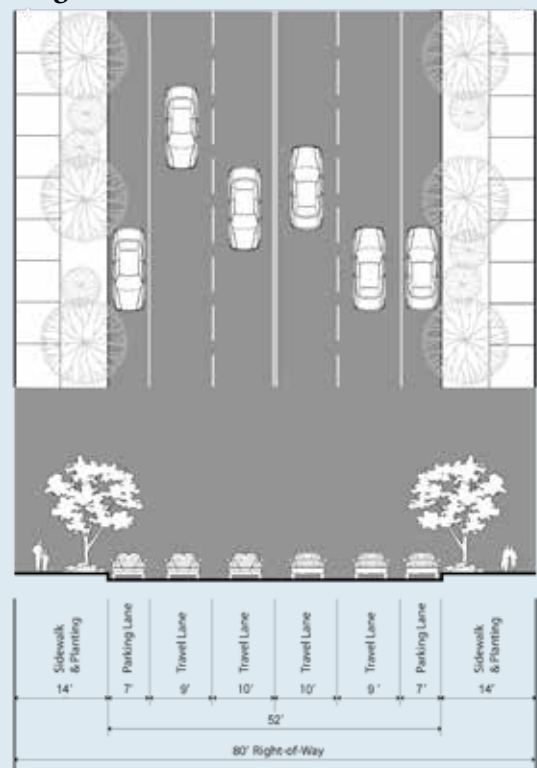
## Streets and Alleys:

Commercial Streets are appropriate for commercial and mixed-use buildings at Corridor and Core Areas. Street trees are confined by individual planters, creating a sidewalk of maximum width, with areas accommodating street furniture. High tree canopies are necessary to avoid interference with shop fronts, signage, and awnings.

North Park’s elongated blocks provides two distinct types of frontage. With the short side or end grain assigned to the higher traffic thoroughfare, most buildings can front the quieter long side of the block. For commercial buildings, along Texas, 30th Street, Park Avenue and Adams Avenue the end grain can be platted to take advantage of the traffic while the amount of parking behind is controlled by the variable Lot depth.

The elongated block maintains a consistent lot depth, while maintaining the option of altering the lot width. Elongated blocks allow for economical double-loaded alleys with short utility runs. By adjusting the block length, it is possible to reduce cross-streets at the rural edges and to add them at the urban centers. This adjustment alters the pedestrian permeability of the grid, and controls the ratio of street parking to the building capacity of the block.

*Neighborhood Street Character Elements*



- Design Speed: 25 - 35 MPH
- Curb Return Radius: 15 feet
- Pedestrian Crossing Time: 12 Seconds
- On-Street Parking: Always
- Transit Types: Private Jitney Services
- Ped/Bike Facilities: Bike Lanes, Corrals, Parklets



## Bicycle Facilities:

The community intends to establish North Park as a world-class bicycling city by promoting everyday riding. This plan advocates for and promotes world-class bicycling infrastructure that contributes toward an aesthetic, livable urban environment.

The general network of thoroughfares, if correctly dimensioned, is generally usable by cyclists sharing lanes with motor vehicles. Specialized accommodation is required only where the speed of traffic precludes sharing.

**Traffic Calming** is a set of techniques which serves to reduce the speed of traffic. Such strategies include lane narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, mid-block deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.



There are three types of bicycle facilities:

- Class 1 Bike Path: Multi-use path that is separated from the roadway
- Class 2 Bike Lane: Dedicated bicycle lane generally created by striping from the edges of thoroughfares
- Class 3 Bike Route: Undesignated bicycle lane that is shared with other vehicles within the thoroughfare

*Pedestrian-Oriented Retail Streets*

These commercial streets require attention in order to increase use by providing a comfortable and unique place for walking, gathering and biking. Special signage, parking and maintenance needs should be taken into account in these areas.

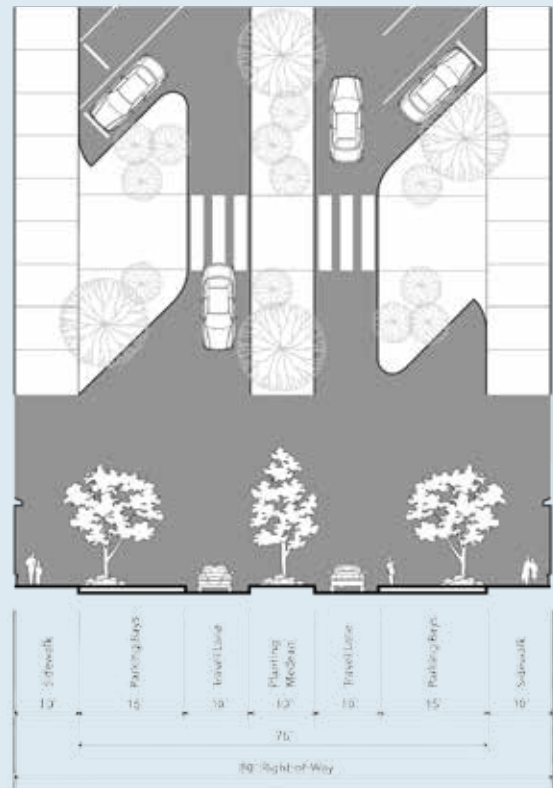
## Pedestrian Oriented Retail Streets:

Pedestrian-oriented retail streets are appropriate for commercial and mixed-use buildings in the Boulevards and Core Areas. Street trees are confined by individual planters, creating a sidewalk of maximum width, with areas accommodating street furniture. High tree canopies are necessary to avoid interference with shop fronts, signage, and awnings.

North Park's elongated blocks provides two distinct types of frontage. With the short side or end grain assigned to the higher traffic thoroughfare, most buildings can front the quieter long side of the block. For commercial buildings, along Texas, 30th Street, Park Avenue and Adams Avenue the end grain can be platted to take advantage of the traffic while the amount of parking behind is controlled by the variable Lot depth.

The elongated block maintains a consistent lot depth, while maintaining the option of altering the lot width. Elongated blocks allows for economical double-loaded alleys with short utility runs. By adjusting the block length, it is possible to reduce cross-streets at the rural edges and to add them at the urban centers. This adjustment alters the pedestrian permeability of the grid, and controls the ratio of street parking to the building capacity of the block.

*'Main Street' Character Elements*



- Design Speed: 25 - 25 MPH
- Curb Return Radius: 15 feet
- Pedestrian Crossing Time: 12 Sec
- On-Street Parking: Always
- Transit Types: Bus, Private Jitney Services
- Ped/Bike Facilities: Bike Lanes, Corrals, Stations, Parklets



## SPECIAL PURPOSE AND DESIGN TREATMENT STREETS

### Green Streets

Green streets focus on creating an urban forest canopy over the street and capture and use of stormwater runoff. Recommended treatments include: permeable pavement, major street trees for urban heat island reduction, shade, storm water reuse, pedestrian focus, active walking street enhancements for physical activity & dog walking.

### Native Green Streets

A native street is a type of green street that celebrates the natural environment by using highly sustainable plant materials and ground treatments such as native species, xeriscape principles, rock and mulch in parkways, slopes & medians. Although these treatment types are most appropriate for our climate, it should be noted that this approach will not provide the same level of urban forestry, shade, carbon sequestration, oxygen production and more prominent landmarks. The slow growing nature and fragility of these xeriscape treatments need to be taken into account when trying to be both sustainable and obtain the greatest benefits from urban forest treatments.

### Reclaimed Streets

Many of the streets in North Park are excessively wide streets that have low volumes of traffic. The excess width can be reclaimed for expanded walkways, trees, angled on-street parking, bulb-outs, improved crosswalks, wider sidewalks that promote outdoor retail or open green space. One use of the excess space in a reclaimed street could be to create a dedicated bicycle facility called a bicycle boulevard.

### Bicycle Boulevards

These are low volume and low speed streets with limited through traffic for vehicles. The goal of a bike boulevard is to have few stop signs in order to improve bike movement. However, if vehicular drivers learn of the priority through direction, they will often start using these streets. The solution to Bike Boulevard use by vehicular traffic, is to provide a traffic diversion that allows for bikes and pedestrians to pass through, but requires vehicles to divert to the next street.

### Park Chicanes

These are roadway locations where the horizontal and vertical movement of the road, creates a major traffic calming response. These treatments include widened walkways, planters, meandering travel lanes, well marked crossings, angled parking, and speed tables. These all help to lower traffic speeds, improve access and safety crossings and increase green space.



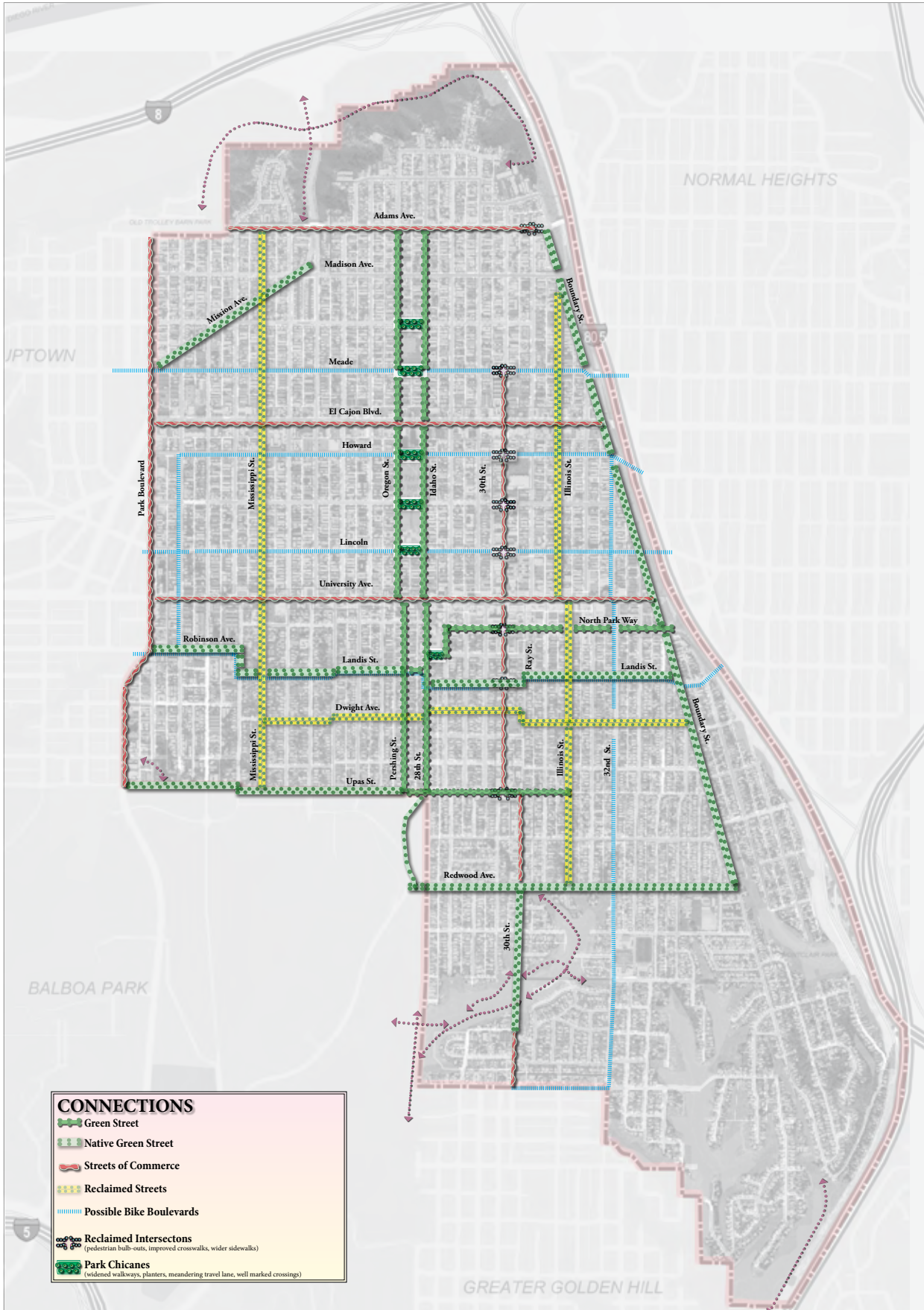
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FIGURE 4-12: PROPOSED STREET TYPES



## RESIDENTIAL STREETS

All other streets not identified as Streets of Commerce or Special Purpose Streets are considered to be residential streets. The greatest number of streets in North Park are residential streets. These streets are everyday streets that need to provide access to all different types of residential building types. It is important that parkways and sidewalks be maintained throughout the residential streets and driveways be limited and accessed through the alley whenever possible. The level of residential development can vary, but in general, these streets are smaller in scale than other street types and feature fewer amenities. As such, residential streets effectively serve as an extension of the private residential realm, but can still contribute a unifying theme throughout the neighborhood.




### 4.4.2 PUBLIC REALM GUIDELINES


The following guidelines apply to all streets as minimal guidance. Each street has special guidance that is additional to these public realm guidelines.


**Policy 2** *Maintain continuous pedestrian access with as few driveways as possible.*

- Guideline 2.1** Provide measures at intersections to encourage pedestrian safety. Such measures include:
- Neck-down intersections to reduce crossing widths
  - Pedestrian refuges
  - Appropriate marking and lighting at pedestrian crossings
  - Count-down signals provided at all traffic lights

**Guideline 2.2** Include street tree plantings to give scale and definition to broad corridors and slow traffic. Street tree locations may include sidewalk zones, parking lanes, and median strips.

 **Guideline 2.3** Provide continuous, widened walks that do not feel impinged upon by moving traffic. Pedestrian zones should include both parking and street trees.

 **Guideline 2.4** Add bike lanes, cycle tracks, or other appropriate improvements to accommodate safe bicycle use.

 **Guideline 2.5** Walkway materials should be used that encourage drainage and percolation to planted areas.

**Policy 3** *Add street furnishings that contribute to the public realm's attractiveness and activate more uses.*

**Guideline 3.1** Locate street furnishings along the street side edge of the sidewalk or adjacent to the building face (if present) so as to not interfere with pedestrian circulation.

**Guideline 3.2** Maintain a consistent design character along the length of a block and on a district level through coordinated design, type, color and material of street furniture.

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- Guideline 3.3** Provide benches and other forms of seating (e.g. low walls, planter edges, wide steps) throughout the community, particularly in pedestrian-oriented commercial areas and near transit stops.
- Guideline 3.4** Prohibit the clustering and chaining of news boxes to trees, street signs, and utility poles.
- Guideline 3.5** Locate newspaper racks near intersections and transit stops, to provide an amenity to transit riders.

**Policy 4** *Provide lighting that enhances the character of a street.*

- Guideline 4.1** Use a consistent style and size of pole and fixture within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and level of nighttime activity.
- Guideline 4.2** Coordinate the pole and fixture design with other street furniture and amenities to establish an attractive and unified design character.
- Guideline 4.3** Maintain a low height of light fixtures to establish a pedestrian-scaled environment and to minimize light spill into adjoining properties.
- Guideline 4.4** Conceal electrical conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment.

**Policy 5** *Incorporate bike amenities into the public realm.*

- Guideline 5.1** Place bicycle racks in locations that are clearly visible to cyclists from the street and from adjoining buildings and public spaces, distribute at regular intervals along the length of the block.
- Guideline 5.2** Place bicycle racks so that parked bicycles do not block the travel path of pedestrians, infringe upon seating areas, or obstruct ingress and egress to parked vehicles.

**Policy 6** *Provide adequate width for walkways to meet universal standards.*

- Guideline 6.1** All streets should provide sidewalks and sidewalks should provide a minimum of 60” for universal access. Obstructions should be kept clear of at least a 40” at all times.

**Policy 7** *Integrate art since it inspires and provides a foundation for unique places where people want to go.*

- Guideline 7.1** Public art should be incorporated into streets through designs in concrete, tiles, pavers as well as murals and entry way markers.



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**Policy 8** *Improve wayfinding and clarity of our environment through the use of directional signage.*

**Guideline 8.1** Signage shall be provided as needed throughout North Park; however, signage should be of the same design, font, and size.

**Policy 9** *Lighting must be considered in all locations to improve safety and a feeling of security.*

**Guideline 9.1** Lighting is encouraged on all streets. Lighting should be consistent throughout North Park.

**Policy 10** *Benches and transit shelters should be provided frequently in the public realm.*

**Guideline 10.1** Benches should be consistent along the length of the street and should be closely associated with a shading device (tree, transit shelter, etc.).

**Guideline 10.2** A minimum of two benches shall be provided per block.

**Policy 11** *The public realm needs to provide for the exiting and entering or retail establishments.*

**Guideline 11.1** Activation of the storefront/sidewalk in front of a retail space or commercial terrace is encouraged but should be separated from the walking area by a divider.

**Policy 12** *Bike racks can be both functional and can be design treatments as well. Include at regular intervals.*

**Guideline 12.1** A minimum of two bike racks should be located on each block and should be consistent throughout North Park.

**PEDESTRIAN-ORIENTED RETAIL STREETS**

**Policy 13** *Pedestrian-oriented retail streets should encourage social and economic activity.*

**Guideline 13.1** These streets need to have street furnishings and utilities accommodated away from the storefronts and in some cases, need to accommodate outdoor displays and seating areas, subject to other regulations.

**Guideline 13.2** Narrow, tall, and open trees or palms should be used in order to avoid signage blockage. Palms do not provide the same benefits as canopy trees, so they should be used sparingly. Protection from the elements and from out-of-control vehicles is important in commercial areas.




**Guideline 13.3** Utilize larger street trees along with tree grates and enhanced flat surfaces instead of extensive amounts of shrubs, flowers, and ground covers.

**Guideline 13.4** Where a landscape area is open, plant species must be dense and tall enough to reduce risk of a trip hazard.



RESIDENTIAL STREETS






**Policy 14** Residential streets should serve the primary purpose of connecting individual residences with all other areas of the community.

-  **Guideline 14.1** Prohibit excessive use of concrete and concrete pads in front yards should be eliminated.
-  **Guideline 14.2** Incorporate bulb-outs with landscape areas, widened parkways, and solar street lighting on all streets when possible.
-  **Guideline 14.3** Repair and seal asphalt concrete roads with a layer of white aggregate known as a chip seal. This reduces the asphalt reflectivity and minimizes the heat island effect.



GREEN STREETS

**Policy 15** Implement Green Streets to use resources more efficiently by providing additional shade, reducing the heat island effect and treating storm water runoff.

-  **Guideline 15.1** Evaluate streets for opportunities to eliminate impervious material. The hydrologic function of roads should be improved in ways that reduce and treat storm water runoff by filtering pollutants, slowing conveyance and increasing infiltration. Streets should incorporate permeable concrete, un-grouted pavers, and other ground treatments that allow for increased percolation and decreased runoff.
-  **Guideline 15.2** Utilize large canopy street trees where appropriate to increase shade for pedestrians and reduce the heat island effect. See the Street Tree/Public Right of Way Planting Guidelines for suggested methods of installation.
-  **Guideline 15.3** Utilize pedestrian extensions, corner planters or bulb-outs to reclaim excessively wide streets. They should be used in conjunction with pedestrian crossings to reduce pedestrian crossing length, enhance the pedestrian experience, improve safety and calm traffic. They should also be used on streets with angled parking or parallel parking, in order to protect the ends of parking spaces that are exposed to the direction of travel. Pedestrian pop-outs should be integrated with storm water runoff treatments such as bio-swales or bio-retention basins and percolation trenches.
-  **Guideline 15.4** Install permeable pavement or permeable pavers where feasible along gutters at the edge of roads and used for parking pavement along roadways. Permeable surfaces can also include un-grouted pavers, decomposed compacted granite or tree grates.
-  **Guideline 15.5** Install swales in parkways strips with curb cuts or piping that allow storm water runoff to enter and percolate or evaporate. Vegetated swales slow storm water conveyance, filter pollutants and reduce runoff. Bio-retention basins and parkway planters should be used to intercept and retain storm water, thereby increasing infiltration, recharging groundwater aquifers and filtering out pollutants. Urban runoff and walkway wash downs for cleaning are acceptable if they drain into one of these types of areas.



**NATIVE GREEN STREETS**

**Policy 16** *Implement native green streets that conserve water and celebrate native vegetation by requiring landscaped parkways, medians and strips to be designed with the use of natives.*

**Guideline 16.1** Utilize regionally appropriate native vegetation with a high percentage of bark mulch, rock, and other water efficient ground cover systems for native streets.

**RECLAIMED STREETS**

**Guideline 16.2** Analyze streets that are excessively wide to see if vehicular lanes can be reduced, bike lanes added, or mid-block or intersection pedestrian bulb-outs can be added.

**Guideline 16.3** Utilize angled parking to increase on-street parking resources, accommodate opportunities for traffic calming, as well as opportunities for tree well pop-outs, islands, medians and other street uses.

**PUBLIC ART**

**Policy 17** *Incorporate public art and artful design into everyday objects to create visual interest.*

**Guideline 17.1** Public art should be incorporated into streets through designs in concrete, tiles, pavers as well as murals and entry way markers.

**DIRECTIONAL SIGNAGE**

**Policy 18** *Signage can vary but should be consistent throughout one neighborhood, retail area, and any special district or zone.*

**Guideline 18.1** Signage shall be provided as needed throughout North Park; however, signage should be of the same design, font, and size.

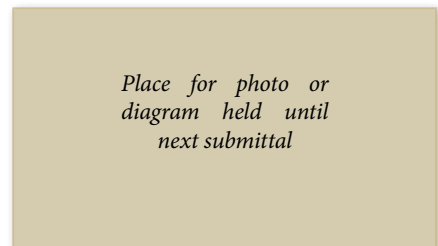
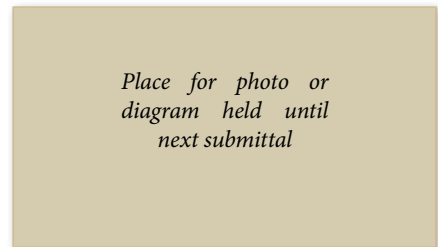
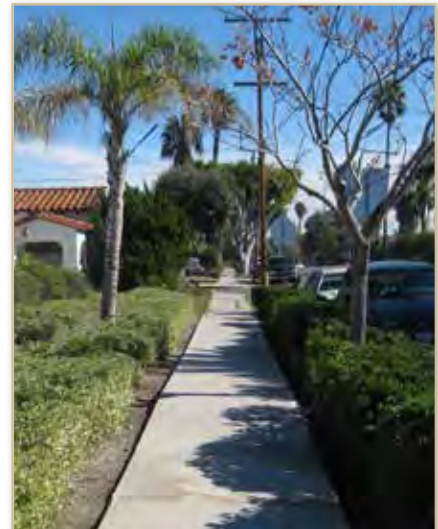
**BENCHES & TRANSIT SHELTERS**

**Policy 19** *Seating is an important part of the public realm in cafe seating, waiting for a bus, and enhancing quality of life.*

**Guideline 19.1** Benches should be consistent along the length of the street and should be closely associated with a shading device (tree, transit shelter, etc.).

**Guideline 19.2** Transit shelters will be place along bus routes per MTS discretion. Any transit shelters in North Park should be consistent in design and should incorporate the benches that are existing along the street length.

**Guideline 19.3** A minimum of two benches shall be provided per block.





### COMMUNITY AND NEIGHBORHOOD GATEWAYS

Refer to Figure 4-13 for a composite of all urban form recommendations.

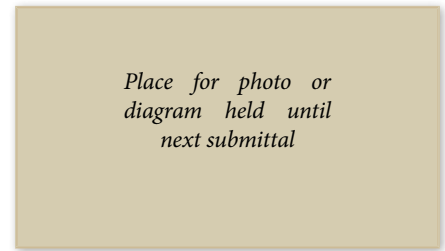
**Policy 20** *Establish monuments/artwork within the right of way to mark entry into North Park.*

**Guideline 20.1** Include both graphic and text elements as part of an overall branding theme for the Greater North Park community.

**Guideline 20.2** Size gateway monuments/artwork to match the scale of the roadway they accompany.

**Policy 21** *Distinguish sub-area monumentation for neighborhoods located within the community from the North Park motif.*

**Guideline 21.1** Ensure that local neighborhood monumentation does not compete in either scale or visibility with the North Park community monumentation. These neighborhood markers are useful in historic districts, special use areas or neighborhoods that are unique from adjacent neighborhoods. Monumentation should not compete in either scale or visibility with the Greater North Park monumentation.




### ON-STREET PARKING


**Policy 22** *Ensure adequate parking in residential areas and retail streets.*

**Guideline 22.1** Provide either parallel or angled on street parking on North Park streets. New projects should take care to minimize curb cuts and use alley access for vehicles whenever possible.

### SUSTAINABLE DESIGN

**Policy 23** *Consider shading in the design of the pedestrian environment to encourage walking.*

 **Guideline 23.1** Landscape and hardscape should enhance the character of the new project and should address sustainable water use and native plantings.

 **Guideline 23.2** Selected drought tolerant and native planting when possible. This reduces the need for irrigation and reduces water consumption.





### 4.4.3 URBAN FORESTRY

Street trees are encouraged throughout all areas of North Park. Consistency of street trees, however, is not important on all streets. The desire is to establish a hierarchy of streets based on level of use, size and function. If non-designated streets are made up of a mixture of street trees, then they will contrast with the designated streets that will have a more formal and regular pattern of streets. The following guidelines are to be used in conjunction with the maps showing these designated street locations along with the recommended street trees. All other areas should utilize the guidance from the City of San Diego Tree Selection matrices based on available planting widths and should try to add tree species that already exist in the area. Refer to Figure 4-12 for streets identified for street trees.



### 4.4.4 URBAN FORESTRY GUIDELINES

**Policy 24** *Emphasize the importance of streets through the selection of trees and landscape material.*

- Guideline 24.1** Site and design new development to mitigate any harmful impacts to major public trees or other significant plant material resources.
- Guideline 24.2** Utilize trees and landscaping to establish a linkage between blocks and be used to tie the neighborhood together. Tree selection can vary if the intent is to change the feel of a neighborhood. However, on designated streets, existing trees can remain, but new plantings should come from the list of primary and secondary trees.
- Guideline 24.3** Space and center street trees at an interval equal to the species' mature canopy. Gaps between the edges of tree canopies greater than 30' should be avoided. Trunk to trunk spacing should not be less than 20 feet or greater than 50 feet.
- Guideline 24.4** Ensure consistent street tree spacing within a single block to provide rhythm and continuity unless a natural appearance is desired with groupings of mixed-use species.
- Guideline 24.5** Front loaded perpendicular off-street parking shall include at least one planted tree break per 3 parking spaces. Breaks shall be a minimum of 4 feet in width.
- Guideline 24.6** Encourage triangulation of street trees (offset double rows) along sidewalks that exceed 15' in width to improve the pedestrian experience and provide optimal shade.
- Guideline 24.7** Ensure that the necessary area of non-compacted sub grade sufficient for root growth and drainage can be accommodated.
- Guideline 24.8** Provide trees with a minimum of 40 square feet of open planting area per tree. This can include covered areas that provide for water and air circulation such as tree grates, Silva cells, permeable surfaces and open planter areas.

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- Guideline 24.9 Utilize structural soils over compacted soils, open planters with shrubs and groundcovers over tree grates, and deep tree well pits with corner subsurface drainage options over low permeable soil types typical of North Park.
- Guideline 24.10 Implement storm water management strategies on site wherever possible. The use of permeable pavers, rainwater collection, and bio-swales should be incorporated as much as possible.
- Guideline 24.11 Utilize plantings to form “green” walls and screens between buildings and adjacent properties.



*Arbutus marina*  
(Marina Madrone)



*Cassia leptophylla*  
(Gold Medallion Tree)



*Cercis occidentalis*  
(Western Redbud)



*Cupaniopsis anacardioides*  
(Carrotwood)



*Eucalyptus leucoxydon*  
(White Ironbark)



*Geijera parvifolia*  
(Australian Willow)



*Heteromeles arbutifolia*  
(Toyon)



*Jacaranda mimosifolia*  
(Jacaranda)



*Koelreutaria bipinnata*  
(Chinese Flame Tree)



*Koelreutaria paniculata*  
(Golden Rain)



*Liquidambar styraciflua*  
(Sweetgum)



*Lophostemon confertus*  
(Brisbane Box)





*Lyonothamnus floribundus*  
(Catalina Ironwood)



*Magnolia grandiflora*  
(St. Marys Magnolia)



*Pinus torreyana*  
(Torrey Pine)



*Platanus acerifolia*  
"Bloodgood" (London Plane)



*Plantanus racemosa*  
(California Sycamore)



*Prunus cerasifera*  
(Purple Leaf Plum)



*Pyrus calleryana*  
(Bradford Pear)



*Quercus agrifolia*  
(Coast live oak)



*Quercus ilex*  
(Holly Oak)



*Tipuana tipu*  
(Tipu)



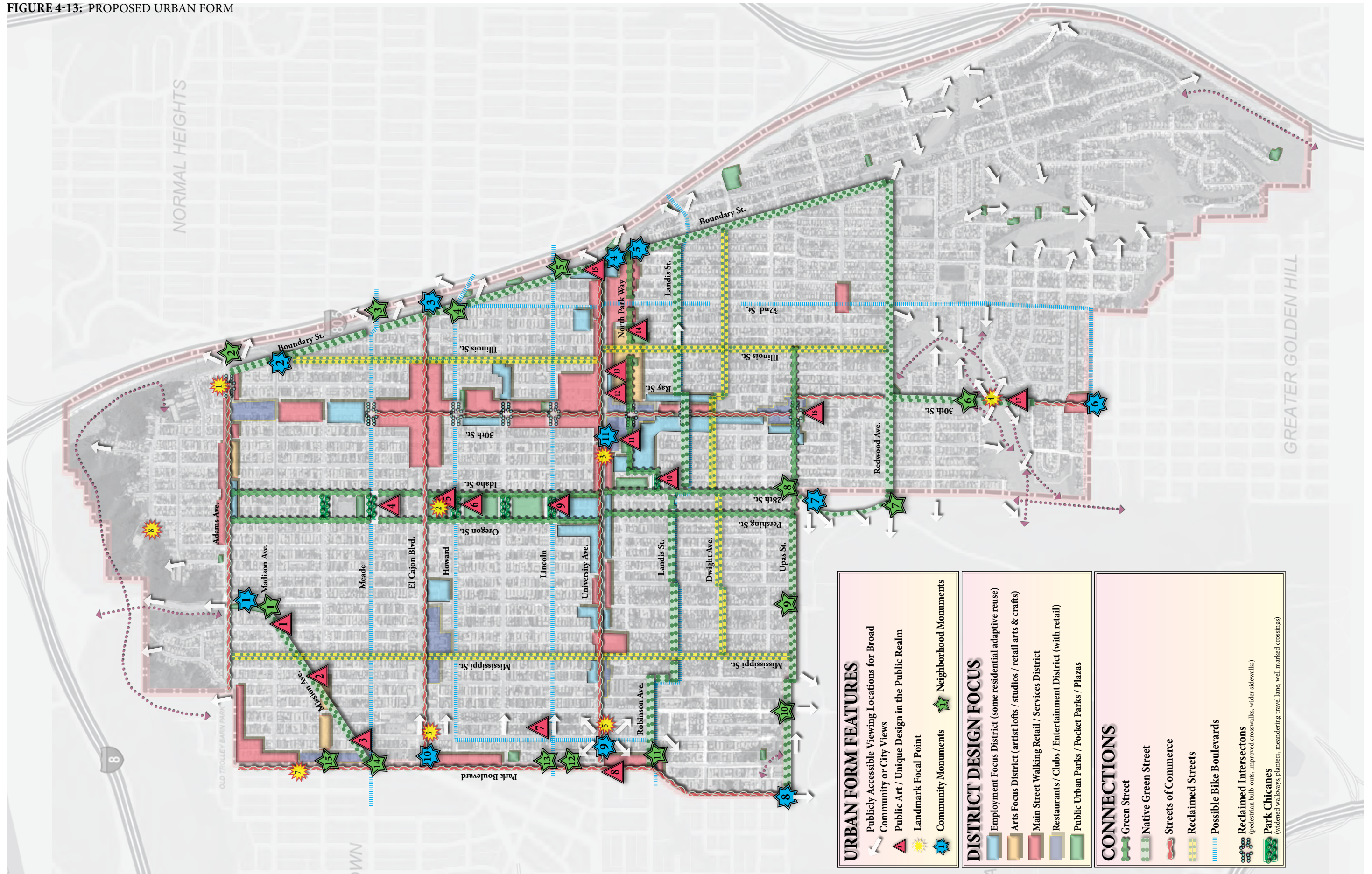
*Ulmus parvifolia*  
(Chinese Elm)



*Umbellularia californica*  
(California Bay Laurel)



FIGURE 4-13: PROPOSED URBAN FORM



**URBAN FORM FEATURES**

- Publicly Accessible Viewing Locations for Broad Community or City Views
- Public Art / Unique Design in the Public Realm
- Landmark Focal Point
- Community Monuments
- Neighborhood Monuments

**DISTRICT DESIGN FOCUS**

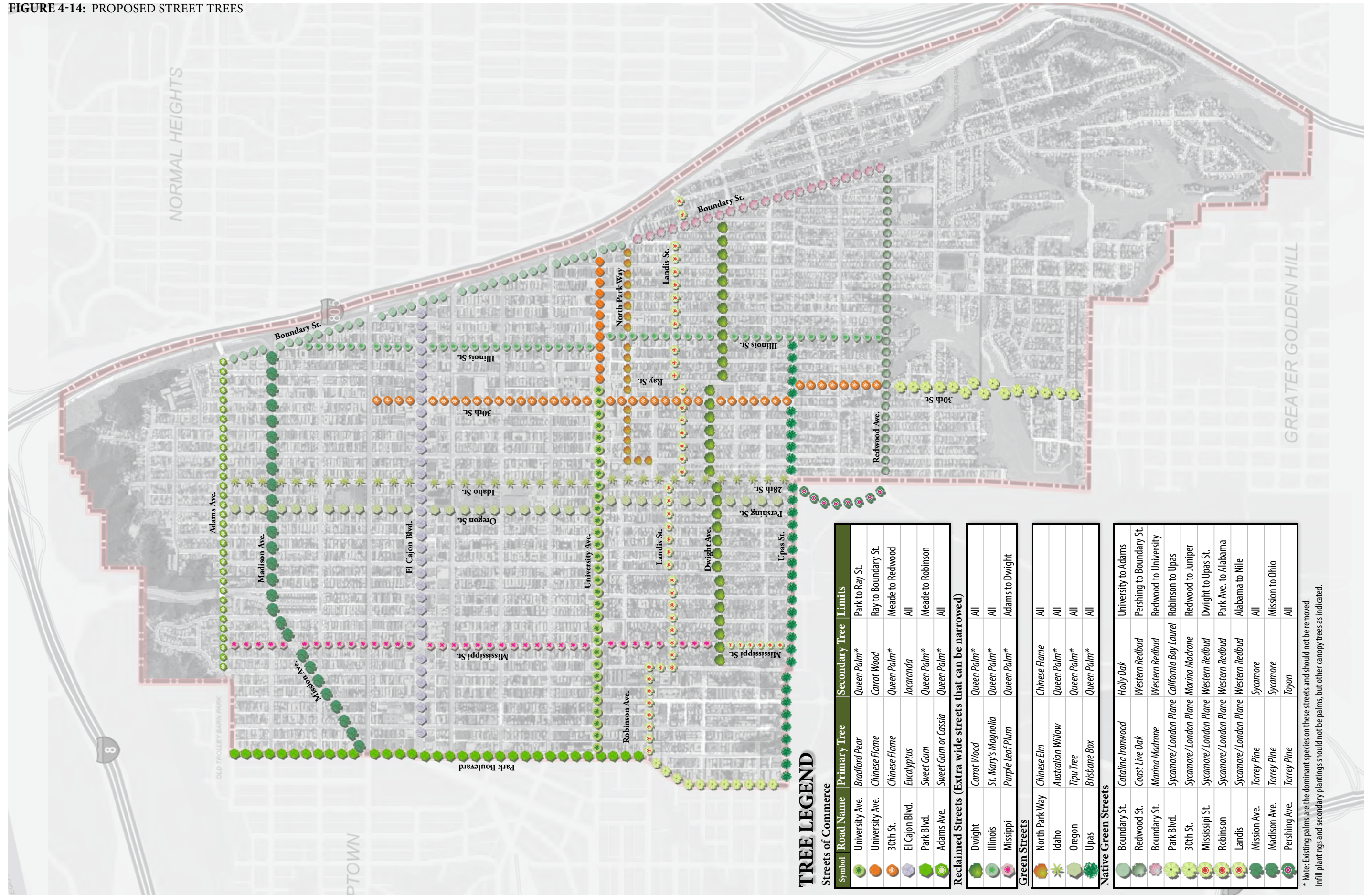
- Employment Focus District (some residential adaptive reuse)
- Arts Focus District (artist lofts / studios / retail arts & crafts)
- Main Street Walking Retail / Services District
- Restaurants / Clubs / Entertainment District (with retail)
- Public Urban Parks / Pocket Parks / Plazas

**CONNECTIONS**

- Green Street
- Native Green Street
- Streets of Commerce
- Reclaimed Streets
- Possible Bike Boulevards
- Reclaimed Intersections (pedestrian bulb-outs, improved crosswalks, wider sidewalks)
- Park Chicanes (widened walkways, planters, meandering travel lane, well marked crossings)



FIGURE 4-14: PROPOSED STREET TREES



**TREE LEGEND**

**Streets of Commerce**

Symbol	Road Name	Primary Tree	Secondary Tree	Limits
	University Ave.	Bradford Pear	Queen Palm*	Park to Ray St.
	University Ave.	Chinese Flame	Carrot Wood	Ray to Boundary St.
	30th St.	Chinese Flame	Queen Palm*	Meade to Redwood
	El Cajon Blvd.	Eucalyptus	Jacaranda	All
	Park Blvd.	Sweet Gum	Queen Palm*	Meade to Robinson
	Adams Ave.	Sweet Gum or Cassia	Queen Palm*	All

**Reclaimed Streets (Extra wide streets that can be narrowed)**

	Dwight	Carrot Wood	Queen Palm*	All
	Illinois	St. Mary's Magnolia	Queen Palm*	All
	Mississippi	Purple Leaf Plum	Queen Palm*	Adams to Dwight

**Green Streets**

	North Park Way	Chinese Elm	Chinese Flame	All
	Idaho	Australian Willow	Queen Palm*	All
	Oregon	Tipu Tree	Queen Palm*	All
	Upas	Brisbane Box	Queen Palm*	All

**Native Green Streets**

	Boundary St.	Catalina Ironwood	Holly Oak	University to Adams
	Redwood St.	Coast Live Oak	Western Redbud	Peshing to Boundary St.
	Boundary St.	Marina Madrone	Western Redbud	Redwood to University
	Park Blvd.	Sycamore/London Plane	California Bay Laurel	Robinson to Upas
	30th St.	Sycamore/London Plane	Marina Madrone	Redwood to Juniper
	Mississippi St.	Sycamore/London Plane	Western Redbud	Dwight to Upas St.
	Robinson	Sycamore/London Plane	Western Redbud	Park Ave. to Alabama
	Landis	Sycamore/London Plane	Western Redbud	Alabama to Nile
	Mission Ave.	Torrey Pine	Sycamore	All
	Madison Ave.	Torrey Pine	Sycamore	Mission to Ohio
	Peshing Ave.	Torrey Pine	Toyon	All

\* Note: Existing palms are the dominant species on these streets and should not be removed. Infill plantings and secondary plantings should not be palms, but other canopy trees as indicated.



## 4.5 CPIOZ DISTRICTS

As previously mentioned, most areas within the North Park community planning area (minus historic districts, schools, and parks/canyon areas) fall within either the public realm or one of four CPIOZ districts. These four districts are: core areas, mixed-use corridor areas, consistent character areas, and diverse character areas. By organizing guidelines by geographic area, a reader will have a consolidated set of guidelines for any property which falls within that district. Also, the following guidelines were carefully cross-referenced with existing guidelines in the LDC and MCCPD so as to avoid duplication/contradiction of guidelines. The beginning of each CPIOZ district discussion includes a matrix which identifies where certain topics are addressed.

### 4.5.1 CORE AREAS

Core areas are commercial areas located at the major crossroads and urban nodes of North Park where the building storefronts define the street environment and support retail and social interaction in the public realm, without being dominated by parking areas and vehicular access points into these parcels.

#### CHARACTER DEFINING FEATURES OF THE CORE AREAS

The main street areas of the Core of North Park evolved as pedestrian accessed community commercial areas, with side by side buildings that also come to the front of the parcel at the street. These retail establishments were well distributed throughout community and represent the opposite of the “big box” retail sizing of present day. They were often downstairs businesses with upstairs residents and direct pedestrian connections to neighborhoods. They were born of the electric street car era, grew up with increased urbanization and survived the car-centric era of the last half century. The common elements that should be recognized include:

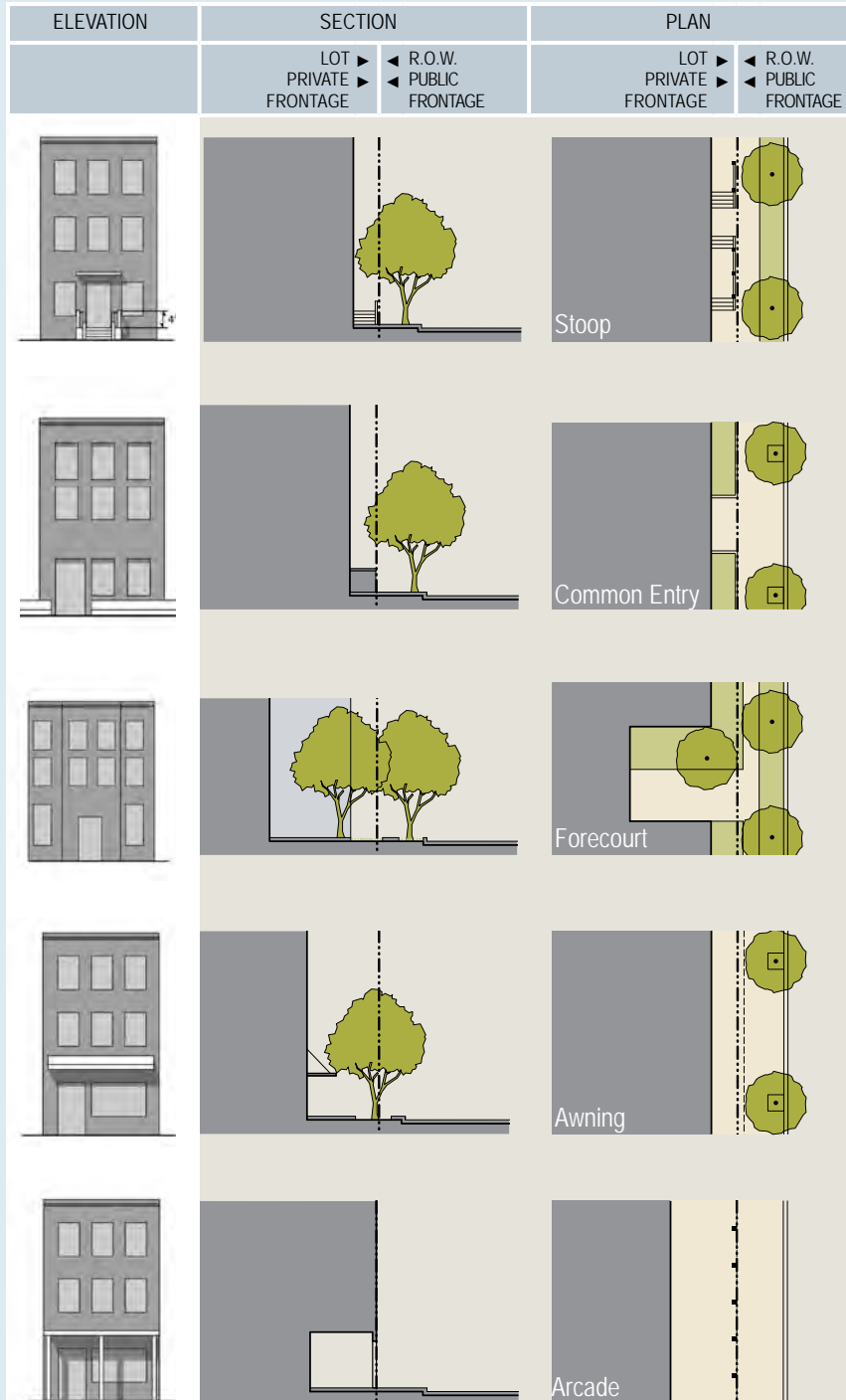
1. A continuous street wall with small storefronts that are between 30’ to 100’ in street frontage, corresponding with many of the parcel widths in these areas.
2. When a building was greater than 100’ of street frontage width, storefronts were typically broken down into smaller store components.
3. Attention of design centered on the street view, with simple storefronts with some ornamentation and geometric patterning across the top of the windows and entrances with entries oriented towards the primary street.
4. A de-emphasis of parking.
5. Integral signage that fit into the architectural forms as insets, blades, columns or awnings.
6. An integration of public space into the building façade that encourages entry, visual penetration and activation of the building to street interface.
7. Overhangs, awnings, insets, entrance alcoves, deepened doorways all to make the transition between interior space and public space work better.
8. A pedestrian scale that is larger than the residential scale of neighborhoods, but not monumental scales that overpower adjacent land uses. The transition of scale can be accomplished by the use of setbacks, stepbacks, view protection, sunlight access and a concentration of design detail yielding to simplicity at higher elevations that focuses on the at street levels of detailing that provide visual interest and pedestrian scale.
9. Shade, lighting, street furnishings, and protection from vehicular traffic that encourages the use of the right of way and front sides of buildings for outdoor uses, retail display, gathering and social interaction.
10. Building materials that include stone, brick, metal lattice, stucco, plaster, glass and wood.



# Core Areas 1: *The most intense and well-connected commercial, residential, and institutional areas. Core buildings and streets frame our most urban places.*

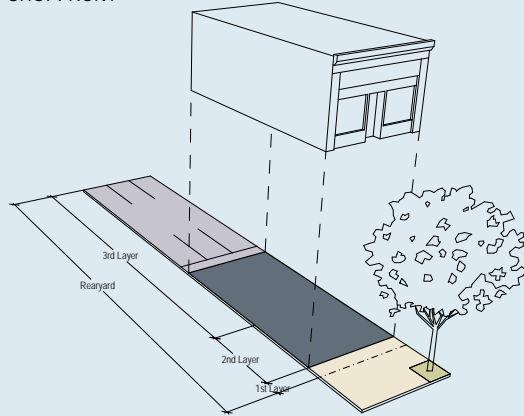
The pedestrian experience is determined by the building assembly alongside the road. Pedestrians respond in a variety of ways to the experience of passing by specific ground-floor frontages.

The Stoop facade is aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for ground-floor residential with townhouses and apartment buildings. A Common Entry uses planter boxes to step back from the streetscape. The Forecourt facade is aligned close to the frontage line with a portion of it set back. The forecourt created is suitable for gardens, vehicular drop offs, and utility off loading. The Awning facade is aligned close to the frontage line with the entrance at sidewalk grade. This type is conventional for retail frontage. The Arcade facade overlaps the sidewalk above while the ground story remains set at the lot line. This type is typical for retail use.

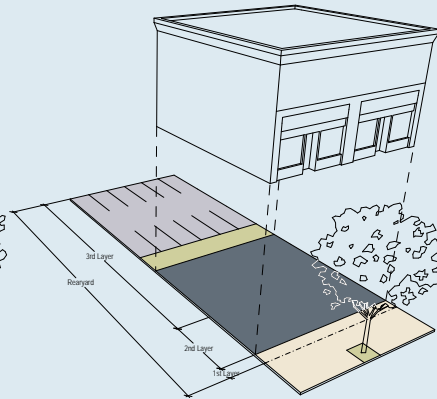


# Core Areas 2: *The character of a building is determined partly by its form and partly by the placement of the building on a site.*

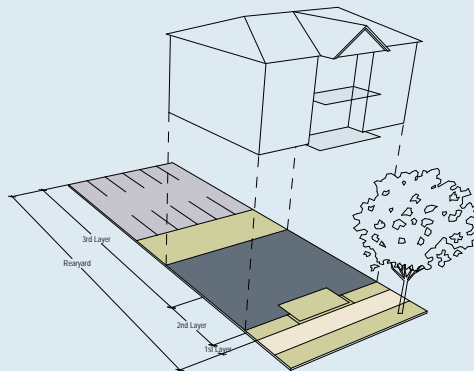
SHOPFRONT



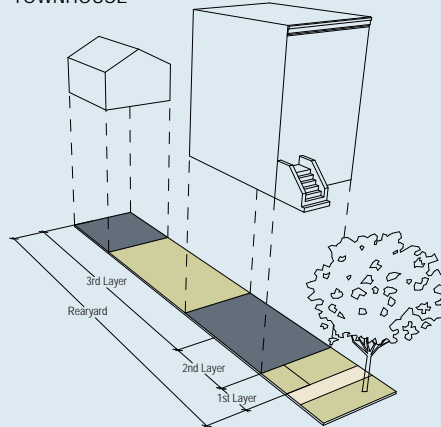
LIVE-WORK UNITS



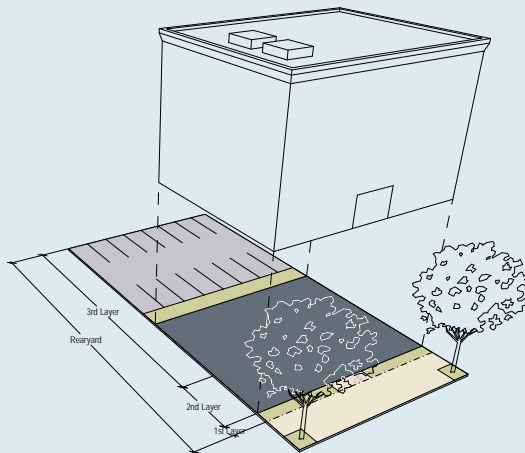
STACKED FLATS



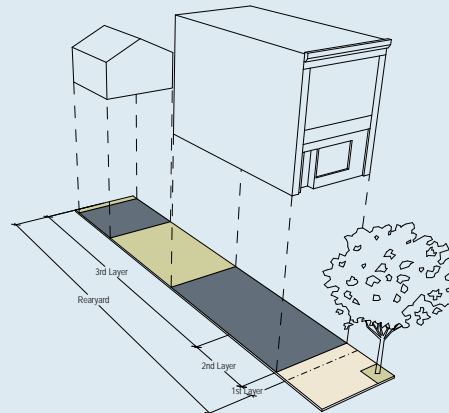
TOWNHOUSE



LARGE-FORMAT INSTITUTION



VERTICAL MIXED-USE



4.5.2 CORE AREA GUIDELINES

This section discusses general Design Policies and provides individual guidance to help meet these policies. The section is divided between site orientation, building design, parking design and public right of ways.

REFERENCE GUIDE FOR REGULATORY GUIDANCE: CORE AREAS SITE ORIENTATION

REFERENCE GUIDE FOR REGULATORY GUIDANCE: CORE AREAS			
	LDC	PDO*	Include in NP UDE
SITE ORIENTATION:			
Mixture of land uses	x		
Building scale, size, coverage, height & FAR	x		
Building orientation / storefront orientation to street / street wall continuity	x		
Design features of each storefront / retail bay modulation / max. widths			
Design treatments for transition from public ROW to private space or adjacent land uses	x		x
Ground floor interior and exterior use requirements for street activation			x
BUILDING DESIGN			
Overall architectural form, character and styles			
Building façade planes, transparencies, offsets, relief, fenestration, layering of design detail and quality of materials			x
Ground floor window versus windows above ground floor	x		
Residential entries and street facing windows	x	x	
Walk-up residential entries, windows, overhangs and privacy elements		x	
Business entries, overhangs & storefront windows	x	x	x
Ground floor heights for commercial spaces			x
Fencing, walls and screens	x		
Roof design and form		x	
Integration of sustainability elements			x




REFERENCE GUIDE FOR REGULATORY GUIDANCE: CORE AREAS			
	LDC	PDO*	Include in NP UDE
Building materials			
Material colors			
Mechanical equipment	X		
PARKING DESIGN			
Off street parking, aprons & driveways	X		
Parking access on secondary or tertiary street/alley	X		
Structure parking design requirements	X		
PUBLIC RIGHT OF WAY			
Walking zone			
Streetscape plantings and furnishings			X
Street / business activation zone			X
Street furnishing zone	X		
Street lights	X		
Building lighting on / near public ROW	X		
Signage on private property facing streets	X		
Signage in the right of way	X		

\*Existing PDO guidelines will be converted to city-wide zoning or new zones and packages.

**SITE ORIENTATION**

**Policy 30** *Mix of Uses: Focus future mixed-use growth areas in core areas and encourage a mix of commercial, office, and residential uses.*

-  **Guideline 30.1** Retrofit commercial corridors suburban strip centers into mixed-use transit villages and neighborhood centers
- Guideline 30.2** Identify and implement General Plan Designated Village Centers on El Cajon Boulevard (BRT) with the use of Transit Station Areas referencing the City of San Diego’s Transit-Oriented Development Guidelines to structure specific Station Area Urban Design Plans.
- Guideline 30.3** Enhance and implement General Plan Designated Transit Corridors on El Cajon Boulevard and University Avenue.
- Guideline 30.4** Locate and craft urban design plans for General Plan Designated neighborhood Centers on University Avenue, 30th Street, Adams Avenue, Texas Street, and Park Avenue Transit (Bus) Station areas.



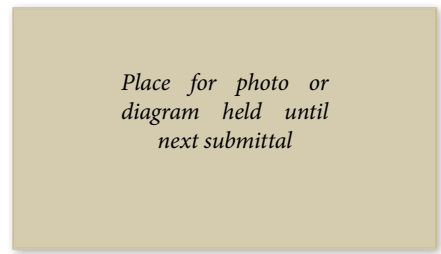
**Policy 31** *Orientation: Create visually unified street spaces by designing the orientation of new buildings and building setbacks to define the character of the place.*

- Guideline 31.1** Orient the long side of large-format retail establishments parallel to the public street to physically define the street edge. This guidance assumes that the facade will be broken down into individual storefronts of 30’ to 50’ in width, with changes in design treatments to delineate individual storefronts.
- Guideline 31.2** Create a strong streetwall by locating building frontages at the property line. When setbacks from the storefront streetwall are used, the setback space must activate the sidewalk with a cafe, outdoor use or public space that incorporates amenities such as seating, green walls, or public entrances.
- Guideline 31.3** A continuous edge along a primary street shall be created through the connection of adjacent buildings or a wall that connects these buildings so as to not cause minor leftover spaces between buildings.
- Guideline 31.4** Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.
- Guideline 31.5** At gas stations, car washes, or restaurant establishments, ensure that separate structures on the site have consistent architectural detail and design elements to provide a cohesive project site. Drive-thrus should not be permitted.



**Policy 32** *Ground Floor Treatments: Activate the pedestrian zone by creating distinguishable, interesting, and visible storefronts.*

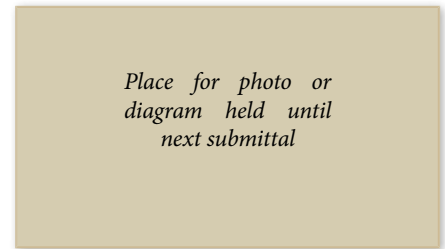
- Guideline 32.1** The combined ground floors of any building should be visually more prominent than the floors above. Buildings taller than two stories in particular should take care to address pedestrian scale at the ground floor. Blank walls are not acceptable as the ground level unless they are zero lot line at the sideyard.



**Guideline 32.2** Distinct retail storefronts must be provided every 30 feet to 50 feet on the ground floor. Changes in building material, colors, awning treatments, and offsetting planes are all methods of breaking the building mass down to a pedestrian scale. Large format retail with multiple tenants should provide distinct entrances and storefronts to improve site design legibility of entrances from the street.

**Guideline 32.3** Public use areas such as restaurant seating, reception, waiting areas, lobbies, and retail, should be located along street-facing walls where they are visible to the passerby.

**Policy 33** *Transitions to Adjacent Properties: Design infill projects to respect neighboring building's fronts, backs, sides, scale and intensity in order to respectfully and seamlessly transition between existing neighborhood and more intensely developed areas.*



**Guideline 33.1** Where different land uses meet at lot edges, mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring homes and yards.

**Guideline 33.2** Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood.

**BUILDING DESIGN**

**Policy 34** *Overall Character: Through design treatments, develop a building to be compatible with and protects and enhances North Park's distinctive character and vitality.*

**Guideline 34.1** Maintain a human scale rather than a monolithic or monumental scale so that the building interfaces with the pedestrian environment and activates the street.

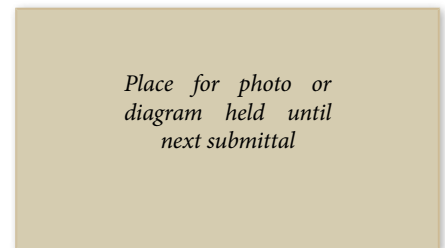
**Guideline 34.2** Layer building architectural treatments to emphasize certain features of the building such as entries, corners, and organization of units. Entrances and arcades can be used to orient buildings towards the street and promote active and interesting streetscapes.

**Guideline 34.3** Add architectural details to enhance scale and interest on the building façade by breaking it up into distinct planes that are offset from the main building façade.

**Guideline 34.4** Alternate different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive facades.

**Guideline 34.5** Treat all facades of the building with an equal level of detail, articulation, and architectural rigor.


**Guideline 34.6** Utilize windows and balconies as character-defining features to reflect an architectural style or theme consistent with other façade elements.





**Guideline 34.7** Windows should project or be inset from the exterior building wall and incorporate well designed trims and details that consider heat gain and shading. (Applies to second story and above)

**Guideline 34.8** Use exterior surface materials that will reduce the incidence and appearance of graffiti.

 **Guideline 34.9** Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.

**Policy 35** *Commercial Ground Floor Treatments and Entries: Create prominent, primary ground floor entrances for pedestrians from the sidewalk adjacent to the street that are safe and easily accessible.*


**Guideline 35.1** Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings. Ground floor from finished floor to ceiling treatment must be a minimum of 15 feet.

**Guideline 35.2** Highly visible lobbies are encouraged for larger buildings. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians, however, the architecture itself should make the entries legible to those on the street.

**Guideline 35.3** Ground floor retail establishments should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.

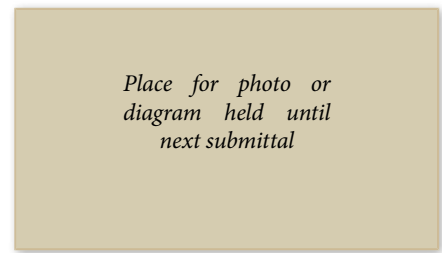
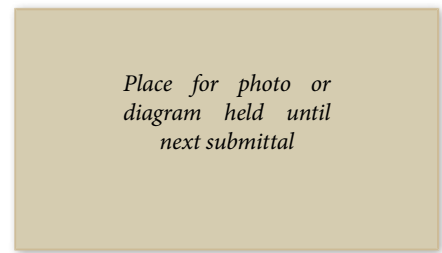
**Guideline 35.4** Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.

**Guideline 35.5** Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that store entrances are recessed, not flush, with the edge of the building façade to articulate the storefront.


 **Guideline 35.6** Include overhead architectural features such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows that provide shade, provide passive cooling, and reduce daytime heat gain.

**Guideline 35.7** Design storefronts with a focus on window design to create a visual connection between the interior and exterior. Ensure that commercial ground floor uses provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills.

**Guideline 35.8** Incorporate traditional storefront elements in new and contemporary commercial buildings by including a solid base for storefront windows. Use high quality durable materials such as smooth stucco, masonry, or stone for the window base.



**Guideline 35.9** Avoid sunken residential entryways below street level. Residential entry design should be integrated into building facades. Where stairs are located near the main entrance, highly visible and attractive stairs should be placed in a common area such as an atrium or lobby and integrated with the predominant architectural design elements of the main building.

 **Guideline 35.10** Flat roofs shall integrate solar panels whenever possible. Solar panels shall be discretely located so as to limit any visual impacts from the street or glare to adjacent properties.

**Guideline 35.11** A green roof is encouraged in order to provide open space to residents and decrease urban heat island effect.

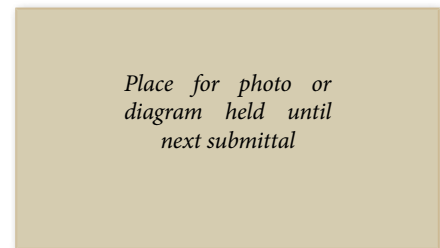
**Policy 36** *Fencing, Walls, Screens: Fences, walls, and screens shall be used as building facades along a primary street in order to create a continuous streetwall.*

**Guideline 36.1** Ensure that fences, walls, or landscaping do not create a barrier between pedestrians and the building frontage, nor block views into buildings at the ground floor.

**Guideline 36.2** Where a parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

**Guideline 36.3** Use architectural features, such as decorative gates and fences, in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.

**Guideline 36.4** Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.



**PARKING DESIGN**

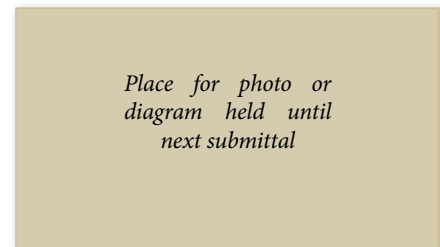
**Policy 37** *Provide parking that supports businesses and minimizes driveways and parking areas.*

**Guideline 37.1** Wrap parking structures with active retail uses on the ground floor.

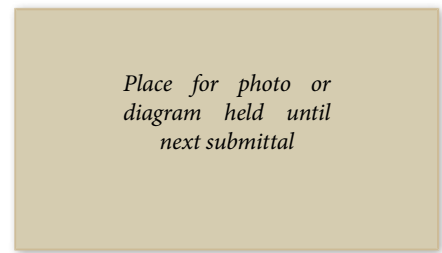
**Guideline 37.2** Consider shared parking strategies between day time and evening parking uses.

**Guideline 37.3** Parking shall not be directly accessed from the street right-of-way of the primary street. If such parking exists, it must be removed with any new construction, renovation, or modification.

**Guideline 37.4** Place on-site parking underground or to the side or rear of buildings so that parking does not dominate the streetscape. The side yard parking must be at least 10 feet back from the front yard property line, with landscape screening used in this 10' zone.







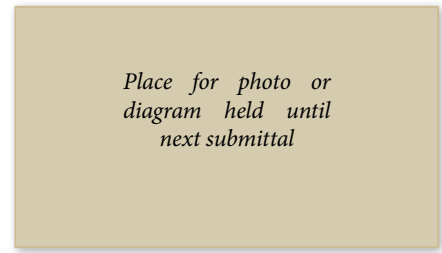
- Guideline 37.5 Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate driveway curb cuts at side streets or mid-block. Locate driveway curb cuts in a manner that does not reduce on-street parking.
- Guideline 37.6 Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.
- Guideline 37.7 Underground parking whenever possible. Should parking be located above ground, it should be screened with another use or designed to look like a residential or as a commercial use.



**PUBLIC RIGHT OF WAY**

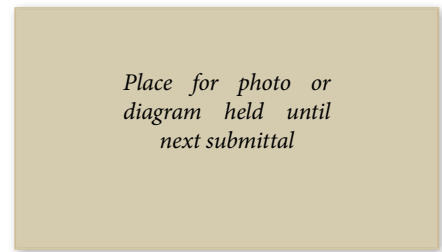
**Policy 38** *Design open space to be integrated with the building and pedestrian access.*

- Guideline 38.1 Incorporate shaded open space such as plazas, courtyards, pocket parks, and terraces with large scale commercial buildings.
- Guideline 38.2 Incorporate green walls, planting containers, and seating as a part of open space to help define cafe seating areas and other public or semi-public spaces.
-  Guideline 38.3 Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes. Connect shop or office entrances directly to places where people gather or walk.
-  Guideline 38.4 Retain and protect mature and healthy trees when developing a site.
-  Guideline 38.5 Facilitate stormwater capture, retention, infiltration, and lowered runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.
-  Guideline 38.6 Install bicycle racks and lockers, especially where bike routes are existing or planned. Ensure bicycle racks are placed in a safe, convenient, and well-lit locations.



**Policy 39** *Lighting & Security: Provide a continuous lighting level and minimize contrast and glare.*

- Guideline 39.1 Install lighting fixtures to accent architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and highlight a building’s architectural features.
- Guideline 39.2 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.





### 4.5.3 MIXED-USE CORRIDORS

Mixed-use corridor areas connect core areas in Greater North Park. These corridors include buildings that are less intense in use than the core areas but are still primarily commercial in nature. The mixed use corridor areas include storefronts that support every day retail for the adjacent neighborhoods and provide a walking and biking focused connection from core area to core areas.

#### CHARACTER DEFINING FEATURES OF THE MIXED USE CORRIDORS

North Park's major transportation corridors did start with influence from the electric streetcar, but evolved to a vehicular-based scale associated with the highway era of El Cajon Boulevard. What started as the sensitive scale and extension of main streets along these corridors, eroded overtime and were replaced with corporate branded buildings set back from the street and made subservient to parking lots and vehicular scaled signage. However, enough of the remnant buildings are intact to elicit the desire to bring this scale back to these streets, since the auto-oriented commercial strip development patterns are so common throughout the rest of San Diego. Some of the remnant elements of importance include all of the features listed under the commercial core except for:

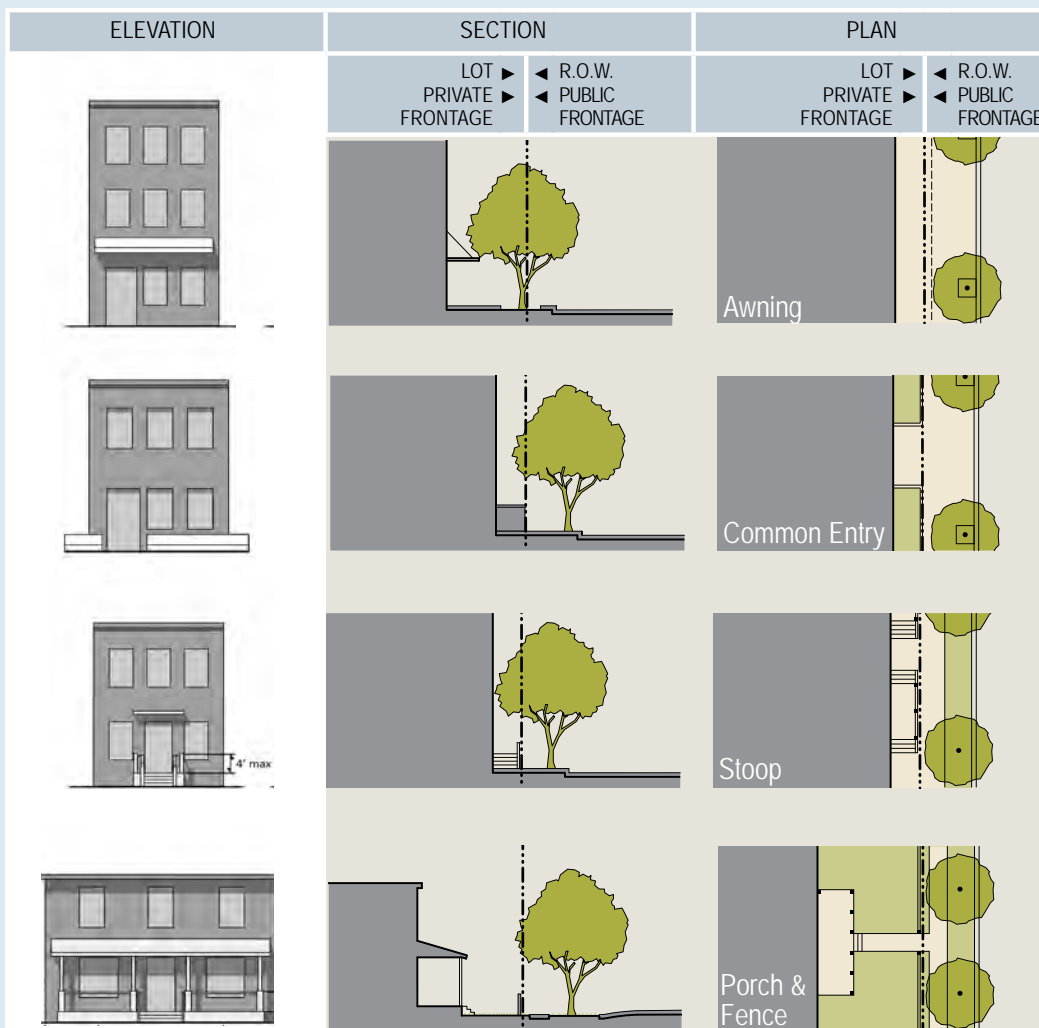
1. More flexibility in the scale and building street frontage widths.
2. The use of simple forms such as art deco and streamline moderne.
3. The use of a broad range of building materials.
4. A variety of building scales, setbacks, frontage insets and other site plan variations.
5. A pedestrian scale that is larger than the residential scale of neighborhoods, but not monumental scales that overpower adjacent land uses.
6. Where residential occurred in this area, they were generally setback from the street by gardens, garden walls, courtyards and other setbacks to provide a buffer.

# Mixed-Use Corridors 1: *The building uses encourage the combination of residential and other less commercial uses.*

**Common Entry** facade may be set back from the frontage line with an elevated garden or terrace. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby.

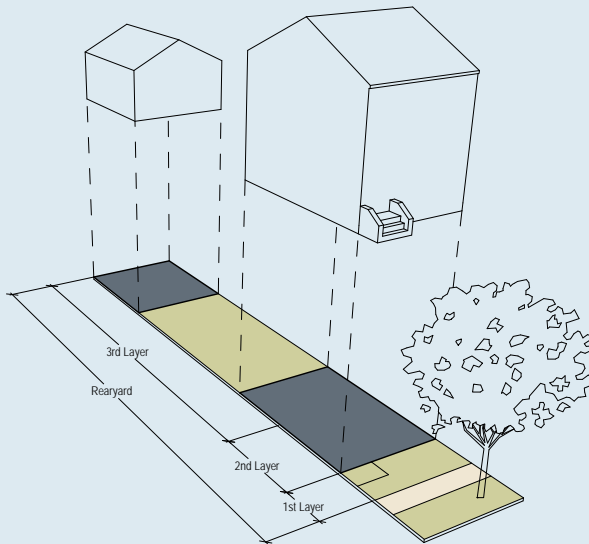
The **Stoop** facade is aligned less close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and gardens.

The **Porch & Fence** facade is set back from the frontage line with an encroaching porch appended. The porch should be within a conversational distance of the sidewalk, while a fence at the frontage line maintains the demarcation of the yard. A great variety of porches is possible, but to be useful, none should be less than 8 ft wide.

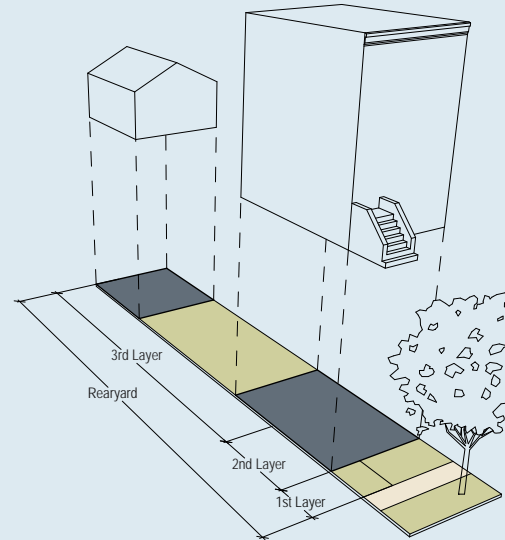


# Mixed Use Corridor 2: *These dense multi-functional areas connect residential areas and Core areas.*

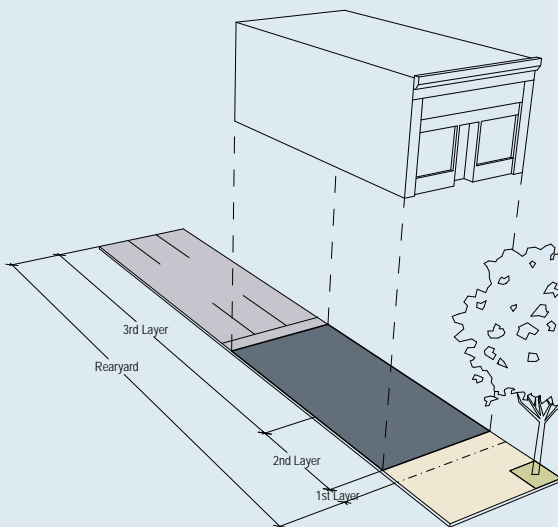
TOWNHOUSE - RESIDENTIAL



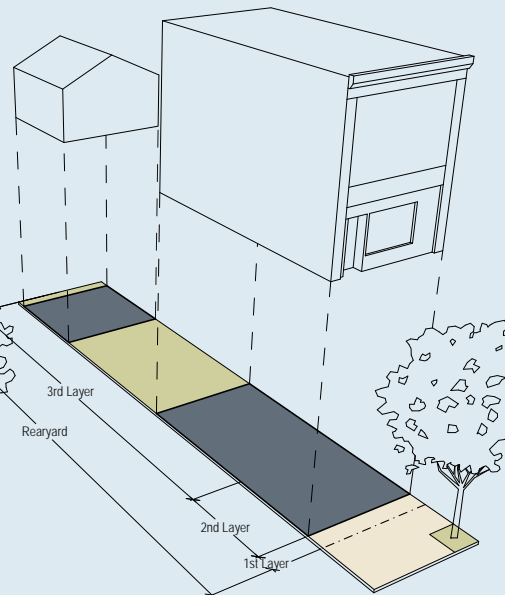
LIVE-WORK TOWNHOUSE



SHOPFRONT



VERTICAL MIXED-USE





4.5.4 MIXED-USE CORRIDOR GUIDELINES

The section includes discussions on site orientation, building design, parking design and public right of way improvements in mixed-use corridors.

REFERENCE GUIDE FOR REGULATORY GUIDANCE: MIXED-USE CORRIDORS


REFERENCE GUIDE FOR REGULATORY GUIDANCE: MIXED USE CORRIDORS			
	LDC	PDO *	Include in NP UDE
<b>SITE ORIENTATION:</b>			
Mixture of land uses	x		
Building scale, size, coverage, height & FAR	x		
Building orientation / storefront orientation to street / streetwall continuity		x	
Design features of each storefront / retail bay modulation / max. widths		x	
Design treatments for transition from public ROW to private space or adjacent land uses	x		x
Ground floor interior and exterior use requirements for street activation			x
<b>BUILDING DESIGN</b>			
Overall architectural form, character and styles		x	
Building façade planes, transparencies, offsets, relief, fenestration, layering of design detail and quality of materials			x
Ground floor window versus windows above ground floor	x	x	
Residential entries and street facing windows		x	
Walk-up residential entries, windows, overhangs and privacy elements		x	
Business entries, overhangs & storefront windows	x		
Ground floor heights for commercial spaces			x
Fencing, walls and screens	x		
Roof design and form			x
Integration of sustainability elements			x
Building materials		x	x
Material colors			
Mechanical equipment	x		


REFERENCE GUIDE FOR REGULATORY GUIDANCE: MIXED USE CORRIDORS			
	LDC	PDO *	Include in NP UDE
PARKING DESIGN			
Off street parking, aprons & driveways	X		
Parking access on secondary or tertiary street/alley	X	X	
Structure parking design requirements	X		
PUBLIC RIGHT OF WAY			
Walking zone		X	X
Streetscape plantings and furnishings	X	X	X
Street / business activation zone			X
Street furnishing zone			X
Street lights		X	X
Building lighting on / near public ROW			X
Signage on private property facing streets		X	X
Signage in the right of way		X	X

\*Existing PDO guidelines will be converted to city-wide zoning or new zones and packages.

SITE ORIENTATION

**Policy 40** *Provide a defined edge through the use of a wall or fence so that buildings contribute to a block's continuity.*


 **Guideline 40.1** Storage/work areas should be shielded on all sides by solid walls or screening. These walls/screens should be varied in setback, materials, and color to maintain visual interest. Landscaping on the exterior of the wall can also be used to add texture and form. Chain link fencing and barbed wire are not prohibited.

 **Guideline 40.2** In the case of automotive repair businesses, vehicle parking/storage areas should be screened from public view by a wall; low walls of at least three feet in height can be used in front yards, whereas high walls should be used on side and rear yards.


**Policy 41** *Orient buildings to the street to frame the street, any plazas, or parks by matching adjacent building setbacks. Corner buildings should address both streets they front.*

**Guideline 41.1** Buildings should orient to the street to frame the street or any plazas or parks on the street by matching adjacent building setbacks. Corner buildings should address both streets they front.

**Guideline 41.2** Buildings should provide a connection from the public sidewalk to any new buildings via a walkway of some kind.

 **Guideline 41.3** New projects should provide as much side and rear set back as possible to preserve outdoor space. Using porches, balconies, arcades, etc. can preserve privacy and relate to the scale of existing buildings.

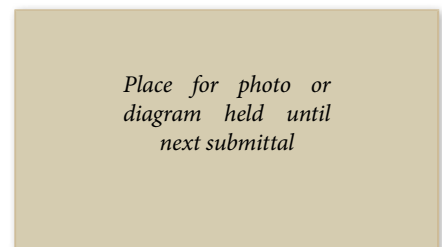
 **Guideline 41.4** Visual continuity along the street should remain unbroken particularly for new projects that have commercial uses.

 **Guideline 41.5** Maintain the original front yard setback distance in older single-family neighborhoods through CPIOZ where setbacks were historically set deeper on residential streets within single-family zoned areas such as on Spruce Street, Dale Street, 28th Street, and Pershing.

**Policy 42** *Ground Floor Treatments: For residential ground floor, open spaces should be considered private use but contribute to the public realm in order to increase social interaction and presence of "eyes on the street".\**

**Guideline 42.1** Activation of the storefront/sidewalk in front of retail space, commercial terrace, is encouraged but should be separated from the walking area by a divider.

**Guideline 42.2** Open spaces are encouraged and any front setback area greater than 2 feet should be used to activate the public realm.





**Guideline 42.3** Open spaces should provide seating areas or outdoor fireplaces to encourage gathering. These spaces should encourage activity and should incorporate permeable paving and landscaping.

**Guideline 42.4** Open spaces should be visible to people passing on the street but does not need to be accessible to passersby.

\*Retail ground floor treatments should refer to Policy 35.

**BUILDING DESIGN**

**Policy 43** *Ensure that new buildings within mixed-use corridors are developed*

**Guideline 43.1** New buildings should consider their surrounding context and respond with design in a way that positively influences the neighborhood character. If the surrounding context has a specific dominant architectural style, new projects should address some of these existing architectural styles.

**Guideline 43.2** Buildings should consider the massing and scale of adjacent buildings. New projects should respond to context through design.

**Guideline 43.3** Relate the height of new buildings to the height of existing development through the use of vertical and horizontal offsets and other architectural features. Transition between buildings is key.

**Guideline 43.4** Side and rear elevations of new buildings should be designed with as much quality as the front facade and incorporate windows while respecting the need for light, air and privacy of existing buildings.

**Guideline 43.5** Buildings with a roof form or profile similar to surrounding buildings should be required to strengthen the visual continuity of a block.

**Policy 44** *Create a rhythm of ground floor entries from the sidewalk that provide visual interest at the ground floor.*

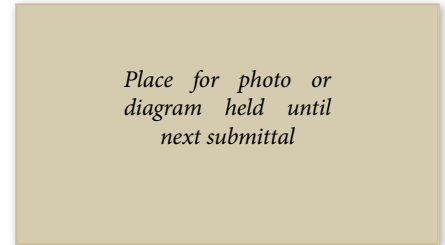
**Guideline 44.1** Provide an entry every fifty feet. Massing and architectural relief should add visual interest and help distinguish entries.

**Guideline 44.2** Entries should be distinct and clearly identifiable for multi-family units. Special entry treatments should be used in paved surfaces to identify the entry.

**PARKING DESIGN**

**Policy 45** *Design commercial parking areas to minimize impact on the public realm.*

**Guideline 45.1** Locate parking lots in the rear of a lot whenever possible and provide via the side street or alley.



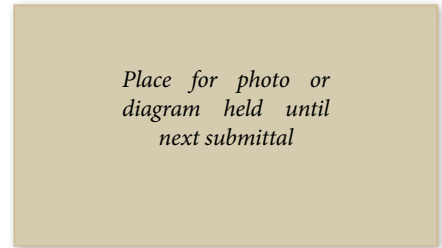
**Guideline 45.2** Discourage surface parking along major streets. If parking must be provided adjacent to any sidewalk, it should be behind the main building structures and a low wall and trees must line the exposed edges of any sidewalk.

**Guideline 45.3** Create shared entry drive aisles whenever possible, breaks in the curb are highly detrimental for the pedestrian experience and create hazards for accessibility.

**PUBLIC RIGHT OF WAY**

**Policy 46** *Cafe seating and outdoor sale racks are encouraged to activate the pedestrian zone.*

**Guideline 46.1** Provide a minimum clear walking width of four feet for accessibility.



### 4.5.5 CONSISTENT CHARACTER AREAS

Much of North Park (south of North Park Way/Landis Street) is made up of neighborhoods with consistent character. Pockets of consistent character also exist along Monroe and Madison Avenues and along the Mission Valley canyon edge, north of Adams Avenue. Although many forms of architectural character exist in these neighborhoods, all contain a level of design quality and detailing that was largely consistent from the 1910s through the 1950s. Originally, most of North Park had a relatively consistent character, but much of the center of the community changed dramatically in the 1960s through the 1980s. Though design and style variations occur even in consistent neighborhoods, these variations all are perceived as being part of the same historic period and are typically of the same scale and use of similar materials and design detail.

#### CHARACTER DEFINING FEATURES OF CONSISTENT CHARACTER AREAS

The section discusses historic styles but it is not intended to prescribe imitation of these styles. The intent is to identify the unique elements found in neighborhoods of consistent character that should be integrated into new design expressions. The common elements that should be recognized include:

1. A human scale of building elements including building mass and overall height.
2. Orientation to the street with entries, porches, living rooms, family rooms, multiple windows, and design detailing expressing itself to the public street.
3. The use of parkways, yards, enclosed patios, stoops, porches, overhangs and alcoves that transition the public street to the private interior.
4. The de-emphasis of vehicular parking and garages with long driveways to the side, garages at the end of these drives off the alley.
5. Attention to detail in terms of window, door and building siding; with most windows divided with lites, sashes, framing and insets; doors with glass, insets and ornamentation; and building siding with horizontal jointing, panel scoring, overlapping materials, or plaster ornamentation.
6. Variation in roof forms and building mass that are simple in geometry and expressive in silhouetting against the sky and are commonly repetitive in alternating forms with various proportionate scales.
7. Simple building materials common to the time period including mostly wood, stucco, and plaster.
8. A horizontal orientation with building massing, multiple side by side window sets, building siding with horizontal lines, fenestration sets of joints and openings that stretch the form to horizontal orientation.

North Park saw its most significant residential growth in the first half of the 20th Century. Subdivisions such as Burlingame, Altadena, Lynhurst, Wallace Heights, and Park Villas developed with similar block patterns and architectural styles. Some of the styles dominant in these developments include:

- Spanish Colonial Renaissance
- Mission Revival
- Italian Renaissance and Mediterranean Styles
- Beaux-Arts
- Neoclassical and Simplified Victorian
- Craftsman and California Bungalow
- Art Deco
- Prairie and other Gill Style Cubism

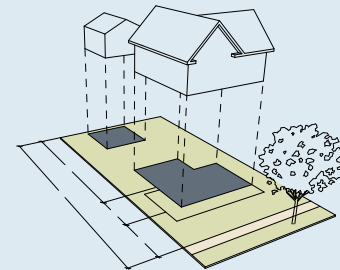


# Consistent Character Areas:

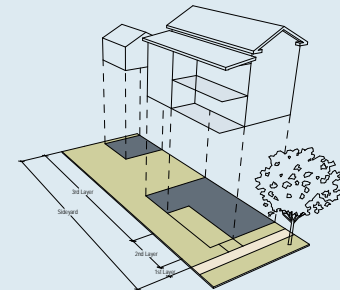
*These single-family residential areas are the places in the community with the most consistent character.*

In these neighborhoods, building facades are set back substantially from the frontage line. The idea of the larger frontyard setback is to simulate buildings sitting in a common lawn or front yard. Social interaction from the street may be difficult if the distance is too great. A variation of this is the porch and fence arrangement. If a porch is added, it closes the distance and provides a setting for greater social interaction. A fence at the frontage line maintains the demarcation of the yard and provides some definition of the semi-private area. Too tall of a fence will cut-off the interaction capability.

SMALL LOT - RESIDENTIAL



SIDEYARD - RESIDENTIAL



ELEVATION	SECTION		PLAN	
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE

4.5.6 CONSISTENT CHARACTER GUIDELINES

The section is divided between site orientation, building design, parking design and public right of ways.

REFERENCE GUIDE FOR REGULATORY GUIDANCE: CONSISTENT CHARACTER AREAS

REFERENCE GUIDE FOR REGULATORY GUIDANCE: CONSISTENT CHARACTER AREAS			
	LDC	PDO*	Include in NP UDE
SITE ORIENTATION:			
Lot size, dimensions, setbacks, height, coverage, etc.	X	X	
Building envelopes, envelope angle, setbacks and setback encroachments	X		X
Lot size, lot consolidation, building size, site coverages and FAR	X	X	
Building orientation to the street, alleys and neighbors			X
Private exterior open space (incl. balconies)	X		
Common/shared open space	X		X
Landscape coverage, plant material size, min. coverages	X		X
Accessory and storage buildings	X		
BUILDING DESIGN			
Overall building massing, scale, & roof forms	X		X
General architectural projections (such as trellises, wing walls, site walls, fencing, porches, balconies, entry arbors, etc.)	X		X
Façade projections/modulation (within setback)	X		X
Fence / wall location, height, transparency & materials	X		
Roofed entries, garage door setbacks, min. transparency, elevated floors		X	
Window and doorway fenestration			X
Architectural elements and styles		X	X
Spacing and orientation of entries		X	
Roof design			X
Mechanical equipment screening (within setback(LDC)/in general (PDO))	X		
Building materials			X
Material colors			

REFERENCE GUIDE FOR REGULATORY GUIDANCE: CONSISTENT CHARACTER AREAS			
	LDC	PDO*	Include in NP UDE
<b>PARKING DESIGN</b>			
Parking ratios and parking standards	X		
Parking site design, incl. driveway width and apron width	X	X	
Garages/uninhabitable structures (within setback)	X		
Garage doors/ garage setback	X		X
FAR bonuses for enclosed/underground parking		X	
<b>PUBLIC RIGHT OF WAY</b>			
Walking zone		X	X
Streetscape plantings and furnishings	X	X	X
Street furnishing zone			X
Street lights		X	
Signage in the right of way		X	

\*Existing PDO guidelines will be converted to city-wide zoning or new zones and packages.



SITE ORIENTATION

**Policy 47** *Consider the scale and orientation of surrounding structures when developing an infill property or companion unit.*



**Guideline 47.1** If developing a multi-family property and the property on either side yard is zoned for single family use with a single story, increase second floor stepbacks by an additional 5 feet for the second floor, 10 feet for the third floor, and 15 feet above three stories. If properties on either side are zoned for multi-family, follow existing guidelines in the LDC and Mid-Cities PDO.

**Policy 48** *Articulate building facades to add scale and visual interest.*

**Guideline 48.1** Residential building facades (facing the front yard) should not extend 25 feet in length without an offset of at least 2 feet. This articulation applies to buildings even within required property setbacks.

**Policy 49** *Orient multiple features of a building to the street to provide a visual and physical transition between the two.*

**Guideline 49.1** The building facade facing the street must provide visibility from the building to the street. Visibility can be achieved through placement of multiple windows in the street-facing facade of the building.

**Guideline 49.2** The building design should help activate the street edge and provide surveillance of the public realm. Activity can be achieved by providing main entry access through the front yard and incorporating porches, patios, sitting areas, etc. within the front yard.

**Guideline 49.3** Fencing placed on the front yard property line, or between the property line and the front yard setback shall not exceed four feet in height, regardless of transparency.

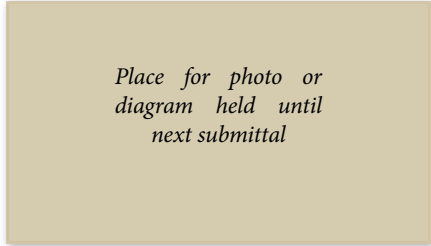
**Policy 50** *The area between public and private space should be gradual - incorporating elements such as fencing, landscaping, and hardscape to create a transition with multiple layers.*

**Guideline 50.1** Residential properties should employ front yard features such as trellises, wing walls (attached to building), garden walls (free standing), retaining walls with terracing, porches or patios, or short fencing (with transparency) that are typically found in consistent character areas in North Park in order to create a visual transition between existing and new development.

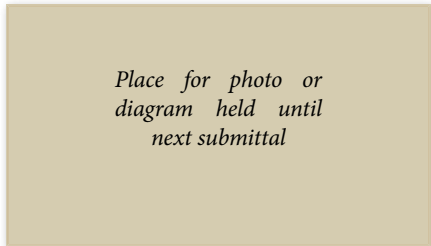
**Policy 51** *Integrate open space into the design of buildings and consider the orientation of surrounding structures when planning private open space areas.*



**Guideline 51.1** Align open space on the subject property to existing open space on adjacent properties to create visually contiguous view corridors and spatial arrangements instead of non-usable side yards.



Place for photo or diagram held until next submittal



Place for photo or diagram held until next submittal



**Guideline 51.2** If developing a multi-family property, utilize open fencing or semi-transparent fencing between aligned portions of open space between the individual properties to create a visually unified open space, even if on separate parcels.

**Guideline 51.3** If developing a multi-family property with a central courtyard, leave the street-facing facade open, in order to provide visual access from the street into the courtyard. This configuration mirrors the historical development pattern of the bungalow courtyards prevalent throughout North Park and increases the potential for interaction between public and private space.

**Policy 52** *Maintain a consistent level of landscape coverage, with a variety of plant sizes and species to enhance the aesthetic of the neighborhood and contribute to the public/private interface.*

**Guideline 52.1** Single-family properties should utilize the same landscape regulations required of multi-family properties by the LDC in terms of landscape coverage and diversity.



**BUILDING DESIGN**

Community character is established as a composite of many individual buildings. Although North Park hosts a myriad of styles, the most consistently observed style is that of California Bungalows, Craftsman and its variations including neo-classical row homes. The second through fourth most common styles include Spanish Colonial Revival, Mission Revival, and Minimal Traditional (Gensler, 2004). New construction should explore new stylistic interpretations of these traditional architectural styles without copying them. Below are guidelines highlighting the characteristic elements of these styles, which will relate modern reinterpretations to adjacent existing buildings.

**Policy 53** *Buildings should compliment the building forms and character of existing buildings on the same block.*

**Guideline 53.1** Each residential building shall include a minimum of 5 elements from one of the following lists, as defined by the character of the majority of existing buildings on the same block:



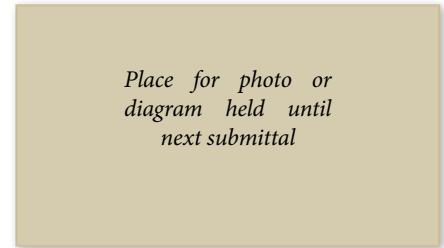
**California Bungalow/Craftsman**

1. Lap siding on a minimum of all street elevations
2. Entry porch
3. Minimum 18 inch eaves with articulated rafter ends
4. A minimum of one attic eyebrow
5. Wood window frames
6. A minimum of one brick masonry chimney
7. Multi-panel entrance door
8. A minimum of one window planter box
9. Operable window shutters on a minimum of all windows facing the street

10. Trim surrounding all windows with window insets using sash style windows
11. Low-pitched gabled roof with wide unenclosed eave overhangs, exposed roof rafters and repeating roof forms with successive setbacks.

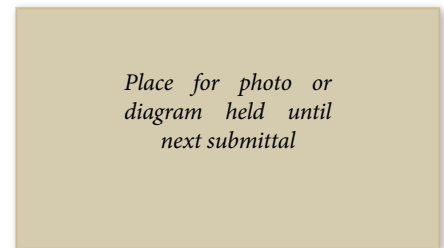
**Spanish Colonial Revival**

1. Stucco or plaster exterior
2. Wrought iron railings on a minimum of all street-facing elevations
3. Entrance pergola or arbor
4. Canvas awnings or tiled extensions on a minimum of all windows facing the street
5. Integral ceramic tile wall placed into facades
6. Buttresses and garden walls tied into main structure
7. Wood window frames
8. Clay or concrete tile roof over at least 80 percent of the coverage
9. A minimum of 2 different mass heights
10. Battered window openings with a minimum of 6 inches depth on a minimum of all street facing windows
11. Molded stucco wall details



**Mission Revival**

1. Mission-style parapet with half arches or stepdowns
2. Flat roof hidden by parapet walls
3. Stucco-clad exterior
4. Covered or recessed front entry
5. Three-part window systems for street-facing facades
6. Buttresses and garden walls tied into main structure
7. Structural towers or elevated entry ways with a different roof line



**Minimal Traditional**

1. Low-pitch hipped roof
2. Stucco-clad exterior
3. Double-hung windows with two panes per sash, divided horizontally
4. Fixed wood windows with four equal horizontal panes
5. Windows placed towards the corners of the building
6. Shed roof/hipped roof covered entry/entry porch

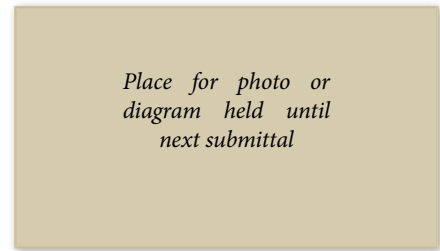
The proportion of windows to the remainder of the facade is a major determinant of a building’s character. The period during which many of North Park’s buildings were constructed utilized windows that are small by today’s standards, but provide a sense of history, human scale and help to accentuate other aspects of the building.

**Policy 54** *Maintain the window sizing and proportionality of the established character of North Park*


**Guideline 54.1** Include windows along all walls visible from the public realm. Avoid blank walls visible to the street.



**Guideline 54.2** No residential buildings shall utilize window panes larger than 4 feet in width without breaking them into multiple panels using divided lights or multiple panes. Multi-pane windows shall separate panes by means of scoring, panels, lines, or hardware. An exception is allowed for 1 feature window, which is allowed to measure a maximum of 6 feet (in height and/or width). Architectural accents, such as an arch, are encouraged for feature windows.



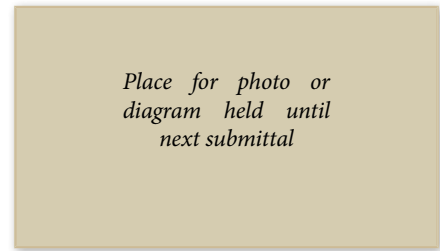
**Guideline 54.3** Recess all street-facing window glass a minimum of 3 inches from the exterior wall surface.

 **Guideline 54.4** Windows on the second floor (or above) of a residential building facing the side yard, shall be offset at least 100% from windows on the same floor of an adjacent property in order to maintain privacy.

**Policy 55** *Use building materials consistent with the period and presence found in the neighborhoods.*

**Guideline 55.1** Common materials include wood, stone, stucco, plaster and untinted glass, with clay tile roofs or wood or wood like shingles.

**Guideline 55.2** Other materials can be used for accents or variation, but should not cover more than 25% of the overall building vertical wall square footage. Galvanized metal, perforated metals, brick, precision cut block, split face block, masonry units, tinted windows, steel framed windows and other wall and window materials were not common and should be limited to accent areas.



**Policy 56** *Roof design should be compatible with, but not necessarily imitate the common roofs found in the neighborhood*

**Guideline 56.1** Mixing of multiple roof types should be avoided. Simple repeating geometry with accentuation of the entry area is the overall goal for roof design.

**Guideline 56.2** Simple hip roofs, gables, and parapet enclosed flat roofs are encouraged. All roof design should stress the horizontal arrangement of the building instead of emphasizing the vertical. Vertical expressions should be limited to the entry area along the front facade.

**Guideline 56.3** Second floor roofing should be repeated at some scale on the first floor in areas where building extensions occur or where second floor setbacks and side yard setbacks occur.



**PARKING DESIGN**

Modern residential trends place a higher priority on private, enclosed automobile parking than in previous generations. Garages and garage doors can influence the character of a structure based on size alone. Therefore, careful thought should be given to both garage placement

and design to not allow it to dominate the character of the home.

**Policy 57** *Garages should not dominate the facade of a residential building based on scale or position.*

**Guideline 57.1** Where possible, garages should be detached from the primary building and located along the rear property line of the lot. For lots with alley access, the garage should be accessed from the alley. For lots without alley access, side-yard driveways are encouraged.

**Guideline 57.2** Car ports, defined as a covered automobile parking space with at least one unenclosed side, are not allowed unless such parking is accessed solely from an alley or is located at least 10 feet back from the front of the building mass, down a side driveway.

**Guideline 57.3** Garage doors should have an articulated, multi-panel design. The level of detailing and materials used in the garage door should also relate to the main building. Metal, aluminum or vinyl garage doors are not recommended unless they are painted to match other colors of the primary building.



**PUBLIC RIGHT OF WAY**

**Policy 58** *The area between the curb and the property line should be designed to enhance pedestrian comfort, encourage pedestrian use, and enhance neighborhood aesthetics.*

**Guideline 58.1** In single-family zones, parkways shall be created between the back of curb and the edge of sidewalk. Parkway shall be a minimum of 3 feet in width with an ideal width of 6 feet. Where existing right-of-way cannot accommodate both the City-mandated 4 foot wide sidewalk and a 3 foot parkway, no parkway is required and a widened sidewalk is allowed.

**Guideline 58.2** In single-family zones, parkways shall be delineated from the sidewalk by means of vegetation, gravel, pavers/bricks, stone or other decorative groundcover or pavement. Paving of the parkway shall not be allowed, except when the parkway is less than 2 feet in width. If the parkway is paved, it shall not be with concrete matching the adjacent sidewalk construction. Delineation of the space is required by the use of a different color, pattern or texture of the infill concrete. In no cases shall asphalt paving of parkways be allowed. Bricks, pavers and tile are preferred over continuous concrete.



**Guideline 58.3** In multi-family zones, street furnishings shall be concentrated at street intersections rather than mid-block. Street furnishings shall be located between the back of curb and beginning of sidewalk in the furnishings zone. Furnishings may consist of benches, trash/recycling receptacles, periodical dispensaries, lighting, and informational kiosks. In no cases shall these items be placed within the required sight triangles of the adjacent intersection nor encroach on the walkway. A minimum of 40 inches of passing distances is required at all locations.

### 4.5.7 DIVERSE CHARACTER AREAS

Some of North Park’s neighborhoods have changed well beyond the addition of a few new buildings and the loss of older buildings that gave the area some of its original character. The 1960s, 1970s and 1980s were not especially sensitive to design treatments or the character of North Park. In fact, so much changed that there is no longer a dominant and consistent character in these neighborhoods. Large areas of North Park north of University Avenue, South of Adams Avenue, east of Boundary Street to I-805, are considered diverse character areas. These areas are primarily residential, although they do include isolated commercial/offices. Overall, the character change has resulted from changes in scale, style, form and building materials that are in contrast with neighborhood origins. As such, preserving or enhancing character is no longer the focus. Raising the importance of design in these areas should be the new focus.

The design guideline intent in these diverse character areas is to encourage the replacement of poor examples of design with higher levels of creative and well thought out designs and materials. Though area specific guidelines are included in this section, an overall goal is to facilitate new development by not creating excessively restrictive barriers. However, some guidance is still needed to help improve the design quality of the area. As such, new development of a wide variety of types will not disrupt a dominant existing character since it does not really exist. New development can add to the tapestry of styles already present in this district.

#### CHARACTER DEFINING FEATURES OF DIVERSE AREAS

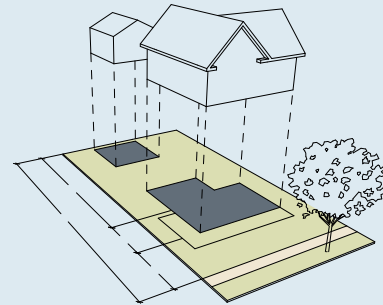
Since consistent character is missing, this section describes more of what should be included in new development rather than what exists in the neighborhood that should be repeated. The following guidelines are intended to allow for the greatest flexibility in design control and to encourage innovation and new investment:

1. Always remember human scale and how it is expressed in design, detailing and fenestration of building elements.
2. Respect adjacent properties that are much smaller in scale by making sensitive transitions that recognize height stepdowns, access to sun, air and privacy. This would also include variations in building planes and rooflines to create visual interest and maintain a sense of scale.
3. Provide the proper street presence by embracing the pedestrian environment, decreasing the dominance of the vehicular portions of the site and helping the street to become more than a place to drive and park a vehicle. This includes the provision of entries, windows, balconies, porches, yards, patios and other features oriented to the street.

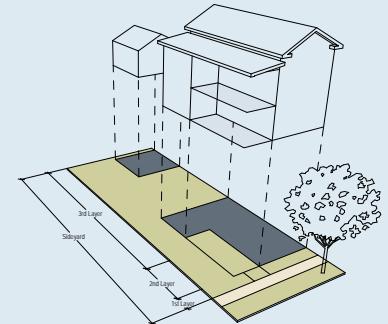
# Diverse Character Areas: *These residential areas are a patchwork of densities, scales and architectural styles. There is much potential, but no single character.*

Building facades should be set back moderately from the Frontage line. Smaller front yards have the effect of creating a more urban environment. Social interaction is enhanced by well-designed front yards, which provide a natural public-to-private transition. Stoops, terraces, porches, and fenced yards all offer varying levels interactive space. Late 20th Century site design prioritized automobile parking in the front yard, leading to a collective deficit of interactive space. The 21st Century must reverse this trend and reclaim these spaces for North Park's residents.

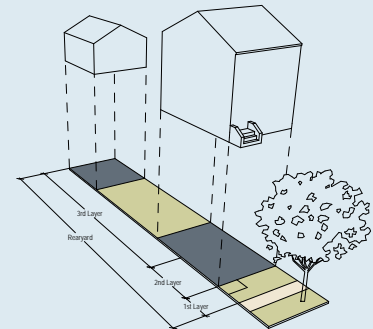
SMALL LOT - RESIDENTIAL



SIDEYARD - RESIDENTIAL



TOWNHOUSE - RESIDENTIAL



ELEVATION	SECTION		PLAN	
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE
			Stoop	
			Terrace	
			Porch & Fence	



4.5.8 DIVERSE CHARACTER AREA GUIDELINES

The section includes discussions on site orientation, building design, parking design and public right of way improvements in diverse character areas.

REFERENCE GUIDE FOR REGULATORY GUIDANCE: DIVERSE CHARACTER NEIGHBORHOODS

REFERENCE GUIDE FOR REGULATORY GUIDANCE: DIVERSE CHARACTER NEIGHBORHOODS			
	LDC	PDO*	Include in NP UDE
<b>SITE ORIENTATION:</b>			
Lot size, dimensions, setbacks, height, coverage, etc.	X	X	
Building envelopes, envelope angle, setbacks and setback encroachments	X		
Lot size, lot consolidation, building size, site coverages and FAR	X		
Building orientation to the street, alleys and neighbors			X
Private exterior open space (incl. balconies)	X		
Common/shared open space	X		X
Landscape coverage, plant material size, min. coverages	X		
Accessory and storage buildings	X		
<b>BUILDING DESIGN</b>			
Overall building massing, scale, & roof forms	X		
General architectural projections (such as trellises, wing walls, site walls, fencing, porches, balconies, entry arbors, etc.)	X		X
Façade projections/modulation (within setback)	X		
Fence / wall location, height, transparency & materials	X		
Roofed entries, garage door setbacks, min. transparency, elevated floors		X	
Window and doorway fenestration			
Architectural elements and styles		X	
Spacing and orientation of entries		X	
Roof design			
Mechanical equipment screening (within setback(LDC)/in general (PDO))	X		
Building materials			
Material colors			

REFERENCE GUIDE FOR REGULATORY GUIDANCE: DIVERSE CHARACTER NEIGHBORHOODS			
PARKING DESIGN			
Parking ratios and parking standards	X		
Parking site design, incl. driveway width and apron width	X	X	
Garages/uninhabitable structures (within setback)	X		
Garage doors/ garage setback	X		
FAR bonuses for enclosed/underground parking		X	
PUBLIC RIGHT OF WAY			
Walking zone		X	X
Streetscape plantings and furnishings	X	X	X
Street furnishing zone			X
Street lights		X	
Signage in the right of way		X	

\*Existing PDO guidelines will be converted to city-wide zoning or new zones and packages.

**SITE ORIENTATION**

**Policy 60** *Articulate building facades to add scale and visual interest.*

**Guideline 60.1** Extend residential building facades farther than 25 feet in length without an offset of at least 2 feet. This articulation applies to buildings even within required property setbacks.

**Policy 61** *Orient multiple features of a building to the street to provide a visual and physical transition between the two.*


**Guideline 61.1** The side of a building facing the street should provide visibility from the building to the street and activate the space between, where possible. Visibility can be achieved through placement of multiple windows in the street-facing facade of the building. Activity can be achieved by providing main entry access through the front yard and incorporating porches, patios, sitting areas, etc. within the front yard. This approach invites social interaction that increases neighbor cohesiveness.


**Guideline 61.2** Fencing placed on the front yard property line, or between the property line and the front yard setback shall not exceed three feet in height, regardless of transparency. For fences placed further than the front yard setback, follow guidance from the LDC.

**Policy 62** *The area between public and private space should be gradual - incorporating elements such as fencing, landscaping, and hardscape to create a transition with multiple layers.*

**Guideline 62.1** Employ various architectural features such as trellises, wing walls (attached to building), garden walls (free standing), retaining walls, porches, fencing, and arbors in the front yard to create visual transitions between new and existing development.

**Policy 63** *Integrate open space into the design of buildings and consider the orientation of surrounding structures when planning private open space areas.*

 **Guideline 63.1** Consider aligning open space on the property to other existing open space on adjacent properties to create visually contiguous view corridors and to lessen creation of non-usable side yards.

 **Guideline 63.2** If developing a multi-family property, consider open fencing or semi-transparent fencing between aligned portions of open space between the individual properties to create a visually unified open space, even if on separate parcels. (verify with Bernie if this is the intent)

**Guideline 63.3** If developing a multi-family property with a central courtyard, consider leaving the street-facing facade open, in order to provide visual access from the street into the courtyard. This configuration mirrors the historical development pattern of the bungalow courtyards prevalent throughout North Park and increases the potential for interaction between public and private space.



**Policy 64** *Maintain a consistent level of landscape coverage, with a minimum variety of plant sizes and species to enhance the aesthetic of the neighborhood and contribute to the public/private interface.*

**Guideline 64.1** Single-family properties are encouraged to abide by the same landscape regulations required of multi-family properties by the LDC in terms of landscape coverage and diversity.

**BUILDING DESIGN**

**Policy 65** *Encourage a variety of building materials and patterns.*

**Guideline 65.1** Residential buildings shall not use reflective metal and/or glass as an exterior finish in excess of 30 percent of total exterior building area (excluding roof area).



**PARKING DESIGN**

**Policy 66** *Parking should be present, but not dominant. It should be convenient but not dominate the primary building.*

**Guideline 66.1** Parking garages will only be allowed at least 5' behind the primary facade of the house as measured from the front line.

**Guideline 66.2** Driveways that are located down one edge of the property are encouraged, with or without an enclosed garage.

**Guideline 66.3** Garage doors should contain multiple materials, colors or design layout. The intent is to break the typical pattern of suburban garage doors through the used of a limited palette of natural building materials and door fenestration. No more than 100 square feet of garage door space should be of the same material or on the same plane. Simple glass panels, banding, insets and other veneers will be allowed to break down the overall scale of these building elements.

**Guideline 66.4** Access aprons to driveways or other off-street parking lots will be no larger than 14’ in width, with only one access apron per property unless the property frontage is greater than 100’ long.

**PUBLIC RIGHT OF WAY**

**Policy 67** *The area between the street and the property line should be designed to enhance pedestrian comfort, encourage pedestrian use, and enhance neighborhood aesthetics.*

**Guideline 67.1** In single-family zones, parkways shall be created between the back of curb and the edge of sidewalk. Parkway shall be a minimum of 3 feet in width. Where existing right-of-way cannot accommodate both City-mandated 4 foot wide sidewalk and a 3 foot parkway, then no parkway is required and a widened sidewalk is encouraged.

**Guideline 67.2** In single-family zones, parkways shall be delineated from the sidewalk by means of vegetation, gravel, pavers/bricks, or other decorative groundcover. Paving of the parkway shall not be allowed, except when the parkway is less than 3 feet in width. If the parkway is paved, it shall be with concrete matching the adjacent sidewalk construction. In no cases shall asphalt paving of parkways be allowed.

**Guideline 67.3** In multi-family zones, street furnishings shall be concentrated at street intersections rather than mid-block. Street furnishings shall be located between the back of curb and beginning of sidewalk. Furnishings may consist of benches, trash/recycling receptacles, periodical dispensaries, informational kiosks, etc. In no cases shall these items be placed within the required sight triangles of the adjacent intersection.

