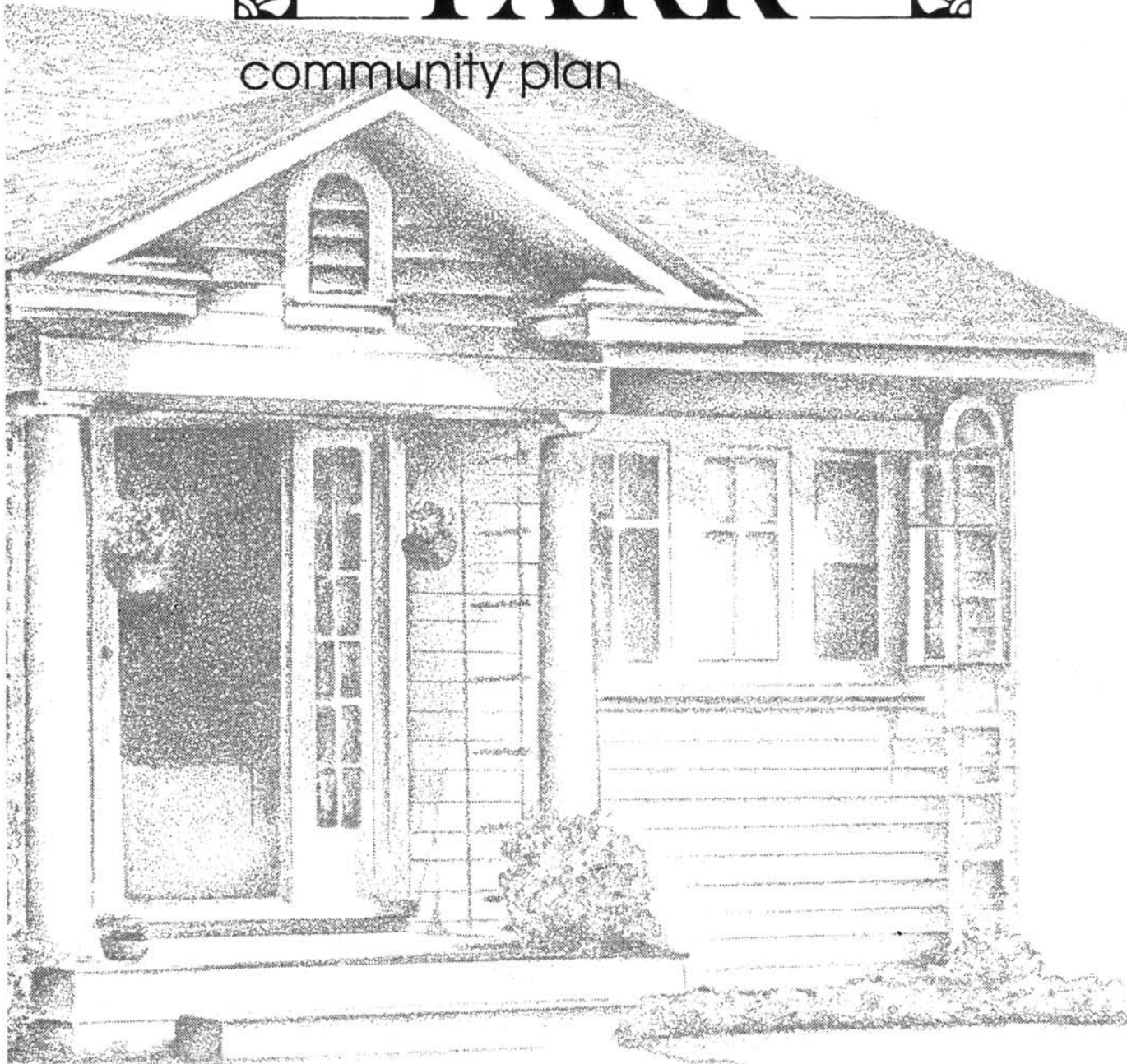


GREATER NORTH PARK

community plan



GREATER NORTH PARK



community · plan

NOVEMBER 1986

City of San Diego
Planning Department, MS 4A
City Administration Building
San Diego, CA 92101

The following information has been incorporated into this September 2003 printing of the Greater North Park Community Plan:

Amendment	Date Adopted by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adopt the Greater North Park Community Plan	August 28, 1986	No. 6538	November 5, 1986	R-266993 & Document No. RR-266993
			Amended by City Council	
			March 13, 1990	R-275278, R-275279 & Document Nos. RR-275278 & RR-275279
			June 26, 1990	R-276017 & Document No. RR-276017



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This information, or this document (or portions thereof), will be made available in alternative formats upon request.



THE CITY OF SAN DIEGO

GLORIA D. McCOLL
COUNCILMEMBER
THIRD DISTRICT

Dear Neighbors:

The last North Park Community Plan was drafted in 1970. This Plan was never fully implemented. As a result, much of the zoning in this area dates back to the 1930s.

Since 1970, many things have occurred in North Park and citywide, which have changed the area dramatically and caused its land use plan to be drastically outmoded. The once-thriving commercial areas of North Park have experienced a marked decline since the early 1960s, due in large part, to the development of newer commercial shopping facilities in Mission Valley.

The 1979 Growth Management Plan recommended utilization of the existing infrastructures of streets, sewers, water mains, schools, parks and other public facilities, creating infill development in the existing urbanized areas of the city, like North Park.

Stimulus to revitalizing older communities has been needed. But the rapid growth has exacerbated the lack of public facilities. Neighborhood identity was disappearing. With the exception of a few canyon areas, open space is non-existent.

In December, 1984, the passage of the Community Plan for the neighboring Mid-City area further exacerbated the pressures of development on the North Park community.

With the new zoning in place next door in Mid-City, North Park became even more attractive to developers. Development increased so dramatically, that the community petitioned the City Council. They requested relief from the flood of building that threatened to destroy the character and balance of the neighborhoods in North Park.

Specifically, the community requested protection from a building rate that had more than doubled in one year, jumping from 150 new units in 1933 to 400 units in 1984, to 587 units in the first 10 months of 1985. They also asked for more stringent parking requirements and the preservation of North Park's canyons and hillside open space.

In response, the City Council passed the North Park Interim Ordinance in March, 1986. This action permitted development by ministerial permit, not to exceed one dwelling unit per 1,500 square feet of parcel area in the R-1000, R-600 and the R-400 zones. Development above this density required a Planned Residential Development Permit.

Meanwhile, as Councilwoman for the Third District, I made updating the Greater North Park Community Plan a top priority.

To help accomplish this, I formed the Greater North Park Community Plan Task Force to work out solutions to the complex issues faced by the community. The Task Force was comprised of representatives from diverse backgrounds including developers, Construction Industry

Federation representatives, members of the Board of Realtors, the Apartment Owners Association, and community organizations as well as, representatives of the School Board and the City Planning Department.

The Task Force met early in the morning twice a month for nearly a year, to solve problems in the areas of land use, parks, zoning, schools, transportation, design guidelines, and public facilities financing.

During this same period, a Joint City Council/School Board Task Force was also meeting bi-monthly. It was formed to specifically address the issues of overcrowding of school facilities and how sites might be expanded.

Campuses in North Park are 3 to 4 acres, while in planned urbanized areas they are twice that size.

All this effort culminated in the unanimous adoption of the Greater North Park Community Plan on November 5, 1986. An Emergency Ordinance was approved on November 18, 1986, effective immediately, to protect low density residential areas from overbuilding during implementation of tailored zoning.

The transportation issues in the Plan have revolved around the widening of Texas Street, the addition of left-turn pockets on El Cajon "Boulevard and the creation of a two-way couplet system on University and Lincoln Avenues.

Residential and Commercial design elements have been conceptualized for the North Park community and these are included in the urban design element of the Plan. The recommended solutions to the problem of poorly designed development are aimed at guiding new development so that it is compatible with the unique, existing character of North Park.

The urban design element also addresses the parking problem by encouraging parking in the rear or underground in multi-family developments, using alley access wherever feasible.

The plan encourages high density along the transportation corridors of University Avenue and El Cajon Boulevard while preserving single family neighborhoods and the appearance of single family neighborhoods.

In response to the need for more usable open space and the shortage of community park and recreation areas, a current capital improvement project is the development of the Trolley Barn Park on Adams Avenue. When completed, this park, which is now in the initial design phase, will provide much needed recreational space for the people living in the northern portion of the Greater North Park area.

Overall, the Greater North Park Community Plan is the result of a network of information which has been compiled by incorporating input from every neighborhood community group, business organization and interest group in the North Park area and has been tailored to the comments and viewpoints received.

I would like to take this opportunity to thank you for your interest and support in helping preserve the wonderful Greater North Park.

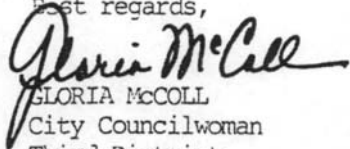
Best regards,

GLORIA MCCOLL
City Councilwoman
Third District

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Introduction

The Greater North Park Community
Scope and Purpose of the Plan
Legislative Framework
Plan Format

THE GREATER NORTH PARK COMMUNITY

The Greater North Park community is located in the central portion of the City of San Diego. It borders Balboa Park on the north and the east and is located in close proximity to downtown San Diego. It abuts the community planning areas of Uptown on the west, Mission Valley on the north, Mid-City on the east and Greater Golden Hill on the south (see Figure 1). Greater North Park is approximately 1,466 acres in area and has a population of approximately 40,500 residing in about 22,000 dwelling units.

Greater North Park is one of the older urbanized communities in San Diego with original subdivisions being recorded just after the turn of the century. The community is traversed by two major east-west streets, University Avenue and El Cajon Boulevard with Adams Avenue, also an east-west street, serving the northern portion of the community. Park Boulevard, which also serves as a portion of the community's western boundary, 30th Street and Texas Street are north-south streets of significance (see Figure 2). With the exception of Texas Street, these streets are characterized by strip commercial zoning and development dating back to the 1920s and 1930s.

The greater part of the community is relatively flat with the exception of that area abutting the south slopes of Mission Valley and the canyon areas, including the Burlingame neighborhood, in the southeastern portion of the community. As a result, this level topography led to the predominant use of the "gridiron" subdivision patterns in the community.

The Greater North Park Community is identified in the Progress Guide and General Plan as an urbanized community. Most of its developable land is devoted to residential use. Approximately 81 percent of the community (1,182 acres) is residential, with about 689 acres currently in single-family neighborhoods. However, because of zoning patterns which have existed since the 1930s, 65 percent of the residentially zoned land is in multiple-family zoning. This has led to the construction of multi-unit developments in older, single-family neighborhoods with resulting negative impacts, which in some cases have been to the scale and character of these neighborhoods.

Greater North Park is an integral part of the older urbanized areas of San Diego. It has strong physical and historical relationships with the Uptown (Hillcrest) and Golden Hill communities and, even with the construction of Interstate 805, with Mid-City (East San Diego). The community has direct access to Interstates 8 and 805 and less direct access to State Routes 15 and 163. Freeway access is particularly good for the northern portion of the community. The community has convenient access to Mission Valley (via Texas Street) and downtown San Diego (via Park Boulevard).

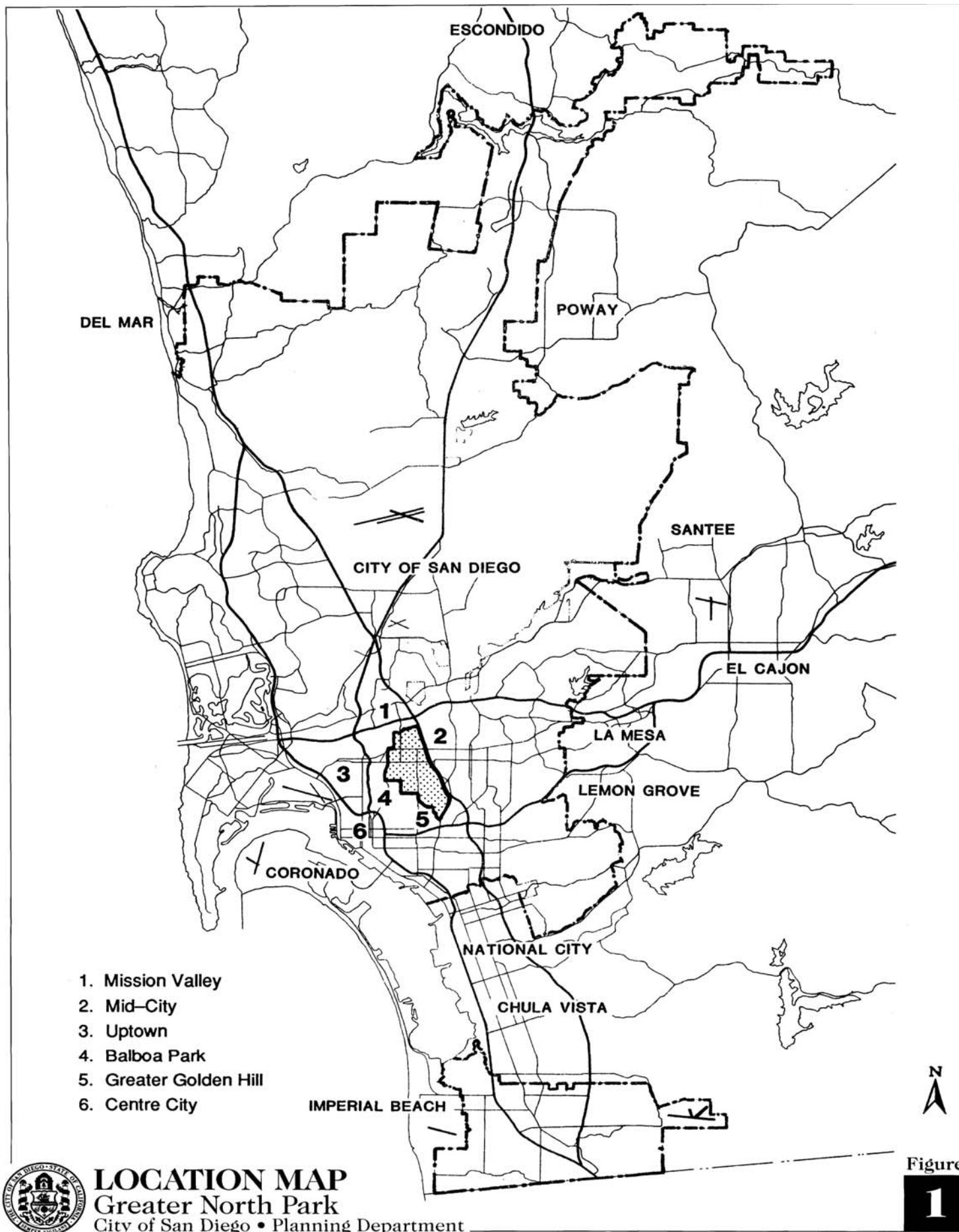
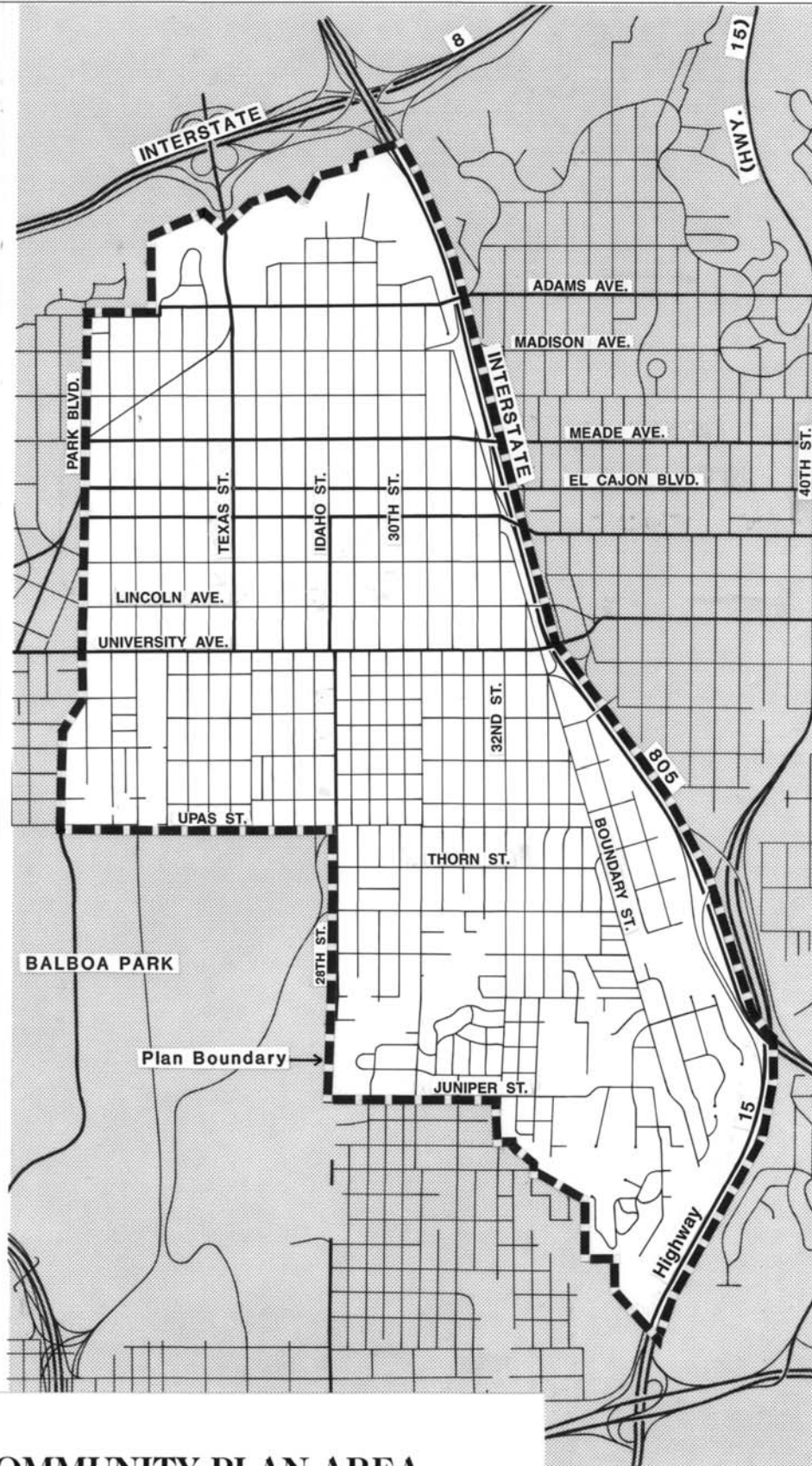


Figure
1



COMMUNITY PLAN AREA
Greater North Park
 City of San Diego • Planning Department

Figure

2

SCOPE AND PURPOSE OF THE PLAN

The Greater North Park Community Plan is a revision of the Park North-East Community Plan which was adopted by the City Council on October 22, 1970, by Resolution No. 201083 and the North Park Commercial Area Plan which was adopted by the City Council on August 14, 1969, by Resolution No. 197747.

While this plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Should this plan make land use recommendations which would necessitate rezoning, then concurrent and/or subsequent public actions, including public hearings would be undertaken as necessary to initiate and process rezonings in accordance with plan recommendations, so that future development is consistent with plan proposals.

This plan should not be considered as a static document. It is intended to provide guidance for the orderly growth of the Greater North Park community. In order to respond to unanticipated changes in environmental, social, or economic conditions, the plan must be continually monitored and amended when necessary to remain relevant to community and city needs. Once adopted, two additional steps will follow: implementation and review. Implementation is the process of putting plan policies and recommendations into effect. Review refers to the process of monitoring the community and recommending changes to the plan as conditions in the community change. Guidelines for implementation are provided in the plan, but the actual work must be based on a cooperative effort of private citizens, city officials and other agencies. It is contemplated that the Greater North Park Community Planning Committee and other private citizen organizations will provide the continuity needed for a sustained, effective implementation program.

Although this plan is intended to be a development guide for the next 15 to 20 years, circumstances may arise requiring a plan review or update. Community conditions and the legislative framework must be continually monitored to ensure that the plan remains timely. Considerable technical information was generated in the preparation of the plan. This material is contained in files at the Planning Department and in the environmental document prepared by the Environmental Quality Division of the Planning Department, which evaluates the environmental effects of each of the alternative plan concepts presented.

LEGISLATIVE FRAMEWORK

The Greater North Park Community Plan was developed within the context of a legislative framework. Some of the more significant legislation is discussed below.

- Section 65450 of the Governmental Code of the State of California (State Planning and Zoning Act) gives authority for the preparation of community plans and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.

- Government Code chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has prepared an ordinance which would establish an Affordable Housing Density Bonus, which provides an increase in density in a given zone to be granted for projects in which a portion of the total housing units are for low- or moderate-income persons.
- The California Environmental Quality Act of 1970 (CEQA), as amended, requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect the environment, including actions related to implementing this Plan.
- The Regional Air Quality Strategy (RAQS) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.
- The citywide Zoning and Subdivision Ordinances regulate the development of land and subdivision of land in preparation for development.
- In addition to legislation, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing plan recommendations.
- The Progress Guide and General Plan of the City of San Diego establishes goals, guidelines, standards and recommendations which serve as the basis for the goals, objectives and recommendations of the community plan.

PLAN FORMAT

The diversity of the Greater North Park community calls for a plan that will provide compatibility between the various portions of the overall plan area. Consequently, this community plan will emphasize the establishment of positive relationships between the various portions of the plan areas as well as between the various land uses and the transportation element and the importance of urban design.

The individual elements of the plan pertain to Greater North Park as a whole. The overall goals provide a basis for the objectives and recommendations found in the individual plan elements. Plan alternatives are then outlined to illustrate the range of choices which were considered in preparing this document. The plan elements follow, each of which includes the existing conditions, objectives and recommendations for the particular subject area. The final section of the plan lists actions recommended for its implementation.

The relationship of this plan with existing planning programs and development patterns was considered during its preparation. This process included consideration of the Mid-City Communities Plan, the Uptown Community Plan, the Greater Golden Hill Precise Plan and the Balboa Park Master Plan and their implementation programs.



Plan Summary

Facts About Greater North Park
Issues Facing Greater North Park
Summary of Community Plan Goals and Objectives

FACTS ABOUT GREATER NORTH PARK

Population and Housing

- Until the last several years, there has been a slow but steady increase in the total number of housing units for a period of about twenty years.
- During the last several years there has been a significant increase in the number of housing units approved for construction.
- Many of the detached houses built before 1940 are being replaced with multi-family units.
- Most of the housing units are considered to be in sound condition.
- The southern portion of the community is predominantly single-family.

Commercial

- Most of the commercial development is of a strip commercial nature.
- University Avenue and 30th Street is the focal point of the most intense commercial development in the community.
- There has been relatively little commercial development in recent years.

Transportation

- Greater North Park has a number of major streets linking the community with adjacent communities and the regional freeway network.
- Development trends over the previous decades has led to a parking shortage in both commercial and transitional residential areas.
- There are a number of bus routes serving the community, but an upgrading in the level of service may be desirable in order to provide residents with more transportation options.

Public Facilities

- The public school facilities are either experiencing excess enrollments or facing projected enrollments which will eventually exceed operating capacities in many facilities.
- The number of parks and the amount of park acreage, exclusive of Balboa Park which is a citywide facility, are substantially less than General Plan standards.

Open Space

- Remaining open space (generally in the form of hillsides and canyons) is not adequately protected from development.

Character

- The nature and character of the community are changing from the historical single-family and duplex bungalow environment to higher density development in the form of medium-high density apartment structures.

ISSUES FACING GREATER NORTH PARK

The following issues have been identified for the Greater North Park community and are addressed in this community plan:

- Neighborhood conservation and preservation of existing single-family housing stock.
- Housing rehabilitation.
- Revitalization and consolidation of the retail commercial areas.
- Preservation of open space.
- Expansion and enhancement of public transit opportunities through the establishment of strong public transit links with downtown and adjacent communities.
- Improvement in recreational opportunities for the residents of the community.
- Establishment of urban design standards and criteria for the entire community to guide future development.
- Establishment of a canyon and hillside fire prevention program.
- Establishment of mixed land uses in appropriate areas to improve land utilization and encourage redevelopment.
- Preservation of community character and historical, architectural and cultural resources.
- Establishment of consistency between zoning, land use recommendations and adequacy of public facilities.
- Enhancement of school facilities.
- Ability of the community to accommodate new development based upon zoning, the availability of public facilities and growth management policies.

- Establishment of a comprehensive community plan implementation program which will be undertaken concurrently with or subsequent to the adoption of the community plan.

SUMMARY OF COMMUNITY PLAN GOALS AND OBJECTIVES

The following have been established as the overriding goals and objectives for the Greater North Park Plan.

HOUSING

Primary Housing Goal

- Provide a diversity of housing options, encouraging the construction and preservation of moderate and higher cost housing.

Objectives

- Maintain the low-density character of predominantly single-family areas, outside the designated higher density areas primarily located along El Cajon Boulevard and University Avenue, and encourage rehabilitation where appropriate.
- Require high-quality development at medium to high densities, centrally located within the community, to form an attractive and vital central area, focusing on El Cajon Boulevard and University Avenue.
- Encourage mixed-use development that incorporates housing with commercial and office uses within selected commercial nodes.
- Ensure that new residential development is provided in accordance with the performance standards established in this plan.
- Provide adequate off-street parking.

COMMERCIAL

Primary Commercial Goal

- Provide appropriately located, attractive commercial and office facilities offering a wide variety of goods and services.

Objectives

- Revitalize the central business district at University Avenue and 30th Street and other selected business districts.
- Enhance the level and quality of business activity in North Park by concentrating retail commercial uses in nodes and reducing strip commercial activities.

- Improve the appearance of commercial development through establishment of overall design standards.
- Provide adequate parking for commercial areas, encouraging off-street parking.
- Encourage mixed-use development to include retail facilities, offices and housing at medium and high densities within selected commercial nodes.
- Enhance pedestrian activity in the business districts by improving the pedestrian environment.
- Maintain existing convenience (“mom and pop”) stores, provided that the uses are compatible with surrounding neighborhoods.
- Encourage new development and redevelopment for purposes of increasing employment opportunities within the community.
- Continue the ongoing implementation of the programs for Adams Avenue, El Cajon Boulevard, and University Avenue which include land use and urban design analysis, economic analysis, and a marketing survey.
- Increase business district parking through the private acquisition of property for parking reservoirs behind existing businesses, and the creative redesign of existing on-street parking.
- Establish residential densities for the individual commercial and multiple-use areas.
- Where appropriate, preclude residential development from preempting commercial development.
- Rehabilitate and redevelop certain underutilized strip commercial areas into multiple-use areas.
- Provide for neighborhood and specialty commercial services to the residential development along, and abutting these strips.
- Provide additional opportunities for residential development within the community.

TRANSPORTATION

Primary Transportation Goal

- Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes adverse environmental effects.

Objectives

- Protect residential areas from through traffic by encouraging through traffic to use freeways and major streets, while discouraging through traffic on local streets in the community.
- Improve the street system as necessary to accommodate growth in locally-generated traffic while minimizing adverse effects on existing residential, business or open space uses.
- Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles, and pedestrian travel.
- Provide a high level of public transportation service linking Greater North Park with Mission Valley and Downtown.
- Provide adequate off-street parking in residential and commercial areas.
- Maintain the pedestrian interface between Balboa Park and the community, insuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes.
- Visually enhance transportation corridors to improve community image and identification.
- Evaluate the feasibility of providing fixed rail transit service to the community.
- Establish a transit point at University Avenue and 30th Street in order to provide support to the central business district.
- Enhance existing urban level bus service by increasing the frequency of service, adding express service where studies deem it feasible, reducing headways between buses, and improving transit stops, thereby establishing a higher level of service within the community and providing strong public transit links with adjacent communities.
- Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available in order to bring service closer to the door of the aged, the infirm and other transit-dependent groups.
- Develop a system of bikeways to connect the various neighborhoods within the community and to connect major activity centers in San Diego.
- Install secure bicycle parking facilities at major activity centers, including shopping centers, employment center, parks and schools.

COMMUNITY FACILITIES

Primary Community Facilities Goal

- Establish and maintain a high level of public facilities and services to meet the needs of the community.

Objectives

- Provide educational facilities, law enforcement, fire protection, libraries and public utilities in accordance with City standards.
- Provide child care services to serve families in North Park.
- Program the systematic improvement and gradual replacement of water and sewer facilities.
- Program the under grounding of telephone and electric power lines.
- Maximize the use of existing facilities for community activities.
- Provide improved street lighting at appropriate locations.
- Encourage a full range of health care facilities within the community.

PARK AND RECREATION

Primary Park and Recreation Goal

- Ensure adequate park and recreational facilities and activities easily accessible to all portions of the community.

Objectives

- Provide to the extent feasible a system of parks and recreational facilities within the community consistent with the Progress Guide and General Plan standards.
- Continue enhancement of the North Park Recreation Center as the central facility and focal point serving Greater North Park's active recreation needs.
- Enhance public space adjacent to community facilities such as the post office, libraries, schools and churches to serve as a focus for passive recreation.
- Establish smaller neighborhood parks and mini-parks throughout the community, especially in areas more distant from larger park facilities.

- Encourage development of public park areas in commercial districts, particularly in areas with high pedestrian activity, to provide visual relief and complementary activity areas.
- Encourage the provision of private recreational facilities in conjunction with new larger residential projects.
- Provide or maintain adequate access to Balboa Park and its facilities for Greater North Park residents.
- Minimize any adverse impacts from regional visitors to Balboa Park on the Greater North Park community.

OPEN SPACE

Primary Open Space Goal

- Provide an open space system which preserves existing canyons and hillsides and reintroduces open space areas throughout the community as redevelopment occurs.

Objectives

- Preserve remaining undeveloped canyons and hillsides as important features of visual open space and community definition.
- Utilize publicly-controlled open space for passive recreation where feasible.
- Develop new open space throughout the community by incorporating landscaped areas into new residential and commercial projects.
- Acquire open space through open space easements and dedications or other mechanisms as part of project approvals.
- Coordinate open space conservation policies with adjacent land development.
- Establish requirements as part of development approvals for the rehabilitation of disturbed on-site and off-site open space.

CONSERVATION

Primary Conservation Goal

- Provide a clean and healthy environment in which to live.

Objectives

- Minimize and avoid adverse noise impacts by planning for the appropriate placement of high noise generating land uses and by mitigating existing noise impacts, where feasible.
- Encourage water conservation through development and landscaping guidelines.
- Conserve energy by utilizing alternative energy sources and energy-efficient building and site design principles.

CULTURAL AND HERITAGE RESOURCES

Principal Cultural and Heritage Resources Goal

- Preserve the cultural and heritage resources of Greater North Park.

Objectives

- Undertake a comprehensive historical and architectural survey of the cultural and heritage resources of Greater North Park.
- Establish a list of buildings and neighborhoods for historic designation.
- Establish a program for the identification of potential funding for historic preservation.

URBAN DESIGN

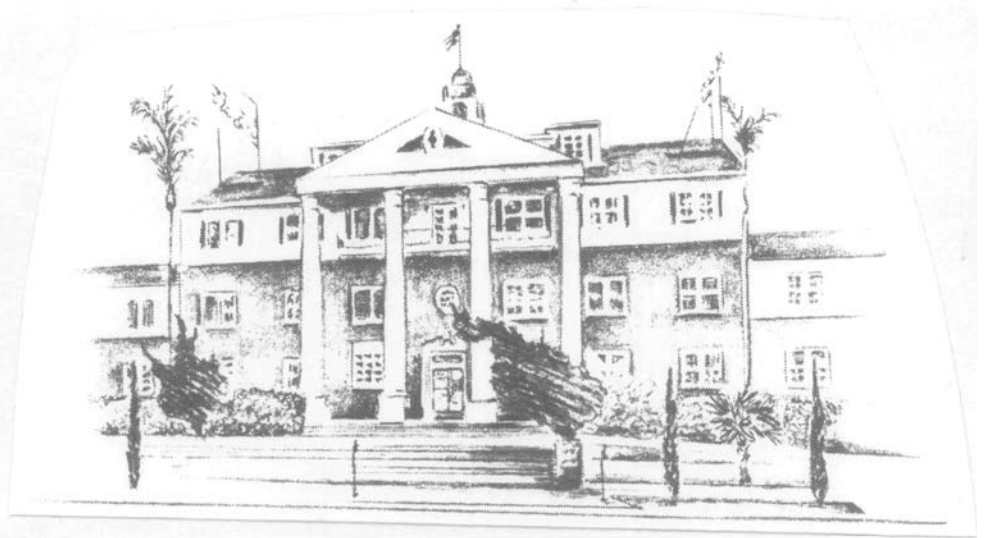
Primary Urban Design Goal

Enhance the unique character and community image of Greater North Park.

Objectives

- Ensure that development in the community conforms with the Greater North Park Community Plan Urban Design Element.
- Preserve the architectural variety and residential character of Greater North Park.
- Maintain the existing open space edges of the community, and develop projects which create a sense of arrival at major community gateways.

- Develop a varied urban character within the community.
- Ensure that new buildings are in character and scale with their neighborhoods.
- Enhance the appearance of major streets through the design of new development, public improvements and landscaping.
- Preserve existing street trees and increase the quality of landscaping in public rights-of-way and front yard areas.
- Eliminate visual clutter, including nonconforming signs and overhead utility lines.
- Preserve and restore unique or historic structures within the community.
- Maintain the visual interface between Balboa Park and the community.
- Create neighborhoods identities through coordinated street plantings.
- Establish development and design guidelines which will assist in reducing crime in the community.
- Promote the ongoing involvement of the Police Department in the development process to better plan projects to reduce crime.



Background

History

Existing Conditions

Relationship to Surrounding Communities

HISTORY

The Greater North Park community traces its development history back to shortly after the turn of the century when land in the vicinity of 30th Street and University Avenue was subdivided. The name “North Park” was derived from the fact that it was located to the north of “South Park” which was then centered around 30th and Beech Streets. During its formative years, Greater North Park was the beneficiary of a street railway or trolley system which linked to downtown San Diego, Hillcrest, Golden Hill, Normal Heights and East San Diego. Park Boulevard, 30th Street, University Avenue and Adams Avenue were the trolley routes in the North Park community. After the trolley was extended from Park Boulevard along University Avenue to 30th Street, the area began to experience rapid growth with University Avenue and 30th Street becoming major thoroughfares. The trolley was eventually extended eastward along University Avenue to Euclid Avenue in East San Diego and southward along 30th Street through Golden Hill and into downtown San Diego. Another branch followed Park Boulevard to Adams Avenue where it turned eastward, ultimately reaching Marlborough Drive in Kensington. The building of the trolley routes encouraged the additional subdividing of what is today Greater North Park.

As residential development continued during the 1920s and 1930s, the area around 30th Street and University Avenue became a thriving business district. This district continued to grow during the post-World War II population boom that took place in North Park and enjoyed an important regional role in San Diego’s commercial life through the 1950s and 1960s.

However, transportation modes were changing and an era was ending. The trolleys were taken out of service in the late 1940s to be replaced by the private automobile. Freeways and shopping centers were built in Mission Valley and Greater North Park evolved into a bedroom community with a population primarily dependent upon other areas of the City for jobs, services and goods.

EXISTING CONDITIONS

Land Use

Virtually all of the buildable land in Greater North Park has been developed (see Figure 3). While single-family homes still occupy nearly one half of the land area, most new construction over the last twenty years has consisted of multi-family dwellings, which now comprise 31 percent of the land area.

Commercial use covers six percent of the area, mostly in the form of strip commercial development. A number of commercial buildings include residential units on the second floor. Although nine percent of the area remains vacant, most of this unbuilt acreage consists of steep hillsides.

Housing

The housing stock in Greater North Park has grown slowly but steadily over the last twenty-five years, reaching approximately 22,400 units in 1985. The housing can be characterized as older but generally sound, with the majority of housing being multi-family units. Many of the houses built before 1940 are now being replaced with multi-family units. The southeasterly portion of the

community remains mostly single-family. Overall, 44 percent of the units are single-family and 56 percent are multi-family.

Commercial Land Use

Most of the community's commercial establishments are distributed throughout the community in a grid pattern on major streets, including Adams Avenue, El Cajon Boulevard, University Avenue, Park Boulevard and 30th Street. The most intense commercial development is found at University Avenue and 30th Street where commercial uses extend one full block deep off of University Avenue. There has been relatively little commercial expansion in recent years.

Zoning

Greater North Park has approximately 1,466 zoned acres of which 1,299 are zoned residential and 167 are commercially zoned. Of the residentially zoned acres about 348 are in single-family zones and about 951 are in multiple-family zones. The precise zone-by-zone breakdown is in the following table (See Figure 4).

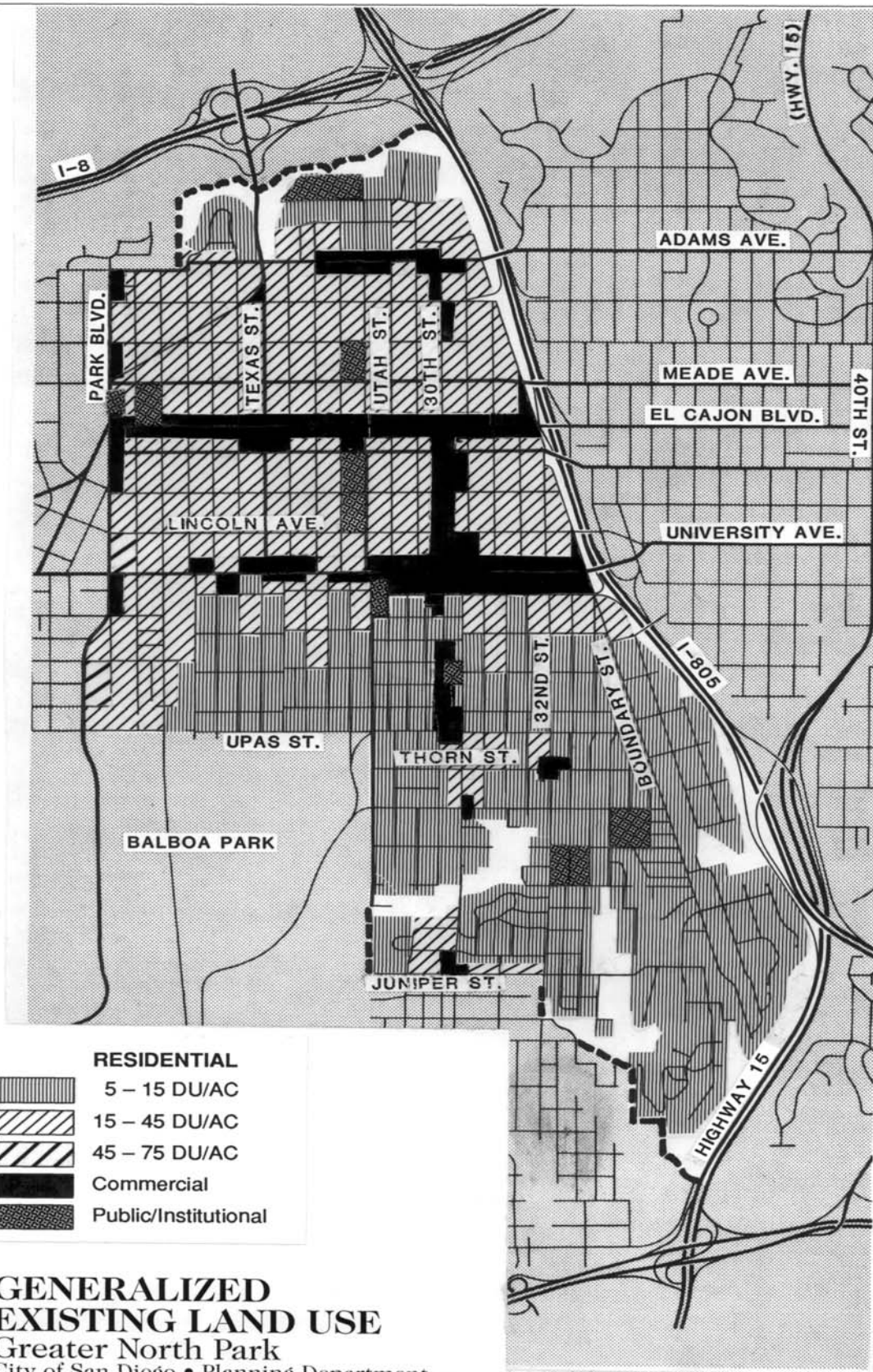


TABLE 1 - EXISTING ZONING (Prior to adoption of Community Plan)		
Zone	Size (Acres) *	Percent of Area
RESIDENTIAL	1,298.94	88.62%
SINGLE FAMILY		
R1-40000	17.30	1.18
R1-5000	<u>330.82</u>	<u>22.56</u>
Subtotal	348.12	23.75%
MULTIPLE-FAMILY		
R-3000	334.86	22.84
R-1500	80.20	5.47
R-1000	183.00	12.48
R-600	322.37	21.99
R-400	<u>30.39</u>	<u>2.08</u>
Subtotal	950.82	64.87%
COMMERCIAL	166.74	11.37%
CC	0.32	0.02
CP	0.19	0.01
CO	7.62	0.51
CN	0.58	0.03
CA	2.95	0.20
C-1	1.11	0.07
C	<u>153.97</u>	<u>10.50</u>
Subtotal	166.74	11.37%
TOTAL	1,465.68	100.00%
*Exclusive of Public Right-of-Way		



4



EXISTING ZONING

(PRIOR TO ADOPTION OF COMMUNITY PLAN)

Greater North Park

City of San Diego • Planning Department

RELATIONSHIP TO SURROUNDING COMMUNITIES

Uptown

The northwesterly portion of Greater North Park is bounded on the west by the Uptown Community Plan area with Park Boulevard generally serving as the boundary between the two communities. Greater North Park and Uptown have a number of things in common; proximity to Balboa Park, dependence upon University Avenue as a major commercial hub and similar topographical features emphasizing canyons and hillside slopes. Both are also primarily residential communities in close proximity to Centre City.

Mission Valley

The northerly portion of Greater North Park is bounded on the north by the Mission Valley Community Plan area. The Mission Valley Community Plan, which was adopted by the City Council in June, 1985, emphasizes protection of the south slopes of Mission Valley, a topographically feature which is common to both Greater North Park and Mission Valley. Greater North Park is linked to Mission Valley by Texas Street and Interstate 805, and, via Uptown, by State Route 163.

Mid-City

Greater North Park, until it became a separate community plan known as the Park North-East Community Plan in October 1970, was part of the Mid-City Communities Plan area. The two communities are separated by Interstate 805 and State Route 15. Both communities share a common reliance on Adams Avenue, El Cajon Boulevard and University Avenue as major east-west vehicular corridors. The gridiron pattern of development, the commercial strips and the south slopes of Mission Valley are also physical factors in common between the two communities.

Greater Golden Hill

The Greater Golden Hill Precise Plan area borders a portion of Greater North Park on the south. The northern portion of Greater Golden Hill was, at one time, part of the Park North-East Community Plan area. The two communities share the same gridiron pattern of development and proximity to Balboa Park. Thirtieth Street is the major north-south street linking the two communities together. As part of the planning programs for the two communities, a minor boundary adjustment within the 34th Street Canyon area was made in order to place all areas served by the same street system into the same community planning areas and to utilize public street rights-of-way wherever possible as the boundary between the two communities.

Centre City

Although Centre City is not contiguous to Greater North Park it's proximity to Greater North Park establishes a relationship between the two communities. Centre City with its existing and potential employment base provides an opportunity to present and future Greater North Park

residents to work in an area within an easy public transit commute of their homes. Centre City will also provide shopping, cultural and entertainment opportunities to residents of surrounding communities. Greater North Park is linked to Centre City by both freeways and surface streets.

Balboa Park

Although not a community plan area, Balboa Park by its very size and location has an impact upon the community plan areas adjacent to it. It provides an urban oasis of public greenery in the ring of urbanized communities. It also provides a variety of recreational opportunities to the residents of the surrounding urbanized communities.



Plan Alternatives

Residential Alternatives
Commercial Alternatives
Recommended Alternatives

SUMMARY

Although many plan alternatives could be formulated and evaluated, the following alternatives offer a comprehensive variety, and illustrate various feasible approaches to community planning options within the Greater North Park Community in terms of land use classification and development intensity.

RESIDENTIAL ALTERNATIVES

Existing Plan Alternative

This alternative would continue the pattern of the existing 1970 land use plan. The plan recommended higher density residential zoning (R-1000, R-600, R-400), in particular, in the northern half of the community between the University Avenue and El Cajon Boulevard corridors. The northern portion of the community, north of Adams Avenue, was recommended for single-family and R-3000 zoning, with some exceptions where higher density zones were recommended. The 1975 rezoning program did not bring zoning into total conformance with the land use plan. Therefore, in order for this alternative to be effective, an additional rezoning program would have to be undertaken, bringing existing zoning into compliance with the 1970 plan.

Existing Zoning Alternative

This alternative would require the adjustment of the existing land use plan to bring it into conformance with existing zoning. This approach would permit the most intense development of all the alternatives, which may put an unreasonable burden upon existing and projected public facilities.

Average Block Density Alternative

This alternative would amend existing zoning to reflect the average density which presently exists on each residential block. This would mean that those blocks which are zoned for higher densities, such as R-600 or R-400, would be substantially reduced in development potential since the typical 6,250 or 7,000-square-foot lot is seldom, if ever, developed in excess of the R-800 density.

Conversely, if this approach were to be utilized consistently throughout the community, it would mean that some blocks which are presently predominantly single-family and designated as such on the land use plan, would, if multi-family development exists within the individual blocks be possibly upgraded to permit higher densities based upon the averaging approach.

No Growth Alternative

This alternative would establish maximum permitted densities predicated upon the lowest density developed lot on any given block. Vacant lots would be permitted to develop to the

maximum permitted density, but developed lots would not be permitted to redevelop in excess of the maximum permitted density. In effect, this alternative would be a no growth alternative.

High Intensity and Transit Corridor Alternative

This alternative identifies University Avenue and El Cajon Boulevard as major high intensity public transit corridors and establishes gradients in zoning density based upon pedestrian accessibility to those streets. Conversely, permitted density would decrease as distances increase from the base streets. As a cautionary note, it should be understood that permitted densities would not be predicated exclusively on distances from the base streets. Other factors, such as the capability of the street system to accommodate traffic generated by development, neighborhood development patterns, neighborhood preservation programs, development bonus systems and public transit capacities will also be considered in determining the ultimate permitted zoning densities in these corridors.

In classic land use theory, density is stepped down one gradient for each tier of blocks removed from the high intensity corridor. This, over time, would create noticeable changes in development intensity as one traversed the grid system. However, the existing character of the community must be taken into consideration since it is not always possible to apply classic land use theory in its pure form. This approach would require both down-zonings and up-zonings in order to be implemented. This approach offers the realization of two goals: 1) preservation of single-family and low-density areas in the northern section of the community and throughout the southern half of the community; and 2) establishment of a vibrant, redeveloped, higher intensity central east-west corridor through the community.

Density Bonus Alternatives (Incentive Zoning)

For most of the residential alternatives examined, the concept of density bonuses could be awarded in return for implementing overall plan goals. Such incentives could be awarded in return for extraordinary performance with respect to environmental enhancement, urban design, parking, landscaping or energy conservation.

In order for a density bonus system to be successful and not impact the community's public services and facilities, sufficient controls must be utilized and the bonus system should be applied only in those portions of the community where the development could be accommodated.

Such a system should be implemented through tailored zoning regulations (Planned District) or the use of Planned Residential Developments (PRDs) and Planned Commercial Developments (PCDs).

COMMERCIAL ALTERNATIVES

Existing Plan Alternative

The adopted community plan recommends more limited commercial areas than are now developed or zoned. It essentially provides for strip commercial along El Cajon Boulevard and a portion of 30th Street with the major community commercial core focused around University Avenue and 30th Street. In addition, there are a number of neighborhood commercial nodes, including the eastern portion of Adams Avenue dispersed throughout the community. The recommendations of the adopted community plan, insofar as reduction of strip commercial zoning are concerned, have never been implemented.

Existing Zoning Alternative

This alternative would, in effect, maintain a situation that has been existing since prior to the adoption of the 1970 community plan. This situation consists of strip commercial zoning along the major streets, such as El Cajon Boulevard, University Avenue, 30th Street, Park Boulevard and Adams Avenue. The existing zoning designates an excessive amount of land for commercial use and does not adequately differentiate between the many kinds of commercial activity. Some of the commercial zoned land is not now and is not likely to be utilized for commercial activities.

Intensified Commercial Area Alternative

This alternative would provide for the consolidation and intensification of commercial activities which would be more specifically defined as to their nature and location in the community. Heightened levels of commercial activity would be promoted at University Avenue and 30th Street which is the commercial core or “downtown” of Greater North Park. El Cajon Boulevard would continue to be emphasized as a classic commercial strip with additional emphasis being given to auto-oriented uses. Excessive and unproductive strip commercial areas would be contracted and redefined as either neighborhood or specialty commercial nodes. Portions of the former strip commercial areas would become multiple-use areas featuring higher density residential development and specialty commercial uses serving that residential development as well as other residential areas within walking distance.

In addition, this alternative would also allow office development which would be complimentary to the retail development and would provide support to the retail core and to El Cajon Boulevard.

RECOMMENDED ALTERNATIVES

Residential Alternative

The recommended residential alternative is a combination of the “High Intensity and Transit Corridor Alternative” and the “Density Bonus Alternative.” This combined alternative would redefine residential development patterns in Greater North Park, provide a strong opportunity for the preservation and rehabilitation of single-family and low-density neighborhoods, and emphasize higher density development along existing high “intensity transit corridors. This

alternative would provide needed support to the public transit system and the community's primary commercial areas, and reward well-designed and located residential developments with density bonuses.

Commercial Alternative

The recommended commercial alternative is the "Intensified Commercial Area Alternative." The alternative would emphasize the more compact commercial area approach (with the exception of El Cajon Boulevard) which in turn would be more conducive to pedestrian movement and public transit support. The compaction of the commercial areas would provide the opportunity for higher density residential and multiple-use development along the underutilized strip commercial corridors.



Plan Elements



Housing
Commercial
Transportation and Circulation
Community Facilities
Park & Recreation

Open Space
Conservation
Cultural and Heritage Resources
Urban Design

HOUSING

GOAL

- Provide a diversity of housing options encouraging the construction and preservation of moderate and higher cost housing.

EXISTING CONDITIONS

The critical question in Greater North Park is how and where additional residential units will be accommodated. If residential development were to continue to occur as it has in the past several decades, then additional disruption of single-family and low-density neighborhoods can be anticipated. However, if residential infill were to occur, primarily within the commercial and transit corridors, then the single-family and low-density neighborhoods could be preserved and rehabilitated.

There is also need for residential revitalization because the housing stock has aged and because the lure of new, larger, suburban homes has attracted the more affluent buyers, leaving the smaller, older housing in Greater North Park to lower income people, many of whom do not have the resources to upgrade their property. With the lack of significant undeveloped acreage in this community, the preponderance of changes in housing will result from the replacement of existing housing with new housing probably at higher densities, and from revitalization of housing through rehabilitation and/or conversion of existing neighborhoods. Because of these facts, the thrust of this element will be principally directed to revitalization of housing.

Housing Type and Tenure

The housing stock in Greater North Park has grown slowly but steadily over the last twenty years and reached approximately 22,400 units in 1985. The housing can be characterized as older but generally sound, with the majority of the housing being multi-family units. Many of the detached houses built before 1940 are now being replaced with multi-family units. The southeasterly portion of the community remains mostly single-family and contains the most recent development.

Overall, 44 percent of the units are single-family and 56 percent are multi-family. Most of the multi-family units are rental apartments at densities ranging up to 100 units per acre and more, while two high-rise elderly housing projects average over 200 units per acre. Rental units comprise 62 percent of all households compared to 51 percent citywide.

Multi-family development, occurring over the last several years, has been predominantly smaller projects of less than ten units confined to parcels of 7,000 square feet or less. These projects have observed only the bare minimum requirements as to landscaping and off-street parking requirements. While there have been a number of higher-quality multi-family developments, the standard six- to nine-plex apartment development with its 25-foot curb cuts and minimal landscaping has been the typical multi-family product in the community.

During the 1960s, the number of owner occupied housing units in Greater North Park fell from 45 percent to 35 percent, over which time several thousand apartment units were constructed. Since 1970 the ratio of owner occupied units increased slightly, as apartment construction has slowed and condominium construction has emerged.

Existing Zoning

Existing residential zoning in Greater North Park would permit approximately 44,000 dwelling units. Not only does existing zoning permit residential density in excess of what can be reasonably anticipated for the community plan area, but the existing zoning patterns permit multiple-family development in areas that are predominantly single-family or low-density residential areas.

Cost of Housing

The average value of homes is somewhat lower than the city average. The median value of ownership units was set at \$73,400 versus \$90,700 for the City as a whole in 1980, according to census respondents. The median rent in 1980 was \$225 as compared to \$249 for the City. The highest values and rents appear in the southerly portion of the community, where the homes are larger, newer and predominantly single-family.

Conditions of Housing

Approximately 95 percent of the dwelling units in Greater North Park were identified as being in sound condition in the 1975 Special Census, while less than 1 percent were considered dilapidated. However, over 10 percent of the dwelling units were not considered sound in two areas; south of Upas Street between 28th Street and 32nd Street, and east of Arizona Street between Madison Avenue and El Cajon Boulevard.

Vacancy Rate

The vacancy rate for Greater North Park in 1985 was 4.4 percent compared to 5.0 percent for the City.

Population Characteristics

The population of Greater North Park has grown very little in the last 20 years, reaching 37,292 in 1980. The declining number of persons in each household has nearly offset the added housing units. The average household size is now less than 1.9 persons per household, compared to 2.5 persons per household citywide. This statistic reflects the large number of elderly households with no children at home; 21 percent of the Greater North Park population is over 65 years compared to 10 percent of the City, and 30 percent of the householders are retired. Only 14 percent of the population is under 18 years old, while 21 percent of the City population falls into this category.

Ethnic Composition

The ethnic composition shows a higher than average percentage of whites at 87 percent versus 76 percent whites citywide. The only ethnic minority group with a higher concentration than the City is Vietnamese, but only 1.3 percent of the population falls into that group.

Income

As of 1980, the median annual household income was \$11,432, about one-third lower than the City average. Within Greater North Park, the highest average incomes are found in the southwest sector of the community, where income actually exceeded the City average. The lowest average incomes are found in the northwest corner of the community. Lower incomes are typically seen in areas with a concentration of elderly persons.

Projections

The adjusted Series VI regional growth forecast projects a gradual increase in the number of housing units from the October 1, 1985 estimate of approximately 22,400 to the year 2000 figure of 22,600. It is obvious that this projection is no longer accurate, primarily due to the surge of multi-family development in recent years. Therefore, based upon assumptions established for the traffic forecast study for the community, it is estimated that approximately 7,000 new housing units will be provided over the next 20 years for a total of approximately 30,000. The current (October 1, 1985) estimated population for Greater North Park is 40,800. The 20-year population in projecting for the community based upon the number of projecting housing units and a family size of 1.85 is 55,500.

OBJECTIVES

- Maintain the low-density character of predominantly single-family areas, outside the designated higher density areas primarily located along El Cajon Boulevard and University Avenue, and encourage rehabilitation where appropriate.
- Require high-quality development at medium to high densities, centrally located within the community, to form an attractive and vital central area focusing on El Cajon Boulevard and University Avenue.
- Encourage mixed-use development that incorporates housing with commercial and office uses within selected commercial nodes.
- Ensure that new residential development is provided in accordance with the performance standards established in this plan.
- Provide adequate off-street parking.

RESIDENTIAL DENSITY RECOMMENDATIONS

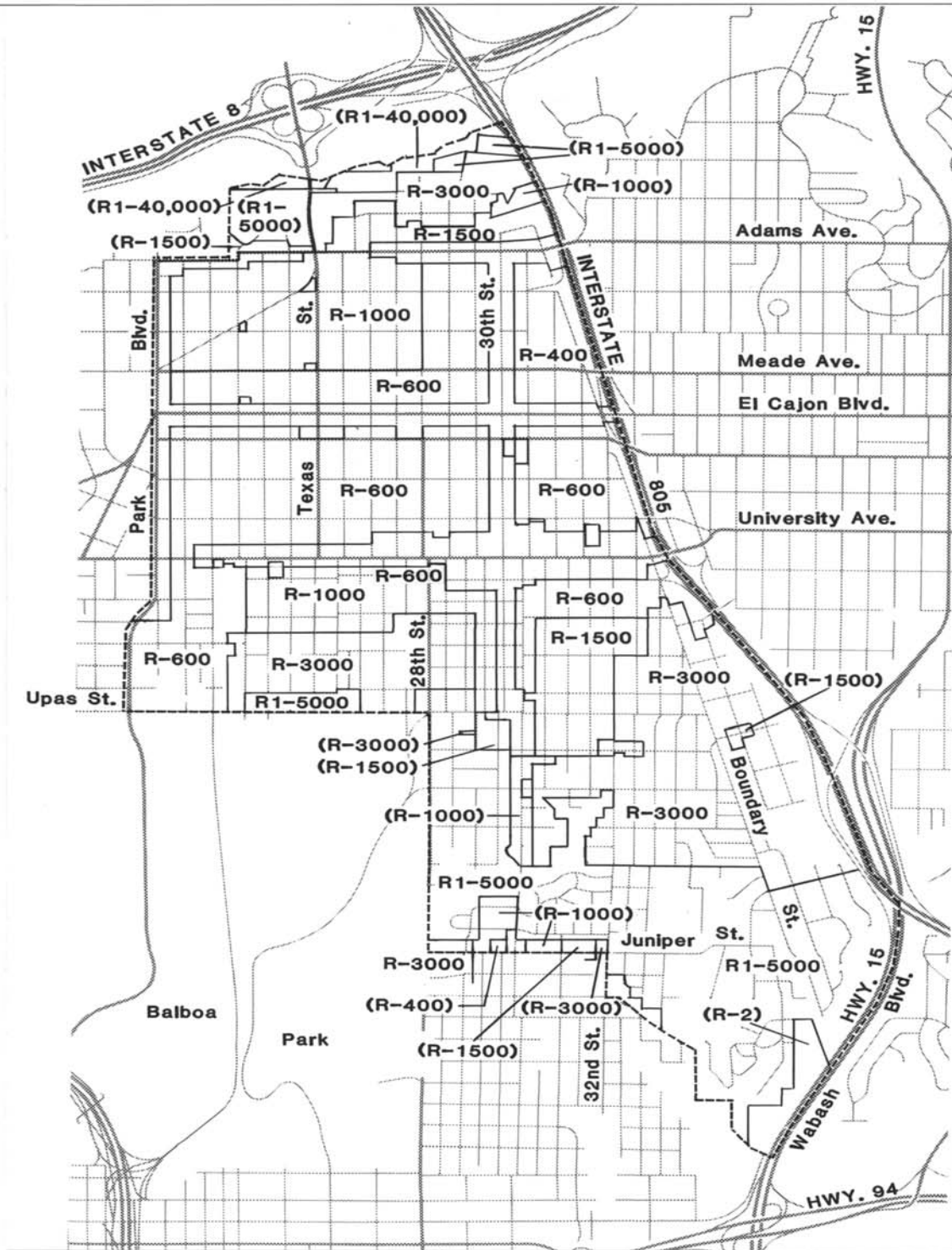
The Greater North Park Community Plan seeks to provide a diversity of residential densities and housing types within the community. In order to accomplish this goal, two primary objectives have been established: First, to provide for the preservation and rehabilitation of single-family and lower density neighborhoods; and, second, to establish higher density residential areas in close proximity to the transit corridors. By concentrating the high density areas in the central portion of the community in close proximity to major public transit corridors and to the community's primary commercial areas it is anticipated that a strong, vibrant, redeveloped high intensity urban core will result. Preservation of the single-family and low density areas in the northern section of the community and throughout the southern section of the community will help provide a variety of housing stock within the community.

Between the high-intensity core and the single-family and low density areas are transition areas. These areas not only provide a transition between the high and low density areas but add to the variety of housing stock through their predominately low-medium and medium density residential designations.

Therefore, the residential density map (see Figure 6) is a reflection of a high intensity residential core with densities becoming lower as the distances from the high intensity core increase.

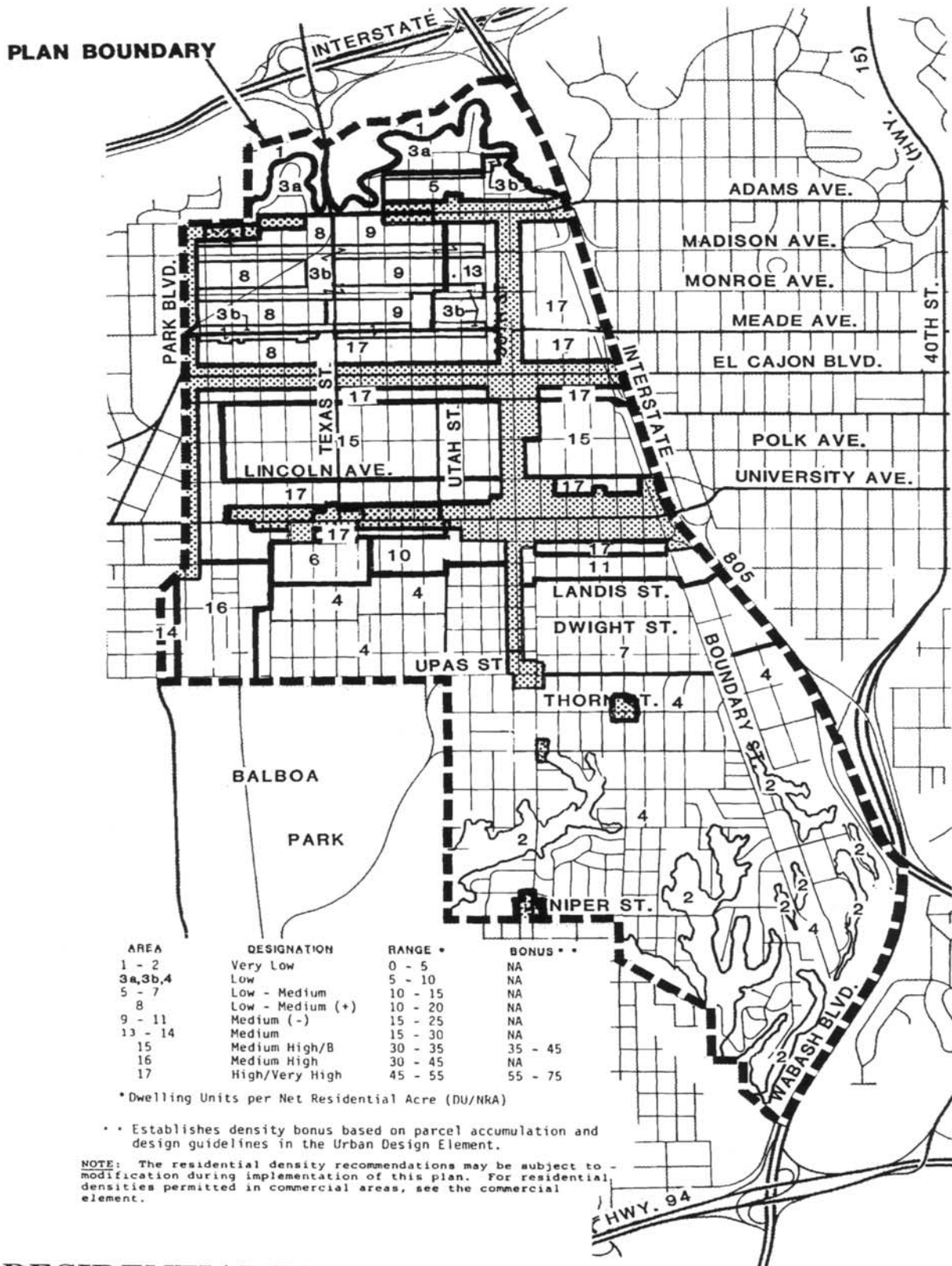
The following recommended residential densities in Table 2 are applicable within the residential areas illustrated in Figure 6. A planned district or tailored zoning should be utilized to permit the residential densities established within selected areas. The guidelines set forth in the Urban Design Element should be utilized in formulating the tailored zoning for the selected areas. Recommended density ranges are established based upon dwelling units per net residential acre (DU/NRA). Existing residential zoning is indicated in Figure 5.

TABLE 2 - RESIDENTIAL DENSITY RECOMMENDATIONS			
Area	Designation	Range**	Bonus*
1 - 2	Very Low	0 - 5	NA
3 - 4	Low	5 - 10	NA
5 - 7	Low-Medium	10 - 15	NA
8	Low-Medium (+)	10 - 20	NA
9 - 11	Medium (-)	15 - 25	NA
13 - 14	Medium	15 - 30	NA
15	Medium High/Bonus	30 - 35	35 - 45
16	Medium High	30 - 45	NA
17	High/Very High	45 - 55	55 - 75
<p>* Establishes density bonus based upon parcel accumulation and design guidelines in the Urban Design Element.</p> <p>** Dwelling units per net residential acre.</p>			



EXISTING ZONING – RESIDENTIAL
(PRIOR TO ADOPTION OF COMMUNITY PLAN)
Greater North Park
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Figure
5



RESIDENTIAL DENSITIES **Greater North Park** City of San Diego • Planning Department

Figure

6

RESIDENTIAL AREA DENSITY ASSIGNMENTS

The residential areas are described, together with their density assignments, in the following narrative. The boundaries, as described for each area, are only for general locational purposes. For specific boundary descriptions of the individual areas, reference should be made to Figure 6.

Very Low Density (0-5 DU/NRA)

Area 1: That area lying north of Adams Avenue which is in the Hillside Review (HR) Overlay District and is designated as open space. This area is also part of the south slopes of Mission Valley and it provides a buffer between the residential areas along the edge of the mesa and the intensive commercial development in Mission Valley. These areas should only be allowed to develop under the provisions of a Planned Residential Development (PRO) permit and should not exceed a density of one dwelling unit per 40,000 square feet (see Figure 6).

Area 2: Those areas of the community lying south of Redwood Street which are in canyons and hillsides. These areas are in the Hillside Review (HR) Overlay District and are designated as open space. The 34th Street Canyon provides a natural open space boundary between Greater North Park and the Greater Golden Hill Precise Plan area while all the canyon areas in this portion of the community provide a feeling of openness. They should be allowed to develop only under the provisions of a Planned Residential Development (PRO) permit and should not exceed a density of one dwelling unit per 40,000 square feet (see Figure 6).

Low Density (5-10 DU/NRA)

Area 3a: This is the single-family area north of Adams Avenue. The predominant type of development in this area is the single-family dwelling, although there has been some multiple-family development intrusion. This area provides an enclave of single-family residential development in the northern portion of the community and adds to the residential diversity of the community. Panorama Drive is an example of a quiet residential enclave existing in close proximity to higher density areas (see Figure 6).

Area 3b: This area consists of the lots fronting on the east-west streets of Meade, Madison and Monroe Avenues; lots on Shirley Ann Place; and lots fronting on Collier Avenue, Kansas Street and Copley Avenue. Although many of the parcels are substandard in size, it is intended that these areas be preserved as low density in scale and character (see Figure 6).

Area 4: Those areas of predominantly single-family development in the southern portions of the community. These areas feature quality single-family neighborhoods in the blocks adjacent to Balboa Park and around the canyon areas in the southern portions of the community. In addition, numerous examples of the classic single-family California bungalow can be found in these areas. It is intended that these areas be preserved as the community's primary single-family residential area and that, where necessary, rehabilitation of deteriorated residential units be undertaken (see Figure 6).

Areas 1-4: For the single-family residential Areas 1 through 4, the clustering of dwelling units through a Planned Residential Development permit should only be approved if the proposed project creates dwelling units which strongly resemble the scale and character of the surrounding development. It is acknowledged that this approach may often result in substantially fewer dwelling units than the maximum allowed by the underlying R-1 (single-family) zones.

Low-Medium Density (10-15 DU/NRA)

Area 5: This area is north of Adams Avenue and east of Hamilton Street. It has a range of housing types, with the multi-family structure being the dominant type. It provides a transition between the single-family areas to the north and the west and the commercial center around Adams Avenue and 30th Street (see Figure 6).

Area 6: This area is located north of Landis Street and west off 28th Street, and south of Wightman Street and west of the alley between Arizona and Arnold Streets and is primarily a duplex area with some single-family and higher density development. This area serves as a transitional area between the higher density areas to the north and the single-family neighborhoods adjacent to Balboa Park. This area could be a recipient area for single-family bungalow structures being moved to this area as second units from higher density areas rather than being demolished (see Figure 6).

Area 7: This is a large area south of Landis Street and primarily east of 30th Street which is intended as a duplex area. This area features a variety of housing types with the duplex being a typical form of housing in this area. This area also serves as a transitional area between higher density and commercial development to the north and the community's primary single-family areas to the south. This is an ideal area for move-on bungalow structures from higher density areas (see Figure 6).

Low-Medium (+) Density (10-20 DU/NRA)

Area 8: That area north of Meade Avenue and west of Texas Street which is a mixture of single-family, duplex and multiple-family development with single-family accounting for a significant portion of the existing housing stock. The smaller lot patterns along the east-west streets provide assurance that some single-family development will remain. In addition, this density will permit infill on the interior lots in the form of one or two dwelling units per parcel (see Figure 6).

Areas 5, 6, 7, 8: Parcel consolidation should be prohibited in residential Areas 5, 6, 7, and 8 which are designated low-medium density at 10-15 and 10-20 dwelling units per acre.

Medium (-) Density (15-25 DU/NRA)

Area 9: That area north of Meade and generally east of Texas which primarily consists of multi-family development with very little remaining lower density development. This area is

suitable for infill development at a density that will not give the appearance of higher density development (see Figure 6).

Area 10: That area south of Wightman Street and North Park Way and west of 30th Street and east of the alley between Arizona and Arnold Streets which is intended to serve as a transition area between the higher density areas along University Avenue and the lower density areas to the south. This area is a mix of higher density development and duplexes with some remaining single-family dwellings (see Figure 6).

Area 11: That area south of North Park Way and east of 30th Street which is also intended to serve as a transition area between the higher density areas to the north and the lower density areas to the south. It is presently a mixture of multiple-family and duplex development with some scattered remaining single-family dwellings (see Figure 6).

Medium Density (15-30 DU/NRA)

Area 13: That area between Idaho and 30th Streets north of Meade Avenue primarily consists primarily of multiple-family development with little remaining lower density development. This area serves as a transition from the 30th Street commercial area and the lower density areas to the west. Infill in this area will also provide support to the commercial area along 30th Street and to the Adams Avenue and 30th Street commercial center (see Figure 6).

Area 14: This area consists of those residentially designated blocks abutting Park Boulevard on the east side between Robinson Avenue and Upas Street. There are a large number of structures in this area which are visually pleasing from a historical or architectural point of view. It is possible that some of these structures could be utilized as “bed and breakfast” inns and serve a visitor clientele. In addition, this portion of Park Boulevard provides a pleasant transition to and from Balboa Park. The residential density recommended for this area is intended to maintain the existing character and density of the area (see Figure 6).

Medium High/Bonus Density (30-35 DU/NRA) with a 35-45 DU/NRA Bonus

Area 15: This area lies between Howard and Lincoln Avenues and extends virtually the entire width of the community. It is characterized by a mixture of lower and medium density development with a scattering of single-family development. This area while not abutting the major transit corridors is within walking distance of them and the commercial areas along El Cajon Boulevard, 30th Street and University Avenue. As a result of these factors, this area is recommended for medium-high density residential development with a density bonus being obtainable for parcel accumulation and compliance with the design guidelines of the urban Design Element (see Figure 6).

Medium High Density (30-45 DU/NRA)

Area 16: This area has a mixture of residential types with multiple-family being the predominant type. There are examples of older quality development which lend a qualitative visual character to the area. This area also focuses on Florida Street which is a north-south

linkage between Balboa Park and the Trolley Barn park site on Adams Avenue. The medium high density recommended for this area is in keeping with existing quality development and will provide for infill development of similar density (see Figure 6).

High/Very High Density (45-55 DU/NRA with a 55-75 DU/NRA Bonus)

Area 17: This area actually consists of several areas, all of which are located in close proximity to the major transportation corridors of El Cajon Boulevard, University Avenue and Park Boulevard. Also included is the area abutting Interstate 805 between Adams Avenue and El Cajon Boulevard. These areas are assigned the highest residential densities for designated residential areas due to their easy walking distances to public transit routes which run along the aforementioned streets. These areas are also located in close proximity to many of the community's commercial areas and by permitting higher densities in these residential areas support in the form of increased patronage is provided to the commercial areas. In addition, the western sector of University Avenue which is currently a mixture of older deteriorated residential development and strip commercial uses. Redevelopment of this area should be encouraged by designating the area high-density residential. Because of the proximity of these areas to transit corridors and commercial centers and in order to encourage quality residential development in these areas, they are recommended for high density residential development with the opportunity for obtaining a bonus to very high density through parcel accumulation and compliance with the design guidelines of the Urban Design Element (see Figure 6).

Along the south side of Meade Avenue, south of residential Area 8, tailored zoning should be developed in such a manner as to ease the transition between the differing densities of Areas 8 and 17 to the extent possible. Similar tailored zoning should also be investigated where there are similar differences or transitions in densities.

SENIOR HOUSING

Current regulations provide for a conditional use permit to be granted for senior housing, which allows both increased density and decreased parking for such projects. These concessions are based on the smaller family size and lesser number of cars in senior households.

Greater North Park is an attractive area for this type of project. Bus service is available, as are neighborhood markets and other shopping. Balboa Park is nearby, while the North Park Recreation Center also offers programs catering to senior citizens. In addition, higher density zoning is available and land prices are relatively reasonable. Due to these characteristics, a number of senior projects have located in the Greater North Park area.

Concentrating senior housing projects in one area could cause adverse impacts such as out-of-scale development. Therefore, care should be taken in the granting of increased density or the permitting of decreased parking. The impact of such concessions on parks, emergency services, neighborhood character and on-street parking in particular should be studied.

IMPLEMENTATION PROGRAM

1. Establish a higher density residential core centered around the public transit corridors of El Cajon Boulevard and University Avenue.
2. Preserve and rehabilitate plan designated single-family and low-density neighborhoods.
3. Develop, as an implementation program, tailored zoning for all or portions of the community. The standards and development regulations should be predicated upon the goals and objectives of the Design Element and the implementation studies leading to implementing legislation.

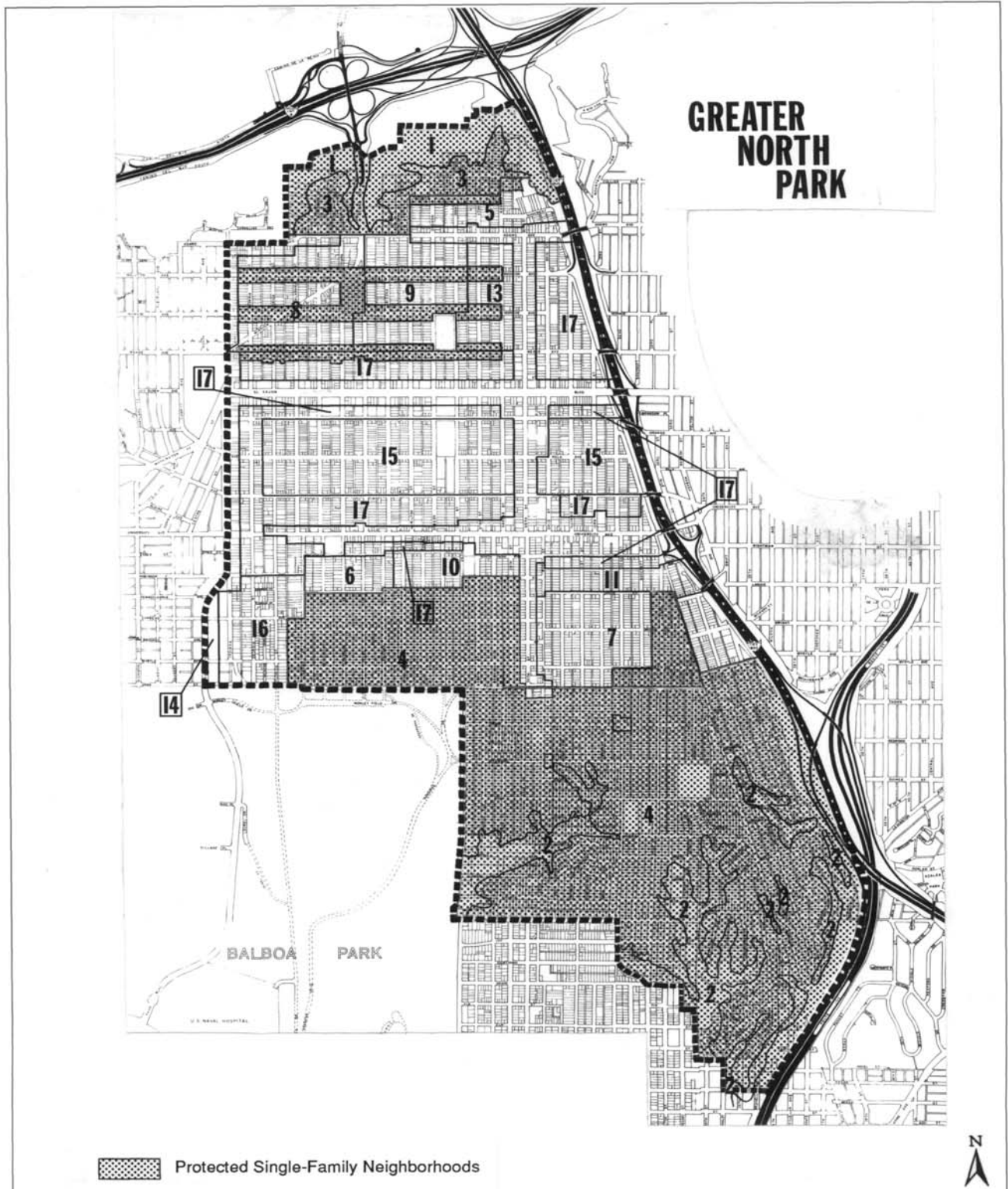
Refinements and modifications to the boundaries and recommended densities for the various residential areas may be incorporated into the implementing legislation. In addition, the achievability of the recommended densities may be predicated upon the design standards, development regulations and other regulations of the implementing legislation.

THE FUTURE SINGLE-FAMILY NEIGHBORHOOD CHARACTER - SINGLE-FAMILY PROTECTION

The existing low and very low density residential areas are characterized by lots developed with a single-family detached house or a duplex which is compatible with the scale of surrounding single-family houses. These areas are zoned for single-family development (R1-5000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas, which could result in construction of any type of residential structure other than a traditional single-family house with one unit per lot, should be denied.

RECOMMENDATIONS

- Retain the existing residential zones in their present configurations, except those for the areas called out on the Single-Family Neighborhood Classification Map.
- Designate the areas called out on the Single-Family neighborhood Classification map as Low Residential Use (5-10 du per acre).
- Rezone the areas called out on the Single-Family neighborhood Classification Map, as protected single-family, from MR-3000 and MR-1000 to R1-5000. This area is developed primarily as single-family and should remain as an integral part of the single-family character of the neighborhood.



 Protected Single-Family Neighborhoods



SINGLE FAMILY CLASSIFICATION MAP Greater North Park City of San Diego • Planning Department

Figure

6A

COMMERCIAL

GOAL

- Provide appropriately located, attractive commercial and office facilities offering a wide variety of goods and services.

EXISTING CONDITIONS

The Greater North Park plan area has two major commercial areas, one a commercial hub (30th and University) and the other a commercial strip (El Cajon Boulevard), and a number of minor commercial strips, which are really dispersed neighborhood commercial centers.

El Cajon Boulevard was once the major highway into San Diego from the east and the major commercial artery in San Diego. However, the construction of Interstate 8 in Mission Valley, the advent of the mobile consumer, and the coming of regional shopping centers have changed the boulevard from a primary to a secondary market.

The North Park commercial center (30th and University), once a vital center of commerce and community activity in San Diego, has suffered a decline in recent decades. With the advent of two major shopping centers in Mission Valley in the 1960s and the more recent opening of Horton Plaza in downtown San Diego, North Park can no longer envision itself as the major regional center it was through the 1950s. It has become a community-serving commercial center with some very limited regional aspects.

Greater North Park has an excess of commercial zoning which has transformed its major streets into underutilized commercial strips. The community is in need of a consolidation and restructuring of its commercial base (see Figure 8). Existing commercial zoning is indicated on Figure 7.

The Economic Analysis of the Mid-City Community completed in 1983, was undertaken as an initial step in the economic revitalization of the communities of Greater North Park and Mid-City. This study serves as a supportive document to the Greater North Park Community Plan. The study reviews existing conditions within the study area and provides a demographic analysis of the area. The recommendations of the study include:

- Encourage contained business districts, primarily at major intersections, as opposed to continuous commercial strips.
- Encourage the physical upgrading of the business strips.
- Encourage higher density residential development.
- Provide additional parking.
- Encourage businesses tailored to a younger market.

- Encourage more restaurants, entertainment, and specialty shops.
- Encourage coordinated marketing efforts for Mid-City businesses and for each business district.

The above recommendations from the Economic Analysis of the Mid-City Community provides a basis upon which to base desirable commercial objectives for the Greater North Park Community. These objectives are set forth below.

OBJECTIVES

- Revitalize the central business district at University Avenue and 30th Street and other selected business districts.
- Enhance the level and quality of business activity in North Park by encouraging concentration of retail commercial uses in nodes and reducing strip commercial activities.
- Improve the appearance of commercial development through establishment of overall design standards.
- Provide adequate parking for commercial areas, encouraging off-street parking.
- Encourage mixed-use development to include retail facilities, offices and housing at medium and high densities within selected commercial nodes.
- Enhance pedestrian activity in the central business core by improving the pedestrian environment.
- Maintain existing convenience (“mom and pop”) stores, provided that the uses are compatible with surrounding neighborhoods.
- Encourage new development and redevelopment for purposes of increasing employment opportunities within the community.
- Continue the ongoing implementation of the programs for Adams Avenue, El Cajon Boulevard, and University Avenue which include land use and urban design analysis, economic analysis, and marketing survey.
- Increase business district parking through the private acquisition of property for parking reservoirs behind existing businesses, and the creative redesign of existing on-street parking.
- Where appropriate, preclude residential development from preempting commercial development.
- Establish residential densities for the individual commercial and multiple-use areas.

- Rehabilitate and redevelop certain underutilized strip commercial areas into multiple-use areas.
- Provide for neighborhood and specialty commercial services to the residential development along and abutting these multiple-use areas.
- Provide additional opportunities for residential development within the community.

COMMERCIAL AREA RECOMMENDATIONS

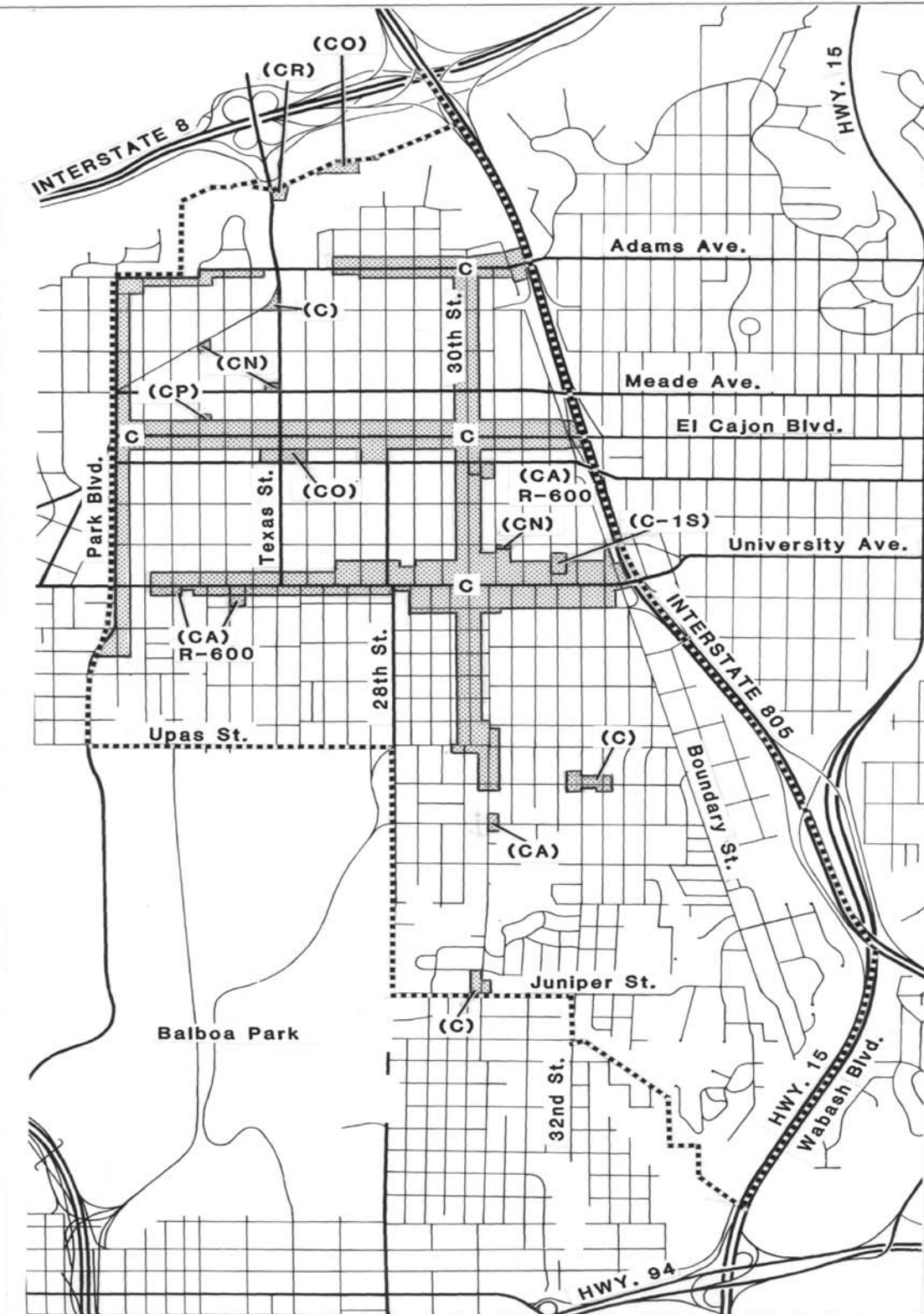
In order to provide appropriately located, attractive retail and office facilities offering a wide variety of goods and services this plan recommends the consolidation and intensification of commercial activities.

Heightened levels of commercial activity should be promoted at University Avenue and 30th Street, which is the commercial core or “downtown” of Greater North Park. El Cajon Boulevard should continue to be emphasized as a classic commercial strip with additional emphasis being given to auto-oriented uses. Excessive and unproductive strip commercial areas should be contracted and redefined as either neighborhood or specialty commercial nodes. Portions of the former strip commercial areas should become multiple-use areas featuring higher density residential development and specialty commercial uses serving that residential development as well as other residential areas within walking distance. Table 3 provides the recommended commercial area designations and Figure 8 illustrates these recommendations. Figure 7 illustrates existing commercial zoning.

TABLE 3 - RECOMMENDED COMMERCIAL AREA DESIGNATIONS			
Commercial Uses		Residential Densities (Units/Net Ac.)	
Area	Recommended	Range	Bonus (1)
1, 2	C-1 Zone	55 - 75	75 - 110
3, 10	CC Zone	30 - 45	NA
4	CN Zone	30 - 45	45 - 55
5	C-1 Zone	30 - 45	NA
6, 9	CC Zone	15 - 30	NA
7, 8, 16	CN Zone	15 - 30	NA
11	CC Zone (MU) (2)	30 - 45	NA
12	C-1 Zone (MU)	45 - 55	55 - 75
13	CCZone (MU)	45 - 55	55 - 75
14	CNZone (MU)	15 - 30	NA
15	CCZone (MU)	45 - 55	55 - 75 (3)
17	CNZone (MU)	15 - 30	NA

- (1) Establishes density bonus based on parcel accumulation and design guidelines in the Urban Design Element.
- (2) “MU” indicates a Multiple-Use Area that would not require ground floor commercial. All other areas would require ground floor commercial, except in the “linear” areas of Area 2 (see text).
- (3) A density bonus up to 110 units per acre may be permitted if there is compliance with parcel accumulation and design guidelines in the Urban Design Element, provision of access via alleys or side streets and no commercial uses.

Both Table 3 and Figure 8 indicate that Park Boulevard and 30th Street are each divided into several different commercial or multiple use areas. These distinctions have been made in order to relate the various areas to adjacent residential areas in order to provide for the commercial needs of these areas.

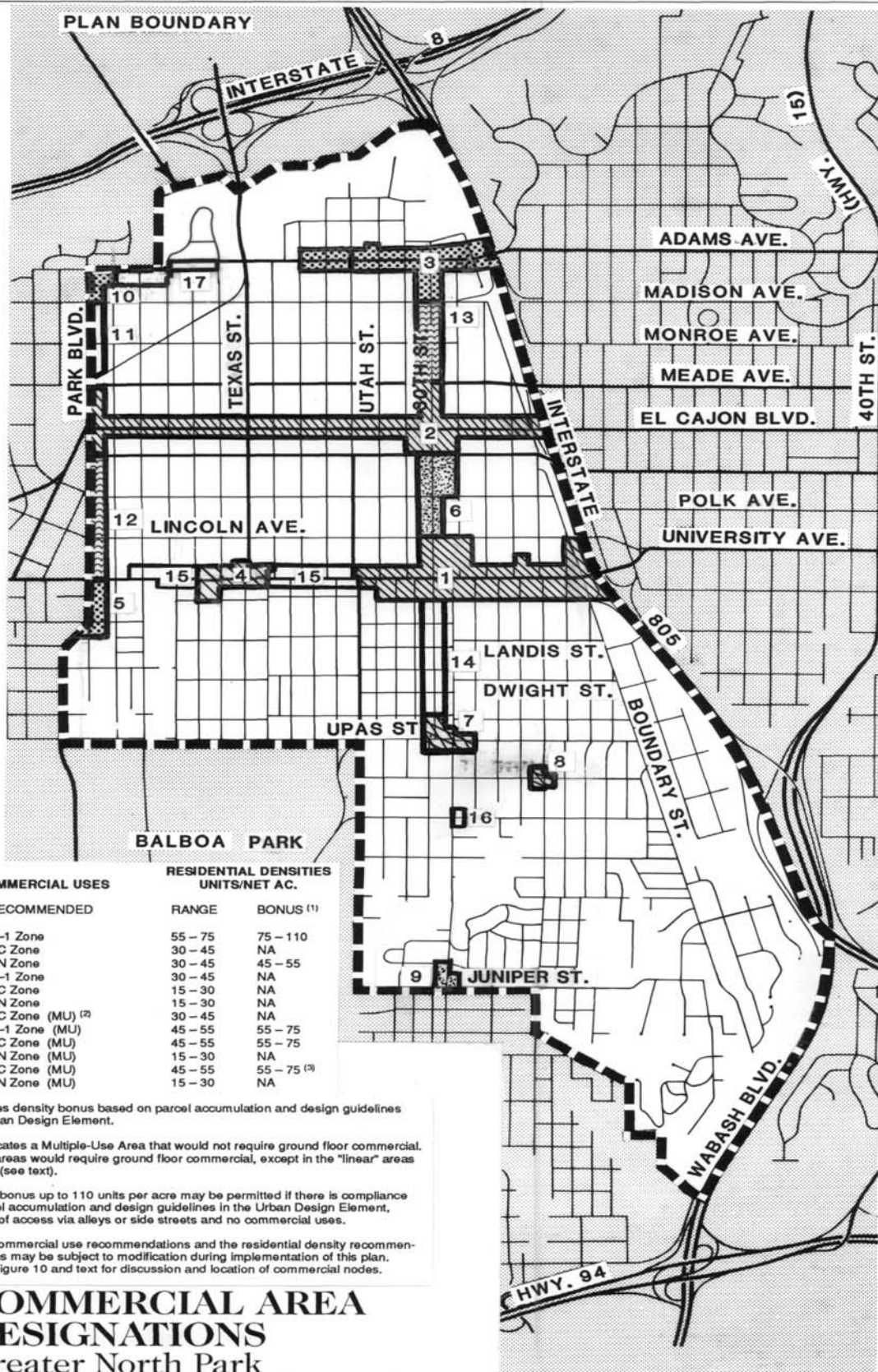


EXISTING ZONING – COMMERCIAL **(PRIOR TO ADOPTION OF COMMUNITY PLAN)**

Greater North Park
 City of San Diego • Planning Department

Figure

7



COMMERCIAL USES		RESIDENTIAL DENSITIES UNITS/NET AC.	
AREA	RECOMMENDED	RANGE	BONUS ⁽¹⁾
1, 2	C-1 Zone	55 - 75	75 - 110
3, 10	CC Zone	30 - 45	NA
4	CN Zone	30 - 45	45 - 55
5	C-1 Zone	30 - 45	NA
6, 9	CC Zone	15 - 30	NA
7, 8, 16	CN Zone	15 - 30	NA
11	CC Zone (MU) ⁽²⁾	30 - 45	NA
12	C-1 Zone (MU)	45 - 55	55 - 75
13	CC Zone (MU)	45 - 55	55 - 75
14	CN Zone (MU)	15 - 30	NA
15	CC Zone (MU)	45 - 55	55 - 75 ⁽³⁾
17	CN Zone (MU)	15 - 30	NA

- (1) Establishes density bonus based on parcel accumulation and design guidelines in the Urban Design Element.
- (2) "MU" indicates a Multiple-Use Area that would not require ground floor commercial. All other areas would require ground floor commercial, except in the "linear" areas of Area 2 (see text).
- (3) A density bonus up to 110 units per acre may be permitted if there is compliance with parcel accumulation and design guidelines in the Urban Design Element, provision of access via alleys or side streets and no commercial uses.
- NOTE:** The commercial use recommendations and the residential density recommendations may be subject to modification during implementation of this plan. See Figure 10 and text for discussion and location of commercial nodes.

COMMERCIAL AREA DESIGNATIONS Greater North Park

City of San Diego • Planning Department



Figure
8

30th and University Commercial Area (Area 1)

The 30th and University community commercial area is the community's commercial core and is centered at 30th Street and University Avenue. It's bounded generally by Lincoln Avenue on the north, Interstate 805 on the east, North Park Way on the south and by Utah Street and Idaho Street on the west. This area is shown on Figure 8. This area is the subject of the recently published North Park Design Study. The design study provides the opportunity for taking the necessary first step in upgrading and reorienting the commercial center. The design study provides standards and guidelines for the physical and visual rehabilitation of the center, including; facade treatment, circulation, access and parking improvements, pedestrian circulation and streetscape beautification. The North Park Design Study should be utilized as a supportive document to the Greater North Park Community Plan and a summary of its guidelines is set forth in the Urban Design Element of this plan. The recommendation of the design study include:

- Develop the North Park commercial area as a satellite to downtown and Mission Valley, including hotel, entertainment, and office space to complement retail uses.
- Encourage design unification.
- Encourage a large variety of retail activity.
- Increase parking availability.
- Encourage pedestrian street activity through pedestrian oriented business activity and public events.
- Develop a coordinated program for street improvements including trees, landscape islands, and unified paving.
- Promote development incentives.
- Encourage mixed-use facilities.

This area has been determined to be a target area for the City's involvement and commitment to upgrading the area and encouraging private improvements and investment. A demonstration block including both sides of University Avenue between 30th and Grim Streets has been selected for public improvements such as street beautification. Future potential demonstration blocks, depending upon the availability of funding, should be located in the immediate vicinity of 30th Street and University Avenue. These areas are indicated on Figure 9.

Zoning implementation for this area should be tailored zoning legislation in the form of a planned district. Permitted uses should be those of the C-1 Zone which permit a full range of consumer goods and services and limited wholesaling and warehousing. Residential development in this area should be permitted up to a density of 75 dwelling units per net residential acre with a bonus to 110 dwelling units per net residential acre for parcel accumulation and compliance with the design guidelines set forth in the Urban Design Element.

The higher densities are recommended in order to provide increased residential development in close proximity to both the commercial core and to public transit corridors. Also offered, is the opportunity for multiple use development with commercial uses being required on the ground floor and residential use being permitted above the ground floor.

In addition, the community center needs ancillary activities such as outdoor cafes, regular community events, restaurants, theaters, and other gathering places. These activities can extend commercial hours into the evening and make for a more viable commercial center.

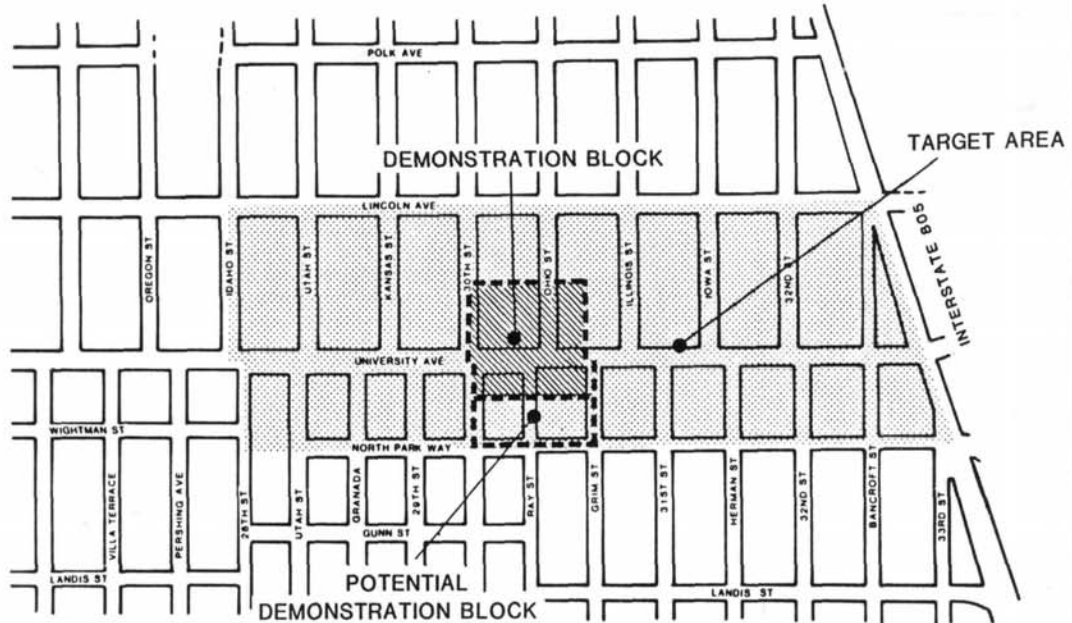
Also, a public transit point should be established in the vicinity of 30th Street and University Avenue in order to provide greater access to the commercial center from throughout the Greater North Park community and from adjacent communities, thus providing additional support for the center. A transit point is a transit stop with either a high number of daily boardings or is served by two or more routes at an intersection crossed by one or more other routes. In addition, public transit offers opportunities for those either lacking, or preferring not to use personal transportation, the opportunity to meet their needs by having public transit access to the commercial center. Finally, secure bicycle parking facilities should be located in conjunction with the transit point as well as in other appropriate locations within the commercial center.

In providing a pedestrian environment, the building frontages on 30th Street and University Avenue should be devoted to retail uses. Office uses should be restricted to side streets and upper stories. Office uses should be secondary to the primary functions of the center which is the provision of retail goods and services. Office uses are support services and should be within easy walking distance of the retail area but should not intrude into it and preempt retail space.

In order to facilitate the rehabilitation of the 30th and University community commercial center and implement goals and objectives of this element, it will be necessary to initiate a rezoning program in order to consolidate the commercial center.

El Cajon Boulevard Commercial Area (Area 2)

El Cajon Boulevard is among the longest continuous commercial strips in San Diego County. The area is generally bounded by Park Boulevard on the west, Interstate 805 on the east and by the parallel east/west alleys immediately to the north and south of the Boulevard. This area is shown on Figure 8. It is actually a continuation of Washington Street in Mission Hills on the west to La Mesa on the east, a distance of about 8 miles. That portion within the planning area is about 1.2 miles long, continuously zoned commercial ("C") throughout its length. It formerly served as the main east-west highway prior to the completion of Interstate 8 in the late 1950s. This street has diminished as a commercial attraction since the completion of the freeways and the development of regional shopping centers in Mission Valley. The boulevard is characterized by auto-oriented commercial facilities, but has experienced a decline in both the quality and quantity of commercial establishments as a result of the impact of the shopping centers.



NORTH PARK COMMERCIAL AREA DESIGN STUDY

Greater North Park
City of San Diego • Planning Department



Figure

9

Since El Cajon Boulevard is a major east-west transportation corridor, new development and redevelopment should occur in a manner that will eliminate or reduce reliance on mid-block driveways which create conflicts with traffic flows. The design study recommends a number of techniques for avoiding or minimizing this situation. It is anticipated that future development along the boulevard will remain auto-oriented thereby creating a need for design and development regulations which avoid conflicts with traffic flows on the boulevard.

The design study establishes focused areas of concentrated development intensity along the “strip” in the form of “gateways” and “district centers” which are higher intensity “nodes.” The Western Gateway for the boulevard is at Park Boulevard while 30th Street and Interstate 805 is a district center called the “Eucalyptus Center.” Those portions of El Cajon Boulevard not within either a gateway or a district center are referred to as linear areas which will feature lower development intensities and may also be multiple-use areas which may not require ground floor commercial uses. Since the design study is specific in its recommendations for the various designated areas, it will be necessary to establish creative commercial zoning legislation and initiate a rezoning program for the El Cajon Boulevard strip commercial area (see Figure 10).

The El Cajon Boulevard Design Study should be utilized as a supportive document to the Greater North Park Community Plan and a summary of its guidelines is set forth in the Urban Design Element of this plan. The recommendations of the design study include:

- The Boulevard has regional significance and should have a strong image with noticeable gateways at either end.
- Centers of high intensity should be created at major cross streets.
- High density residential use is encouraged as infill, mixed with existing commercial uses, between the high intensity “nodes.” These should be shaped by standardized setbacks, parking, and design guidelines.
- It is important that rehabilitation of existing structures emphasize the overall image. Individual detailing is secondary to the major image themes.
- Street improvements should emphasize the gateways, district identification signs, neighborhood identification features, major landscaping statements, and coordination of color.

El Cajon Boulevard should retain its orientation to automobile-related businesses, but the visual appearance of the “strip” should be upgraded through the use of urban design standards and guidelines recommended by the “Design Study for the Commercial Revitalization of El Cajon Boulevard.”

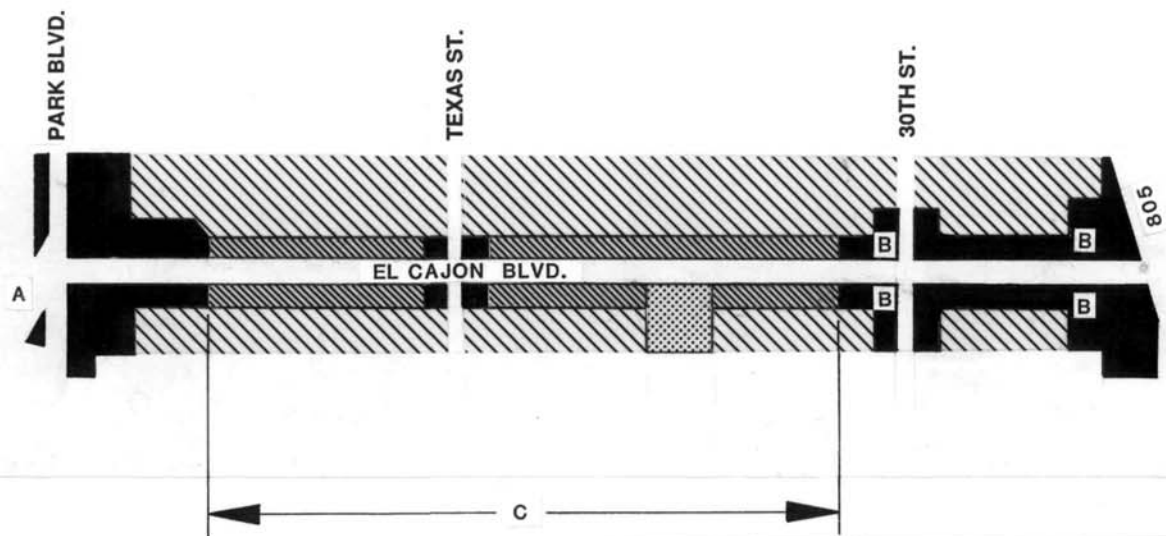
In addition, El Cajon Boulevard, because of its high level of accessibility, also provides an opportunity for office development which would be complimentary to the auto-oriented uses and could become part of the multiple-use development recommended by the design study for the gateways and district centers.

Zoning implementation for this area will be tailored zoning legislation in the form of a planned district. Permitted uses should be those of the C-l Zone which permits a full range of consumer goods and services and limited wholesaling and warehousing.

Residential development in this area should be permitted up to a density of 75 dwelling units per net residential acre with a bonus to 110 dwelling units per net residential acre for parcel consolidation and compliance with the design guidelines in the Urban Design Element. The higher residential densities are recommended for El Cajon Boulevard in order to provide increased residential development along this major commercial strip which is a major public transit corridor. These higher residential densities also provides the opportunity for multiple use development along the boulevard.



Source: Land Studio, Rob Quigley, AIA, Kathleen McCormick



PROPOSED DESIGN AREAS

- A Western Gateway
- B Eucalyptus Center
- C Linear Strip
- Mixed Use (Nodes)

- Standard Commercial
- 'R' Zone Transition
- Community Oriented Public Facility



EL CAJON BLVD. DESIGN STUDY
 (ILLUSTRATIVE ONLY)
 Greater North Park
 City of San Diego • Planning Department

Figure

10

Adams Avenue Neighborhood/Specialty Commercial Center (Area 3)

Adams Avenue, from Hamilton Street to Interstate 805, has the potential to function both as a neighborhood commercial center and as a unique specialty center, focusing primarily on the antique market. This area is shown on Figure 8. In addition, this area could become a very attractive commercial area by featuring restaurants, outdoor cafes, and a limited range of specialty shops catering to patrons of the antique market. As a neighborhood commercial area, the necessary retail goods and services typically provided by such an area should be available to local residents as well as those patronizing the specialty retail elements of the area.

Like most of the other commercial areas in Greater North Park, this area is zoned with the “C” Zone, which is a generalized commercial zone that is not suited to promoting the type of specialty/neighborhood commercial center to which this area is suited. Therefore, revisions to the commercial zoning should be implemented in order for this area to realize its potential as a unique specialty area featuring the antique trade. Zoning implementation for this area will be tailored zoning legislation in the form of a planned district. The Urban Design Element provides design guidelines which should be utilized in formulating tailored zoning legislation for this area. Permitted uses should be those of the CC Zone which permits community commercial activities, business and professional offices, convenience goods and services, and commercial recreational activities. Residential development in this area should be permitted up to a density of 45 dwelling units per net residential acre. This residential density will permit infill residential development above the ground floor and will provide increased patronage for this commercial area.

University Avenue Neighborhood Commercial Center (Area 4)

University Avenue, between Mississippi Street and Arizona Street, should function as a neighborhood commercial center serving the western portion of the community south of El Cajon Boulevard. This area is shown on Figure 8. Like other commercial areas in the community, it will benefit from a rezoning program, placing it in a commercial zone that permits appropriate commercial uses and requires off-street parking, landscaping and design or development standards.

Zoning implementation for this area will be tailored zoning legislation in the form of a planned district requiring off-street parking, landscaping, and design standards. These regulations should be formulated based upon the guidelines of the Urban Design Element. Permitted uses should be those of the CN Zone which permits neighborhood commercial activities, business and professional offices and convenience goods and services. Residential development in this area should be permitted up to a density of 45 dwelling units per net residential acre with a bonus to 55 dwelling units per acre for parcel consolidation and compliance with the design guidelines of the Urban Design Element. This area will provide for the needs of the surrounding residential neighborhoods. The recommended residential densities including the bonus density, offer the opportunity for multiple use development with commercial uses being required on the ground floor.

Park Boulevard Community Commercial Area (Area 5)

Park Boulevard, which forms the western boundary of the Greater North Park Community Plan area, features a community commercial area from University Avenue to just below Robinson Avenue. This area is shown on Figure 8. Since Park Boulevard is a major entryway into Balboa Park and a shared community plan boundary with the Uptown Community, it is imperative that the community planning programs for the two communities coordinate on planning and proposals for this major street.

Zoning implementation for this area should be tailored zoning legislation in the form of a planned district. Development and design standards should be based upon the guidelines of the Urban Design Element. Park Boulevard could benefit from being placed in a Business Improvement District which would serve as the basis for upgrading the commercial areas along this street. Permitted uses should be those of the C-1 Zone which permits a full range of consumer goods and services and limited wholesaling and warehousing. Residential development in this area should be permitted up to a density of 45 dwelling units per net residential acre. This commercial center serves a large senior citizen population which resides in the adjacent residential areas. The residential density recommended for this area provides for multiple use development with commercial uses required on the ground floor.

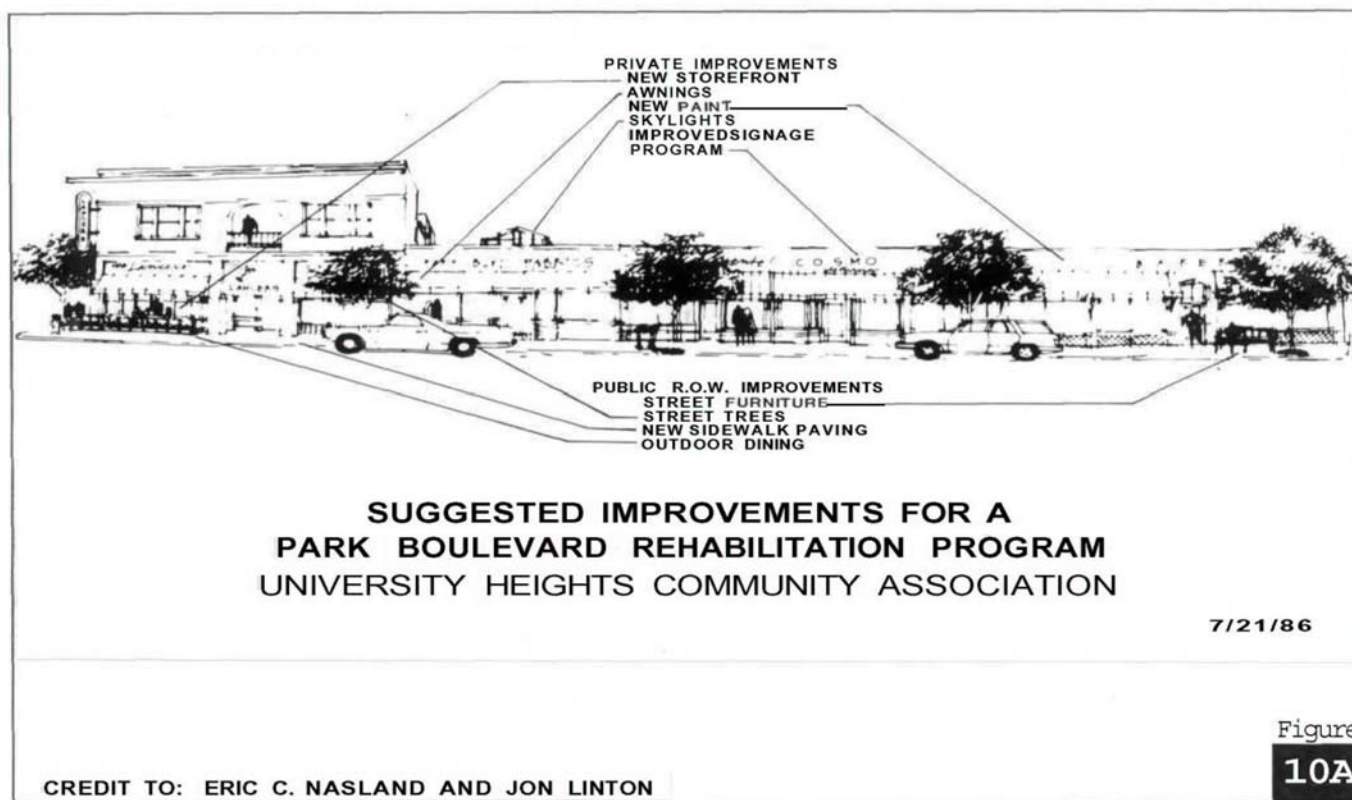
Thirtieth Street Specialty Commercial Strip (Area 6)

Thirtieth Street, from University Avenue to Howard Avenue, is both zoned and developed commercially and should continue to fulfill a commercial function. This area is shown on Figure 8. The block between University Avenue and Lincoln Avenue is part of the North Park Design Study pertaining to the 30th and University community commercial center and should develop or redevelop within the perimeters of that center. The two blocks between Lincoln and Howard Avenues should serve as a specialty commercial area with an orientation towards restaurant and office uses.

Zoning implementation for this area will be tailored zoning in the form of a planned district. Permitted uses will be those of the CC Zone. Residential development in this area should be permitted to a density of 30 dwelling units per net residential acre. This residential density is recommended in order to provide some residential mix which would compliment the primary commercial use along 30th Street. Commercial use should be required on the ground floor for all development.

Other Neighborhood Commercial Centers (Areas 7, 8, 9 and 16)

There are four other commercial areas in Greater North Park which should serve as neighborhood commercial centers primarily intended for the convenience of residents of the surrounding areas. These four areas are delineated as follows: The intersection of 30th and Upas Street (Area 7); the area centered on the intersection of Thorn and 32nd Streets (Area 8); the area along 30th Street immediately north of Juniper Street (Area 9) which is part of a neighborhood commercial center lying immediately to the south within the Greater Golden Hill Precise Plan area; and the southeast and northeast corners of the intersection of 30th and Redwood Streets



(Area 16). Area 7 is recommended for tailored zoning in the form of a planned district. Permitted uses should be those of the CN Zone. Area 8 is recommended for CN zoning to reduce impacts on adjacent low-density residential zoning. Area 9 is recommended for CC zoning in order to be consistent with the commercial zoning and the land use designation of the Greater Golden Hill Precise Plan. The boundaries of these areas are shown on Figure 8. Area 16 is recommended for CN zoning in order to reduce impacts on the surrounding low-density residential neighborhood. Residential development in these areas should be permitted to a density of 30 dwelling units per net residential acre. Since these areas are recommended for standard commercial zoning the selected residential density for these areas is consistent with the residential densities permitted in the CN and CC zones.

Park Boulevard/Adams Avenue Neighborhood Commercial Area (Area 10)

Park Boulevard, between Adams Avenue and Madison Avenue and Adams Avenue between Park Boulevard and Georgia Street, provides an opportunity for the upgrading of an existing strip commercial area into a vital compact neighborhood commercial center providing goods and services to the residents of the University Heights portions of the Greater North Park and Uptown communities. This area is shown on Figure 8. This commercial area is located in the University Heights neighborhood and is divided between two community plan areas, Greater

North Park and Uptown on the east and west sides of Park Boulevard respectively. The area has existing problems which are common to both sides of Park Boulevard. These problems include; vacant storefronts, properties which have been allowed to deteriorate and are in need of rehabilitation, and a need to enhance and upgrade Park Boulevard into a visually pleasing street. The Park Boulevard Revitalization Committee of the University Heights Community Association has prepared a graphic illustration indicating how a revitalized Park Boulevard could appear. This illustration is shown on Figure 10A. Zoning implementation for this area should be tailored zoning in the form of a planned district. Development and design standards should be based upon the Urban Design Element. In addition, the Trolley Barn Park site, located north of Adams Avenue at the terminus of Florida Street in the Uptown Community Plan area, has a historical relationship to this area. This relationship should be taken into consideration when zoning regulations are formulated for this area. In addition, the former Mission Cliffs Park, which was a northern terminus of the trolley, also has a historical relationship to this area. The still-existing gateway and wall are the only remaining reminder of this park. Permitted uses should be those of the CC Zone which permits community commercial activities, business and professional offices, convenience goods and services and commercial recreational activities. Residential development in this area should be permitted to a density of 45 dwelling units per net residential acre. This residential density will provide an opportunity for multiple use development with commercial uses being required on the ground floor. An adjacent area along Adams Avenue to Louisiana Street (Area 17 discussed below) should be permitted to redevelop in either commercial or residential uses, similar to the existing CN Zone.

MULTIPLE-USE AREAS

Within the Greater North Park community there exists the opportunity to upgrade and redevelop those portions of existing strip commercial development which are underutilized, deteriorated or are currently a mix of commercial and residential development. These areas have potential as multiple-use areas which, while providing residential development opportunities, can also provide needed commercial goods and services to residents of these areas. It is recommended that commercial establishments be generally limited to the ground floor of new developments, but for these areas, commercial development should not be required on the ground floor.

Development regulations for these areas will be based upon the Urban Design Element and the El Cajon Boulevard Design Study and the North Park Design Study. Building height limitations, based upon relationships with adjacent residential areas should be considered for most or all of these areas.

Park Boulevard—Madison Avenue to Meade Avenue (Area 11)

This portion of Park Boulevard between Madison and Meade Avenues is intended to be a mixture of neighborhood commercial uses and residential development. Permitted commercial uses should be those of the CC Zone which permits neighborhood commercial activities, business and professional offices, convenience goods and services and commercial recreational activities. Residential development should be permitted to a density of 45 dwelling units per net residential acre.

Park Boulevard—Howard Avenue to University Avenue (Area 12)

This portion of Park Boulevard between Howard Avenue and University Avenue is intended to be a mixture of neighborhood commercial uses, office and institutional uses and residential development. Permitted commercial areas should be those of the C-1 Zone, which permits a full range of consumer goods and services and limited wholesaling and warehousing. Residential development should be permitted to a density of 55 dwelling units per net residential acre with a bonus to 75 dwelling units per net residential acre for parcel consolidation and compliance with the design guidelines of the Urban Design Element.

Thirtieth-Madison Avenue to Meade Avenue (Area 13)

This portion of 30th Street between Madison and Meade Avenues is intended to be a mixture of commercial office use and residential development. Permitted uses should be those of the CC Zone which permits community commercial activities, business and professional offices, convenience goods and services and commercial recreational activities. Residential development should be permitted up to a density of 55 dwelling units per net residential acre with a bonus to 75 dwelling units per net residential acre for parcel consolidation and compliance with design guidelines of the Urban Design Element.

Thirtieth—North Park Way to Myrtle Street (Area 14)

This portion of 30th Street is intended to be a mixture of neighborhood commercial uses and residential development. Permitted commercial uses should be those of the CN Zone which permits neighborhood commercial activities, business and professional offices and convenience goods and services. Residential development should be permitted up to a density of 30 dwelling units per net residential acre.

University Avenue—28th and Idaho Streets to Alley west of Florida Street (Area 15)

This portion of University Avenue (exclusive of Area 4 between Mississippi and Arizona Streets) between 28th and Idaho Streets on the east and the alley west of Florida Street on the west is recommended to be a mixture of neighborhood commercial uses and residential development. Permitted commercial uses should be those of the CC Zone which permits community commercial activities, business and professional offices, convenience pools and services and commercial recreation activities. Area 15 development regulations should be developed which result in low commercial intensities relative to the central business district. Residential development should be permitted up to a density of 55 dwelling units per net residential acre with a density bonus possible to 75 dwelling units per net residential acre if parcel consolidation occurs, if there is compliance with the design guidelines of the Urban Design Element, and if access can be safely provided by existing or new alleys or side streets. No additional direct access to University Avenue should be encouraged for residential uses. In addition, new zoning regulations should limit the amount of commercial development in this area by limiting the amount of floor area permitted for commercial uses under new development or redevelopment proposals.

An additional density bonus of up to 110 dwelling units per acre may be permitted if there is compliance with parcel accumulation standards, provision of adequate access to parcels via alleys or side streets, compliance with urban design guidelines and the development is exclusively residential. Amenities should also be provided in the form of common areas and balconies.

Adams Avenue—Georgia Street to Louisiana Street (Area 17)

This portion of the south side of Adams Avenue between Georgia Street and Louisiana Street is intended to be a mixture of neighborhood commercial uses and residential development. Permitted commercial uses should be those of the CN Zone which permits neighborhood commercial activities, business and professional offices and convenience goods and services. Residential development should be permitted up to a density of 30 dwelling units per acre. Because this area is surrounded by single-family and lower density residential areas, particular care should be taken in formulating implementing design and development guidelines for this area. In addition, the Trolley Barn Park site, located north of Adams Avenue at the terminus of Florida Street in the Uptown Community Plan area, has a historical relationship to this area. This relationship should be taken into consideration when zoning regulations are formulated for this area.

IMPLEMENTATION PROGRAM

1. Develop, as an implementation program, tailored zoning (Planned Districts) for all designated commercial and multiple-use areas in the community. The standards and development regulations should be predicated upon the goals and objectives of the Urban Design Element and the implementation studies leading to implementing legislation. The tailored zoning should include, but not be limited to, the following factors: The commercial areas should be separated into nodes and linear strips with separate design and development standards for individual node and linear strip areas and commercial uses should be mandatory on the ground floor of development within designated commercial areas, but should only be optional for multiple-use areas.

In order to ensure consolidation and intensification of commercial activities as recommended by this community plan the implementing legislation should limit the amount of floor area available for commercial uses in certain commercially designated areas. These areas include those areas designated as multiple use areas and those portions of El Cajon Boulevard not designated as higher intensity “nodes” by the El Cajon Boulevard Design Study. Incentives for multiple-use projects could also be provided in the multiple-use areas by permitting more commercial floor area (a higher FAR) if the project contains both residential and commercial uses. The design study establishes specific “gateways” and “district centers” as higher-intensity “nodes.” It is primarily within these high intensity nodes that commercial intensification is encouraged, and the permitted floor area and other development criteria of the zones should reflect this concept. It is particularly important to consolidate and intensify commercial development within the central business district centered around 30th Street and

University Avenue in order to provide the community a central focal point and a strong and viable commercial core.

Refinements and modifications to boundaries, permitted uses and residential densities of the various commercial and multiple-use areas may be incorporated into the implementing legislation. In addition, the achievability of recommended residential densities may be predicated upon the design standards, development regulations and other regulations of the implementing legislation.

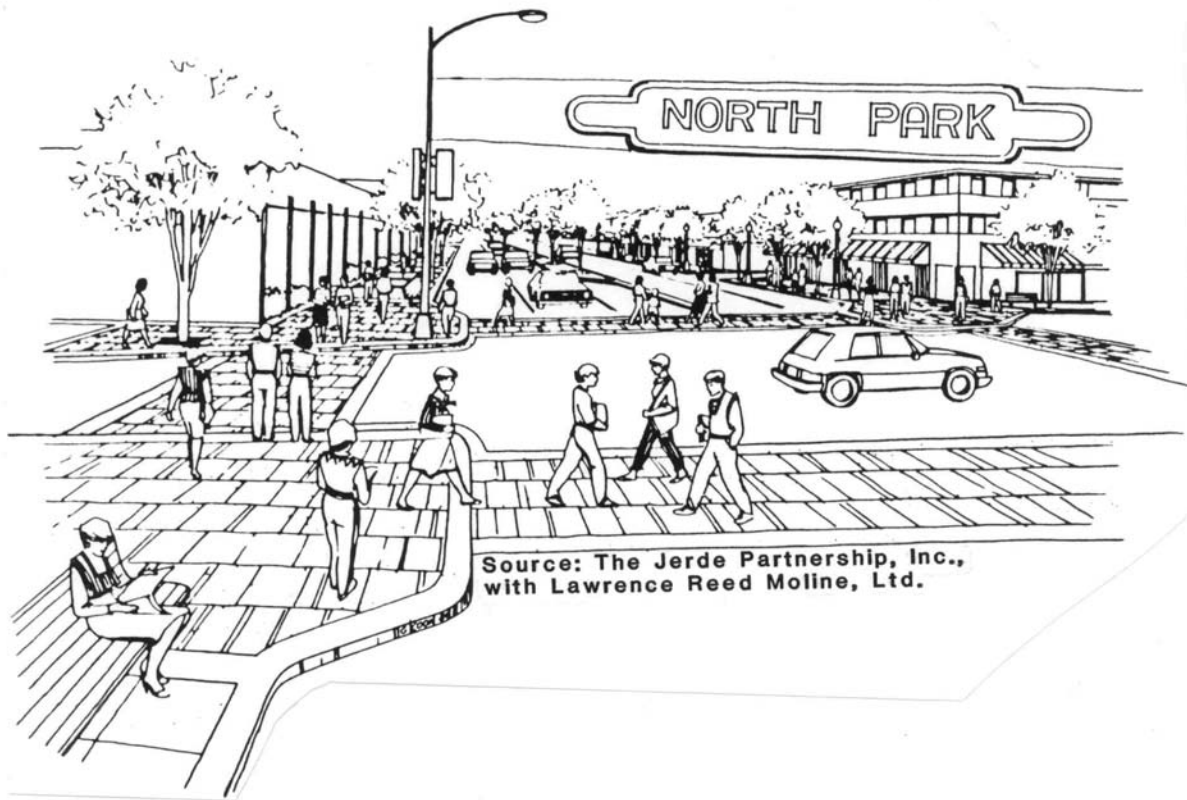
2. Establish permitted residential densities for the individual commercial and multiple-use areas.
3. Unless designated for commercial or multiple-use by this document, existing commercially-zoned areas should be rezoned to appropriate residential zoning as specified within this document.
4. Establish a Business Improvement District for the commercial and multiple-use portions of Park Boulevard.
5. Provide for the visual enhancement and revitalization of Park Boulevard between Adams Avenue and Meade Avenue through the utilization of design and development regulations established as part of the implementation program.
6. Utilize the existing Urban Design studies and the Economic Analysis study as guidelines for the formulation of development regulations.

CURRENT AND PROPOSED IMPLEMENTATION PROGRAMS

A series of ongoing studies and programs have been initiated by the City of San Diego in order to upgrade and enhance the business establishment in Greater North Park. These studies and programs, which are administered by the Economic Development Division of the Property Department, are described in the following narrative. Most of these studies and programs include both the Greater North Park and the Mid-City Communities.

BUSINESS SURVEY - This study was completed in 1983, and consists of a computerized survey of Mid-City/Greater North Park business owners regarding their community concerns and business plans.

ECONOMIC ANALYSIS - This study, which was completed in 1983 for the City of San Diego, provides information to plan and implement commercial revitalization and other economic development efforts based on the commercial strengths and weaknesses of the Mid-City/Greater North Park community and its potential for commercial revitalization.



The study reviews the Mid-City/Greater North Park community as a part of the greater San Diego Metropolitan market and also focuses on the economic conditions and trends within the Mid-City/Greater North Park marketplace.

DESIGN STUDY FOR THE COMMERCIAL REVITALIZATION OF EL CAJON BOULEVARD - Provides recommendations to facilitate revitalization efforts for public/private improvements to be implemented in order to create a sense of identity for the Boulevard.

NORTH PARK DESIGN STUDY - Includes a concept design for public improvements to be implemented for the Greater North Park central business district, as well as design guidelines for specific private improvements.

PARKING STUDY - This study is to be completed in 1986 and will assess the parking supply and demand in the Mid-City and Greater North Park areas and provide specific solutions to parking needs within targeted areas.

Public Improvements

NORTH PARK - Public improvements include a pedestrian plaza on Ray Street, upgraded sidewalks and park benches on University Avenue between 30th and Grim. Completion date - Summer 1987.

EL CAJON BOULEVARD - Public improvements include a Gateway sign at El Cajon Boulevard and Park Boulevard. This sign is designed to enhance community identity for the six (6) mile long commercial strip. Completion date - end of 1986.

Loan Program

Low interest loans are available to business and property owners for facade and visible interior improvements. Eligible areas include:

North Park - University Avenue between Idaho and Iowa. Thirtieth Street between Lincoln and University Avenue.

Normal Heights - Adams Avenue between Kansas Street and Ohio Street.

Rebate Program

The Rebate Program provides rebates for exterior improvements of ½ of the project cost up to \$5,000. Eligible areas include:

El Cajon Boulevard - Park Boulevard to 805.

University Avenue - Idaho to 805.

Adams Avenue - Texas to 805 (goes beyond 805, but out of the Greater North Park Community Plan boundaries).

Design Guidelines must be followed for eligibility for both loan and rebate program.

Other potential areas which should be considered for participation in the Rebate Program include:

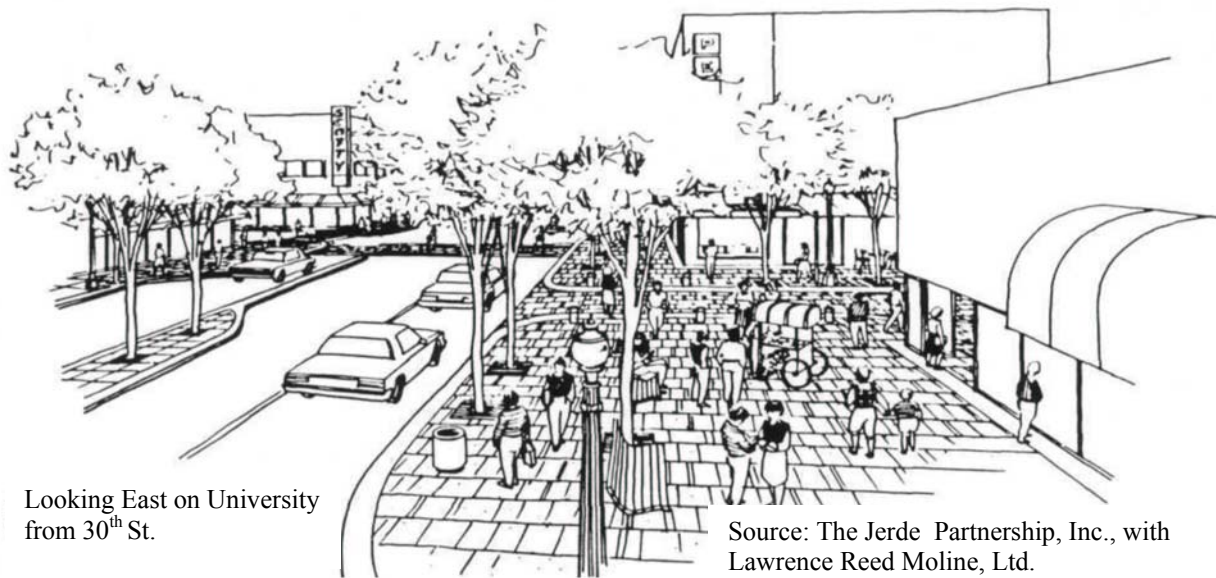
Park Boulevard - Robinson Avenue to Adams Avenue.

Adams Avenue - Park Boulevard to Louisiana Street.

Thirtieth Street - Adams Avenue to Upas Street.

University Avenue - Idaho Street to alley west of Florida Street.

In giving consideration to potential areas for participation in the rebate and other revitalization programs, priority should be given to those areas designated commercial by the community plan over those areas designated multiple use in order to provide additional incentives to consolidate and intensify commercial development within the community. These programs should assist in rehabilitating the visual and pedestrian environment of these areas proposed for intensified commercial development, thus, encouraging increased patronage by the residents of the community.



Looking East on University
from 30th St.

Source: The Jerde Partnership, Inc., with
Lawrence Reed Moline, Ltd.

Business Improvement District

A Business Improvement District (B.I.D.) is a program authorized by State Law (AB 1693) which allows an assessment to be placed on businesses, in addition to their business license fee. This money can only be used within the district boundaries and can only be used for the following:

- a. The acquisition, construction or maintenance of parking facilities for the benefit of the area.
- b. Decoration of any public place in the area.
- c. Promotion of public events which are to take place on or in public places in the area.
- d. Furnishing music in any public place in the area.
- e. The general promotion of retail trade activities in the area.

Each district can set its own priorities within the allowed activities or uses.

There currently are three Business Improvement Districts within the Greater North Park community. They are North Park central business district, El Cajon Boulevard and Adams Avenue.

The North Park B.I.D. encompasses all the business license holders on University Avenue between Idaho and 805 and one block north and south of University Avenue.

The El Cajon B.I.D. consists of the businesses on El Cajon Boulevard between Park Boulevard and 805 and one block north and south of El Cajon Boulevard.

The Adams Avenue B.I.D. goes beyond the Greater North Park community boundaries. It covers all businesses along Adams Avenue between Texas and 40th including one block north and south of Adams Avenue.

TRANSPORTATION AND CIRCULATION

GOAL

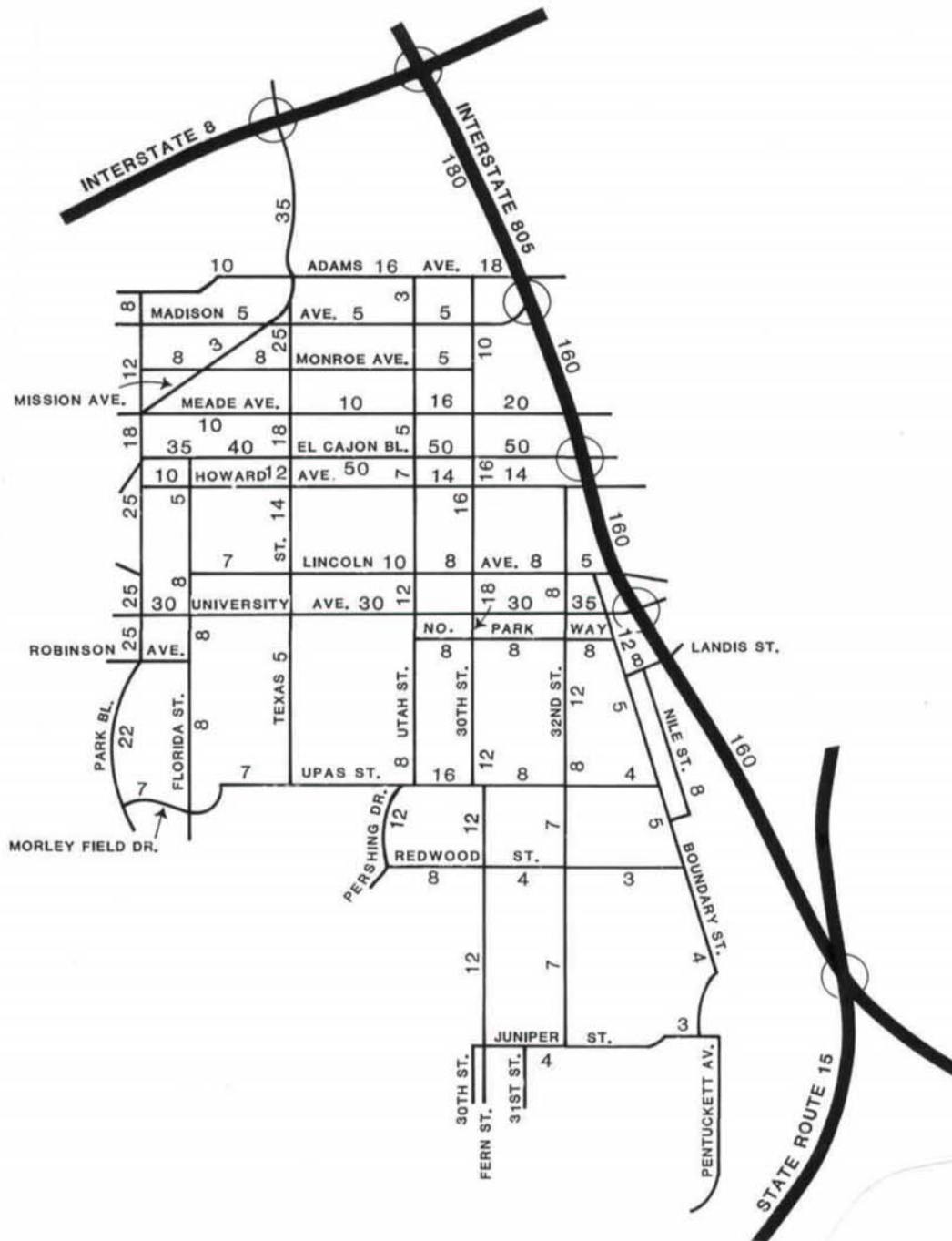
- Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes adverse environmental effects.

EXISTING CONDITIONS

The existing street system serving Greater North Park is basically a gridiron pattern which was originally laid out after the turn of the century. Greater North Park is served by two major streets, El Cajon Boulevard and University Avenue, which provide east-west access to the Uptown community on the west and to the Mid-City and State College communities on the east. Adams Avenue also provides a connection to the east, linking the Greater North Park neighborhoods of Normal Heights and University Heights with the Mid-City neighborhoods of Normal Heights (which was split by Interstate 805), Kensington and Talmadge. The major north-south streets in the community are 30th Street, which provides a link with the Greater Golden Hill community and Centre City; Texas Street, which provides access to Mission Valley and into Balboa Park; and Park Boulevard, which is adjacent to Uptown and provides access to Balboa Park and to Centre City. Other surface streets of importance are two east-west streets, Meade Avenue and Lincoln Avenue and two north-south streets, Utah Street and 32nd Street.

In addition to the surface street system, Greater North Park has access to the regional freeway system. There is direct access to Interstate 805 via El Cajon Boulevard and University Avenue. Interstate 805 provides access to southbound State Route 15 and to State Route 94. State Route 94 can also be accessed through Greater Golden Hill. Interstate 8 in Mission Valley is accessible by way of Texas Street while State Route 163 to the west is accessed through the Uptown community via El Cajon Boulevard and Washington Street and also by Interstate 805 by way of the northbound on-ramp from Madison Avenue in the Mid-City community.

Greater North Park is presently served by public transit in the form of bus service on a number of routes, both local and express. The service, while adequate, needs to be upgraded in frequency of service and, possibly, by the addition of new routes. Greater North Park, at one time, was the beneficiary of an electric street rail system that linked the community with Hillcrest, Mission Hills, downtown San Diego, Golden Hill, Normal Heights, Kensington and East San Diego. Adams Avenue and University Avenue accommodated the east-west trolley tracks while Park Boulevard and 30th Street accommodated the north-south trolley tracks.

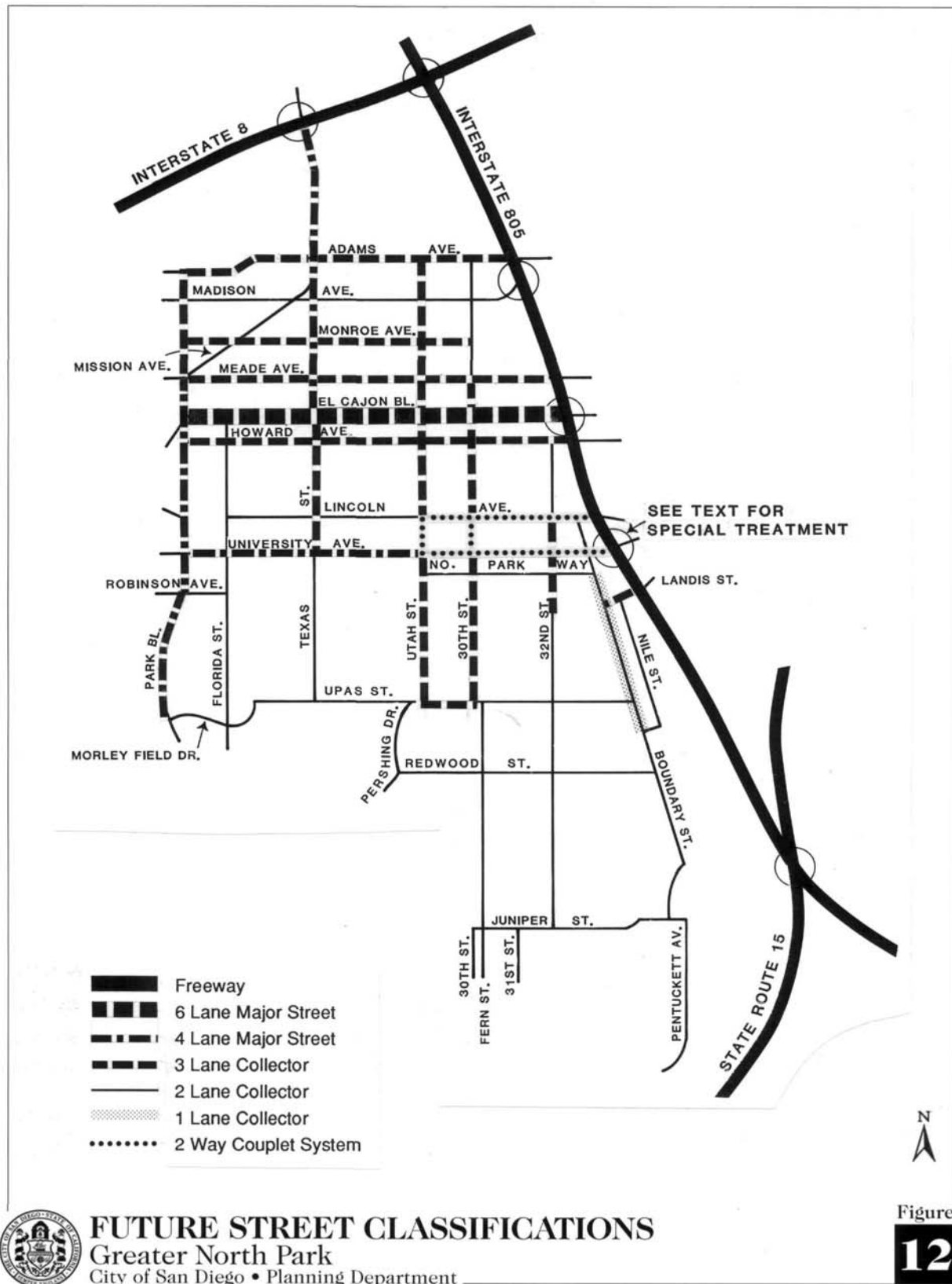


12 2005 Average weekday trips (thousands)



FUTURE TRAFFIC VOLUMES
Greater North Park
 City of San Diego • Planning Department

Figure
11

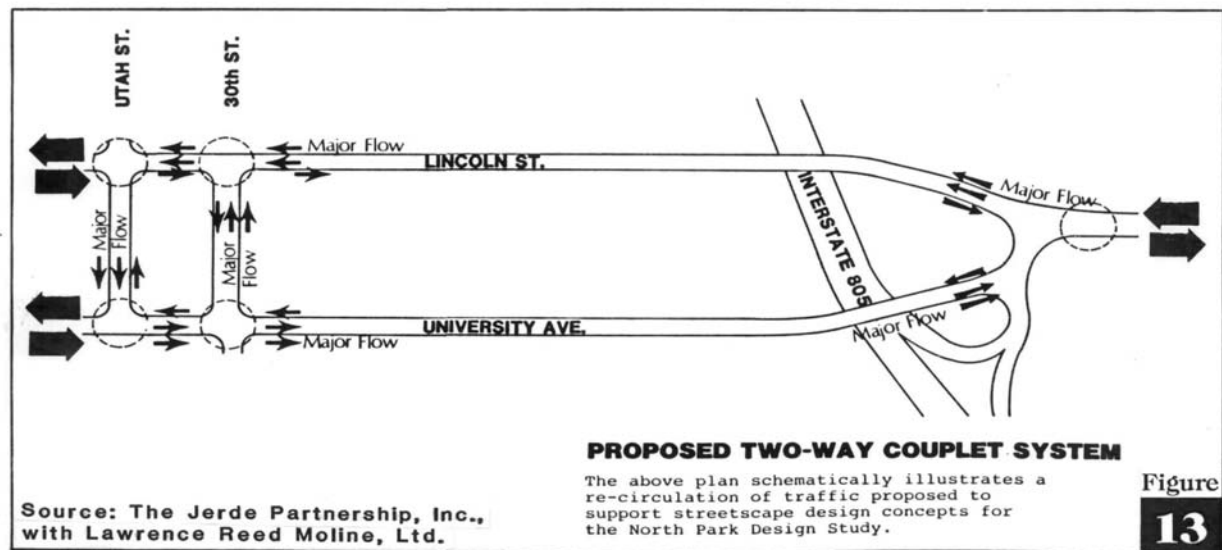


OBJECTIVES

- Protect residential areas from through traffic by encouraging through traffic to use freeways and major streets, while discouraging through traffic on local streets in the community.
- Improve the street system as necessary to accommodate growth in locally-generated traffic while minimizing adverse effects on existing residential, business or open space uses.
- Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles, and pedestrian travel.
- Provide a high level of public transportation service linking Greater North Park with Mission Valley and Downtown.
- Provide adequate off-street parking in residential and commercial areas.
- Maintain the pedestrian interface between Balboa Park and the community, insuring that vehicular access to Balboa Park does not use local streets in Greater North Park as through travel routes.
- Visually enhance transportation corridors to improve community image and identification.
- Evaluate the feasibility of providing fixed rail transit service to the community.
- Establish a transit point at University Avenue and 30th Street in order to provide support to the central business district.
- Enhance existing urban level bus service by increasing the frequency of service, adding express service, and improving transit stops, thereby establishing a higher level of service within the community and providing strong public transit links with adjacent communities.
- Utilize DART (Direct Access to Regional Transit) within various areas of the community where fixed route transit services are not readily available in order to bring service closer to the door of the aged, the infirm and other transit-dependent groups.
- Develop a system of bikeways to connect the various neighborhoods within the community and to connect with major activity centers in San Diego.
- Install secure bicycle parking facilities at major activity centers, including shopping centers, employment centers, parks and schools.

STREET SYSTEM

The Traffic Forecast Study for Greater North Park has given the 20-year projections for surface street volumes in the community (see Figure 11). In order to accommodate the increased volumes, a series of recommended improvements to the street system have been formulated. These improvements will provide an upgraded street system as illustrated in Figure 12. The recommended improvements are as follows:



PHYSICAL IMPROVEMENTS

1. El Cajon Boulevard

El Cajon Boulevard, between Park Boulevard and Interstate 805, should have left-turn pockets retained at appropriate intersections. However, any new construction of left-turn pockets should be considered in conjunction with improved landscaping in the median strips and a need for safe and convenient pedestrian crossings. If there are conflicts with median landscaping and pedestrian crossings, then a reduction in the number of existing left-turn pockets should be considered.

2. University Avenue

University Avenue, between Utah Street and Boundary Street, should be improved as part of a two-way couplet system with Lincoln Avenue. The two-way couplet circulation system is recommended for the central business district by the North Park Design Study. This system would pair University Avenue and Lincoln Avenue into a two-way couplet system with University Avenue carrying two lanes eastbound and one lane westbound, and Lincoln Avenue carrying two lanes westbound and one lane eastbound between Utah

Street and Boundary Street. This system would also include the two-way couplet pair of 30th Street carrying two lanes northbound and one lane southbound, and Utah Street carrying two lanes southbound and one lane northbound.

This system may require operational improvements in order to be functionally incorporated into the overall Greater North Park circulation system (see Figure 13). Physical improvements for vehicular circulation should not include increasing the existing curb-to-curb width or reducing existing sidewalk widths. However, a minimum of 52 feet curb-to-curb is required on University Avenue to accommodate the two-way couplet system, except between Ray and 28th Street, where a minimum of 72 feet curb-to-curb is needed. Minor sidewalk widening and other public improvements, such as landscaping, could be considered in the section between Ray and 28th Street as long as the 72-foot curb-to-curb width is maintained to allow left turn lanes, four travel lanes and on-street (parallel) parking.

Should the two-way couplet system described above fail to function at some future time due to unanticipated growth or other changes in the region, then the option of going to four lanes on University Avenue should be considered. The four-lane system should only be implemented if the two-way couplet has clearly been shown to be inadequate. The provision of four travel lanes on University Avenue would require the removal of most of the existing on-street parking, which could hinder the revitalization efforts for the corridor.

Between Utah and Florida Streets, University Avenue should have a 60 foot curb-to-curb width in order to accommodate four traffic lanes. The existing width of the street between Florida Street and Park Boulevard is adequate to meet future needs. Finally, between Bancroft and Boundary Streets, it will be necessary to widen University Avenue an additional ten feet for right-turn monuments from eastbound University Avenue to southbound Boundary Street.

In addition, the University Avenue bridge over Interstate 805 should be widened by twelve feet.

3. Texas Street

Texas Street, between Madison Avenue and Camino del Rio South, should be widened from three lanes to four lanes to provide an additional northbound traffic lane within the existing right-of-way.

In addition, Texas Street between El Cajon Boulevard and Madison should be widened to four lanes with a 60 foot curb-to-curb width within the existing 80 foot right-of-way. Left-turn movements would be controlled through operational improvements which would be determined during the street-widening program. This improvement would still permit on-street parking on Texas Street, except where left-turn lanes are needed.

4. 32nd Street

Thirty Second Street, from Landis Street to University Avenue, should be widened from 45 feet to 52 feet to provide three lanes of traffic with parking allowed on both sides of the street. Additional right-of-way will be needed for this widening.

5. Boundary Street

Boundary, between University Avenue and North Park Way should be widened by 12 feet on the west side to a four lane collector street, if CALTRANS widens the southbound Interstate 805 on-ramp at North Park Way to two lanes. A traffic signal should be installed at Boundary Street and North Park Way in conjunction with this work.

OPERATIONAL IMPROVEMENTS

1. The following streets should be restriped as three-lane collector streets when individually warranted by future traffic volumes:

- a. Adams Avenue, from Park Boulevard to Texas Street.
- b. Upas Street, from Pershing Drive to 30th Street (west intersection).
- c. Landis Street, from Boundary Street to Swift Avenue.
- d. Park Boulevard, from Meade Avenue to Adams Avenue.
- e. Utah Street, from Upas Street and Adams Avenue.
- f. 32nd Street, from Lincoln Avenue to University Avenue.

2. University Avenue

Future traffic volumes on University Avenue across Interstate 805 may necessitate some operational measures to provide indirect vehicular access to northbound and southbound traffic on Interstate 805. These measures could involve prohibiting left turns on University Avenue, rerouting traffic, and designating some streets one-way to provide access to Interstate 805.

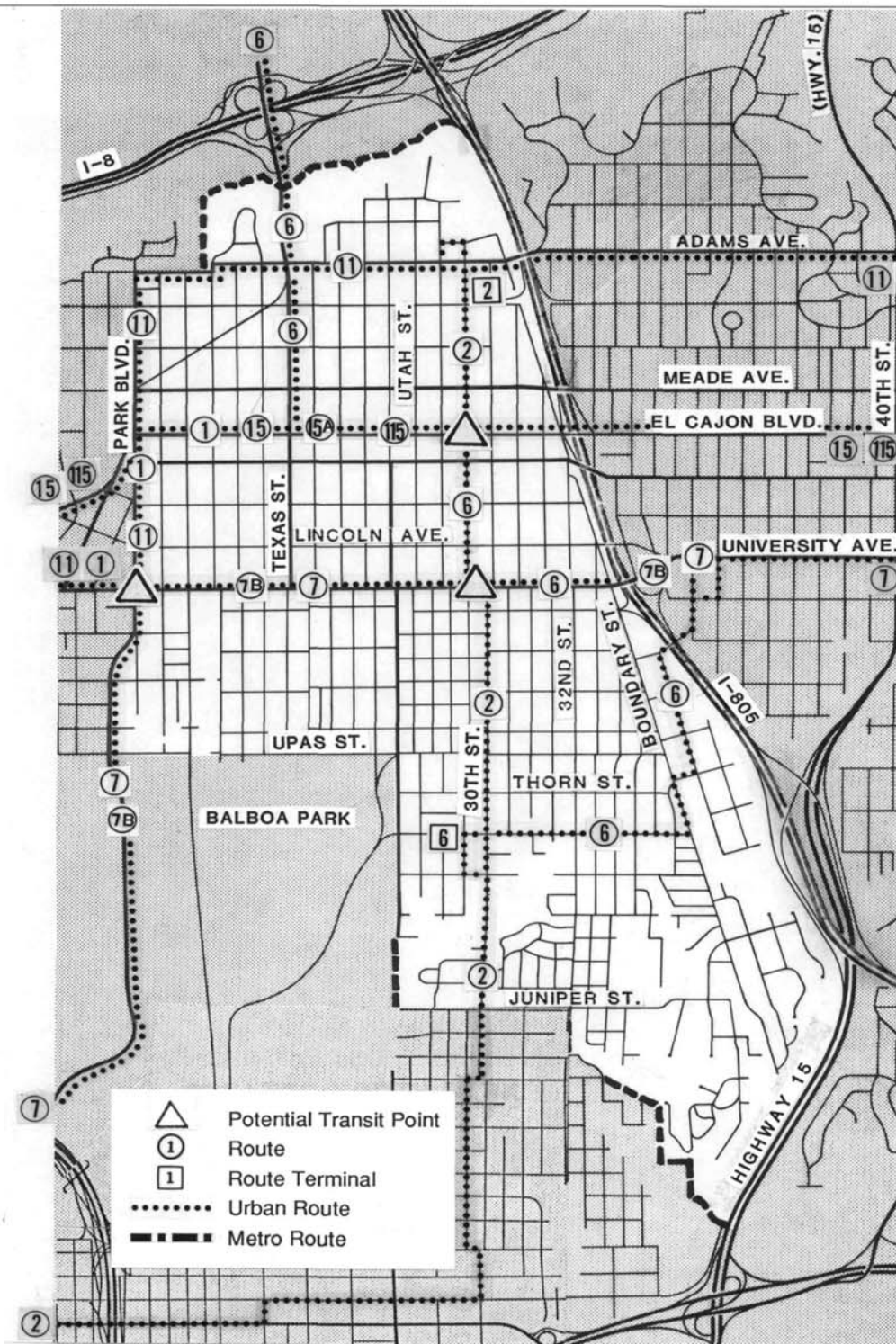
PUBLIC TRANSIT

Greater North Park, in its relationship with surrounding communities, can be the beneficiary of a comprehensive public transit system. Being essentially a residential community, Greater North Park can provide the opportunity to live within commuting distance of the employment centers of Centre City and Mission Valley. In addition, the public transit system can support the community's commercial establishment by providing a primary means of access to those residents of the community who do not have personal transportation but still need to have access to goods and services.

The present public transit system should be upgraded to provide greater frequency of service, additional routes, more direct access to employment centers and to adjacent communities, and include, if feasible, a fixed rail transit system.

The major bus routes serving Greater North Park are all operated by the San Diego Transit Corporation and are illustrated in Figure 14.

- The Metropolitan Transit Development Board has developed the Metropolitan San Diego Short Range Transit Plan which is the basis for transit services in the San Diego Region. This plan is updated on an annual basis in order to meet changing needs within the region. Therefore, the public transit needs of Greater North Park can be evaluated on any annual basis. The key aspects of the plan are:
 - Transit centers and transit points at strategic points throughout the area to provide connections between transit services; and
 - Three levels of transit service (METRO, URBAN and LOCAL/FEEDER), to provide the most efficient, cost-effective service.



BUS ROUTES
 Greater North Park
 City of San Diego • Planning Department

Figure
14

METRO routes are for regional or long distance travel utilizing freeways or light rail wherever possible, with stops only at transit centers and major residential and activity centers. URBAN routes are moderate or long distance, connecting communities via transit centers and transfer points. LOCAL/FEEDER routes are short distance intracommunity bus and van services serving neighborhood destinations and transit centers in the immediate area.

The Short Range Regional Transit Plan is the five-year plan for transit service for the metropolitan area. A high priority is placed on the implementation of regionally-significant transit routes, two of which currently traverse the Greater North Park area (Routes 7 and 15).

El Cajon Boulevard should be developed as a public transit spine, featuring upgraded bus service connecting Greater North Park to Mid-City, Uptown and Centre City.

While a fixed rail transit system is considered infeasible for North Park, physical and operation improvements to the bus system can provide the same benefits at a lower cost. If future evaluation of a fixed rail transit system is undertaken, it should only be upon determination that all feasible improvements to the bus system have been accomplished and that an additional level of public service is needed in the community.

Within Greater North Park the intersection of 30th Street and University Avenue should become the focal point of the public transit system. A transit point should be established either at or in the vicinity of this intersection. This transit point will provide access to Centre City, Mission Valley, to the East Line of the San Diego Trolley at 32nd Street and Commercial Street and to adjacent communities and other important activity centers via existing bus routes. This transit point could also become the focal point of a possible future feeder bus system or intracommunity shuttle bus system which would provide access to the community's retail and social center for those who lack personal transportation.

A transit point is a transit stop with either a high number of boardings and transfers or is a transit stop which serves two or more bus routes at an intersection crossed by one or more other routes. A transit point is typically equipped with a shelter, adequate seating, posted timetables and route maps and trash receptacles. Optional facilities include a posted system map and a telephone.

In addition to the recommended transit point at 30th Street and University Avenue, the intersections of El Cajon Boulevard and 30th Street and Park Boulevard and University Avenue meet the minimum standards for transit point status and should receive the same transit point improvements as 30th Street and University Avenue.

An existing DART (Direct Access to Regional Transit) system is presently functioning in the southeastern portion of the community and interfaces with Route 6. The DART system is designed to provide access to public transit lines for areas with low population densities or topographic problems. Service is provided on a demand basis through contractual agreements between the transit company and taxi companies. For instance, pick-up service is provided between transit stops and private homes by the taxi companies.

BIKEWAYS

There are no bike lanes in the Greater North Park community. The only designated bike route runs the length of Howard Avenue from Park Boulevard to Interstate 805, where it crosses into Mid-City and links up with that community's only bike route extending along Orange Avenue to 54th Street.

Bikeways are classified into three general categories based on the degree or extent of their improvements (see Figure 15).

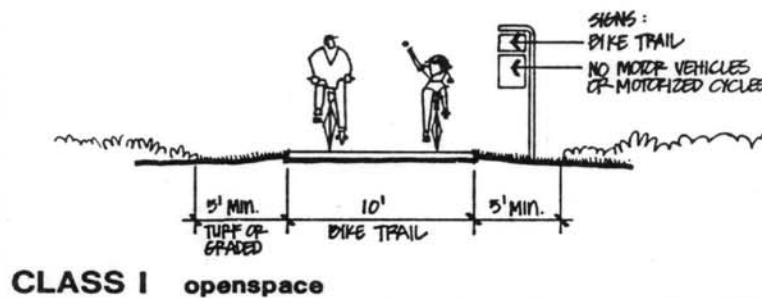
Ideally, Greater North Park should have an extensive bikeway system since the relatively level topography of the community lends itself to the use of the bicycle as an alternative mode of transportation. A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Greater North Park's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will ultimately become an important alternative means of personal transportation.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation and should be of a secure and stable design. Bicycle parking signs might be used to identify bicycle parking areas.

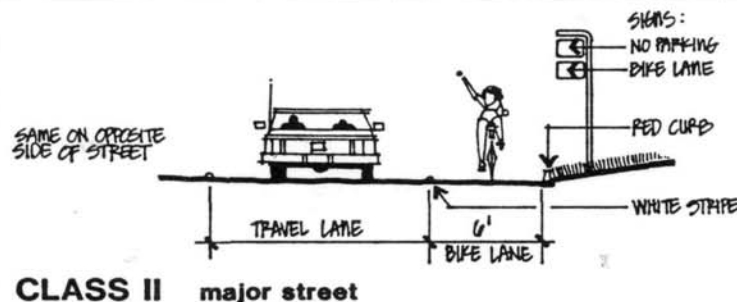
Streets that should be included in a bikeway system include all or portions of Howard Avenue (existing route), Adams Avenue, Landis Street, Morley Field Drive, Upas Street, Thorn Street, Juniper Street, Park Boulevard, Louisiana Street, Texas Street, 28th Street, Utah Street, Boundary Street and Nile Street. In addition, the two-way couplet of University Avenue and Lincoln Avenue serving the Central Business District should include bike lanes in order to provide alternative means of access to the business area. The proposed bikeway system is shown on Figure 16. In developing the bikeway system, consideration should be given to the safety of bicyclists and any negative impacts on vehicular travel lanes and on-street parking as well as to any safety problems which may exist for bicyclists.

Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

Bicycle Path - A completely separate right-of-way for the exclusive use of bicycles. (Class I)



Bicycle Lane - A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings. (Class II)



Bicycle Route - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles. (Class III)

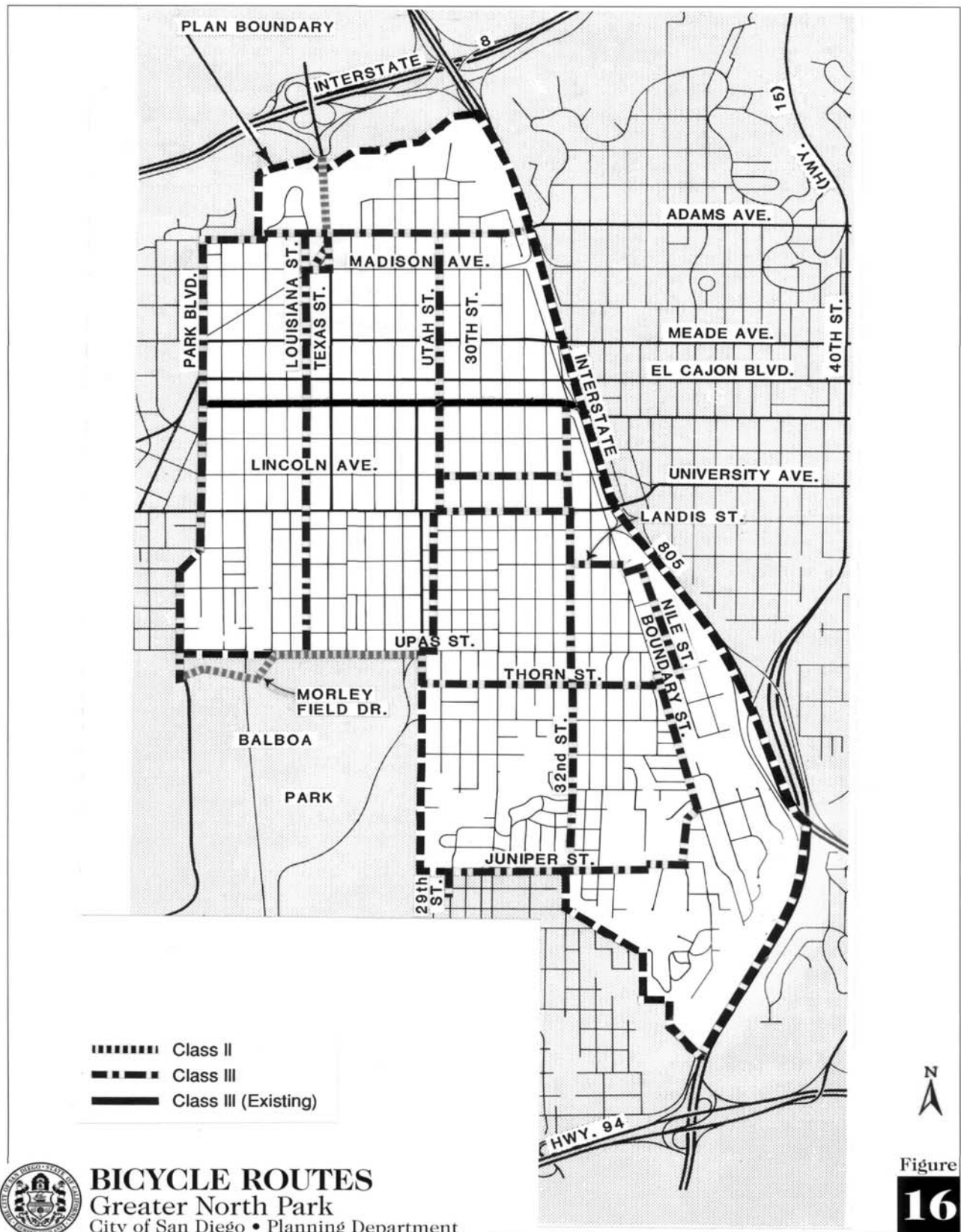


* The dimensions illustrated on this page are subject to change.



BIKEWAY CLASSIFICATIONS
Greater North Park
City of San Diego • Planning Department

Figure
15



PEDESTRIAN CIRCULATION

Greater North Park, because of its generally level topography, is a community in which walking should be encouraged. Given its public transit system, its readily accessible commercial areas, Balboa Park, and other community activity centers, pedestrian access becomes an important alternative form of transportation.

Walking is a form of transportation which must be provided for, especially in neighborhoods for short trips to local commercial and public facilities and in business areas where many shoppers congregate. Sidewalks, malls and similar spaces provide not only for pedestrian movement but also for children's play, socializing among residents, window shopping, and sitting and watching. Congestion occurs on sidewalks in high activity areas, just as it does on streets. The inadequacy of pedestrian space creates inconveniences for those trying to pass through and those shopping or stopping to talk or look or rest.

In many high-activity areas the sidewalks are narrower than required for pedestrians. Where pedestrian traffic is high and through vehicular traffic is light or can be moved to alternate routes or reduced by transit improvements, some street space should be converted into wider sidewalks, landscaped strips, and sitting areas. In high density residential areas with little open space, wider sidewalks and small plazas should be created to provide more usable space as well as to discourage through traffic.

Pedestrian walkways should be sharply delineated from traffic areas, and set apart where possible to provide a separate circulation system. Separation should include landscaping and other barriers, and walkways should pass through the interiors of blocks wherever practical in commercial areas. Walkways in commercial areas that cross streets should also have pavement markings and good sight distances for motorists and pedestrians.

Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways. Truck loading should occur on private property rather than in roadways or on sidewalks.

Where streets are designed for high volumes or relatively fast movements of vehicles, adequate provision must be made for safe and convenient pedestrian crossings.

In a community like Greater North Park, with its gridiron street system and generally level topography, local residents will typically discover their own favorite routes, varying them as destinations, purpose of trip, desire for variety, availability of traffic signals become personal factors. Therefore, the sidewalks of the entire street system lend themselves to providing pedestrian access to Balboa Park, commercial and other public activity areas and to public transit corridors. In effect, the street system becomes a community-wide pedestrian circulation system.

PARKING

Greater North Park, being an older community, experienced the bulk of its development during the first half of this century. Most of that development provided little or no off-street parking. This is seen today in the commercial areas where redevelopment has not occurred or where, because of zoning requirements in force at the time, sufficient off-street parking was not provided as part of redevelopment. As people have become more reliant upon the automobile, this lack of adequate parking in commercial areas has tended to hurt the individual businesses, especially in light of competition from shopping centers with more than adequate parking.

In order to rectify the existing parking problem, new increased parking requirements will be necessary. As described in the Commercial Element, Business Improvement Districts (BIDs) have been approved for El Cajon Boulevard, a portion of Adams Avenue and the 30th and University commercial center. These BIDs provide for the acquisition, construction or maintenance of parking facilities. If necessary, new parking requirements for new development or redevelopment will be formulated and applied to the commercial areas in Greater North Park.

In those residential areas where higher-density residential redevelopment has occurred, a combination of excessive curb cuts and inadequate parking requirements for new development has resulted in the reduced availability of on-street curb side parking, upon which early development is dependent, thereby creating an overall parking shortage.

In order not to further compound the parking problem in the multiple-family residential areas, new curb cuts should be restricted or prohibited in order to preserve existing on-street parking for that older development which is dependent upon it.

IMPLEMENTATION PROGRAM

1. Establish, within the Capital Improvements Program and a range financing plan, a long range financing plan, a program for prioritizing and financing the circulation system and bikeways system.
2. Provide input to the annual update of the Metropolitan San Diego Short Range Transit Plan in order to ensure that the public transit needs of the community are met.
3. Implement the two-way couplet system for the central business district as recommended by the North Park Design Study.

Refinements and modifications to the recommended circulation system, the bikeway system and other aspects of this element, may result from the formulation of implementing legislation. In addition, the achievement of recommended development intensities may be predicated upon the ability to adequately finance the public improvements called for in this element.

COMMUNITY FACILITIES

GOAL

- Establish and maintain a high level of public facilities and services to meet the needs of the community.

OBJECTIVES

- Provide educational facilities, law enforcement, fire protection, libraries and public utilities in accordance with City standards.
- Provide child care services to serve families in North Park.
- Program the systematic improvement and gradual replacement of water and sewer facilities.
- Program the undergrounding of telephone and electric power lines.
- Maximize the use of existing facilities for community activities.
- Provide improved street lighting at appropriate locations.
- Encourage a full range of health care facilities within the community.

EXISTING CONDITIONS AND RECOMMENDATIONS

Schools

Public education is provided by the San Diego Unified School District. Elementary schools serving the area include Jefferson and McKinley, both located within the community, and Birney, located to the west of the community (see Figure 17). Junior high school students attend Roosevelt and Wilson, both located outside the community. High school students attend San Diego and Hoover, also located outside the community (see Figure 17). Garfield Independent Learning Center, located within the community, is a continuation school for secondary students from throughout the school district.

Of the elementary schools serving the community, only McKinley's enrollment is currently exceeding its operating capacity. This situation will be corrected by the addition of portable classrooms. However, enrollments have increased recently and are projected to continue to increase in the next five years as a result of several factors, including the recent influx of young families with children moving into the area and expected housing growth. This means that Birney and Jefferson may also eventually exceed their operating capacities (see Table 4). All public elementary schools serving the area have insufficient usable land area, according to current Progress Guide and General Plan standards, which establish ten net usable acres as the standard for elementary schools.

All secondary schools serving the area are operating under capacity (see Table 4). Several parochial schools are also located in the area. Elementary schools include Saint Patrick's School and Lutheran Day School of Grace. Secondary schools are Saint Augustine High School, Scott Memorial and Our Lady of Peace Academy (see Figure 17).

School Recommendations:

As can be seen from the above discussion, there are a number of problems associated with existing school facilities in Greater North Park. The elementary schools are either over operating capacities or are projected to be over operating capacities in the future. Possible alternatives to accommodate expected elementary school enrollment include the relocation of special education or other uses occupying classrooms, the addition of portable classrooms, or the adjustment of school boundaries. Operating capacities can be increased through the use of portable classrooms which is the traditional method of adjusting to enrollment capacity problems. However, portable classrooms utilize, in many instances, playground space, reducing recreational acreage available both to students and to residents of the surrounding communities.

Street closings can be one method of adding needed land area, but this is a limited approach at best. One potential street closing is Gunn Street between 28th and Idaho Streets. Possible partial street closings include Oregon and Idaho Streets between Monroe and Meade Avenues (abutting the Garfield Continuation School) and between Howard and Lincoln Avenues (abutting the North Park Recreation Center). These streets (Oregon and Idaho Streets) could be narrowed and made one-way streets providing use of public right-of-way in school and recreational use. A more costly solution, which is being utilized in the Mid-City community, is the purchase of abutting properties by the City for joint school and public recreational usage. In any event, efforts should be made to provide full-time use of school facilities, including full community use during non-school hours for educations, recreational and cultural needs.

As it has done in other communities, the San Diego Unified School District could also establish a planning process involving design professionals, school district staff and community members for the purpose of identifying problems and needs and alternative solutions. These solutions could include the following:

1. Improve the aesthetic educational environment at each of the elementary schools. Improvements needed may differ from school to school and include interior and exterior painting, landscaping, and turfing.
2. Improve the existing permanent facilities at some sites. Consideration could be given to the expansion of permanent facilities at some of the elementary schools to accommodate the large and growing enrollment and reduce the high percentage of portable classrooms. New facilities could be integrated architecturally with existing buildings. Underground buildings with play areas on top could be considered for some schools. In addition, multi-story buildings could be considered for some sites in order to conserve play areas.

3. The school district could work with the City to acquire additional land to expand existing sites. In some cases the expanded sites could be used for educational facilities and in other instances joint use with City parks could be accomplished.
4. There could be explorations of the possibility of using new buildings jointly for commercial and educational use. The joint use of buildings would provide revenue to the district and give the district a means for reducing further the number of portable classrooms at each school.
5. Consideration could be given to develop ways to deal more aesthetically with portable classrooms. This could be accomplished through a combination of landscaping and arrangement of the portables.

These concepts could ultimately be developed into long-range physical master plans for the individual school sites. The development of these master plans could be accomplished as follows:

Master planning could be carried out for each school by a committee composed of school staff, School District central office staff, community representatives and consultants. These committees could define the educational and physical needs for each school. After these needs were defined an architectural firm could be obtained to prepare individual physical master plans for each school site.

Each master plan could be developed based upon necessary review and evaluation of existing conditions, buildings that could be retained and new buildings that could be constructed. In addition, playgrounds, landscaping, parking, and traffic circulation could be considered. Cost estimates for the implementation of the master plan could also be developed.

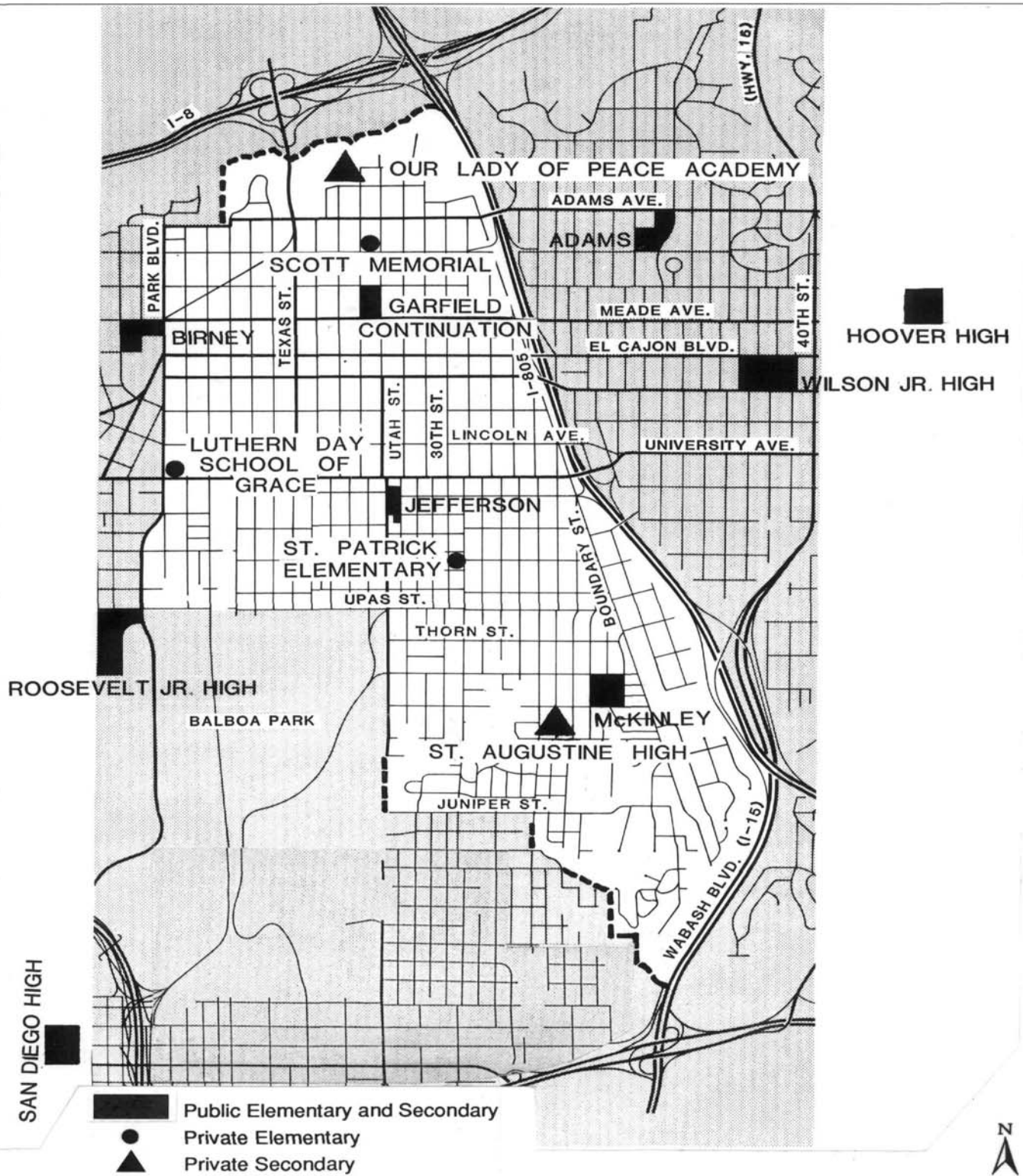
All elements of the master plan could be reviewed by the Planning Committee which could establish priorities for the implementation of the Master Plan. The master plan for each individual school site would then be presented to the Board of Education for its approval.

Additionally, the San Diego Unified School District should consider the following site-specific solutions:

1. The Garfield Continuation School was previously an elementary school and could, if conditions warrant, revert back to that use. However, the question of relocation of existing educational services on the site would have to be answered. An additional problem is that most of the elementary school buildings were demolished or extensively remodeled to provide for a secondary school facility.
2. In the event that the functions of the existing Educational Center on Normal Street are moved to another location, consideration will have to be given to the reuse of the site. Although the existing facility is located in the Uptown Community Plan area, reuse of the site for other than educational purposes could have impacts on Greater North Park. If the

Educational Center is relocated, consideration should be given to using the site to meet the educational needs of the surrounding communities. The main structure itself is of historical significance and consideration should be given to its preservation.

The San Diego Unified School District is presently developing a Long Range Facilities Master Plan (LRFMP) which is intended to determine future facilities needs to the year 2000, educational programs for the same period of time, facilities utilization policies, and availability of financial resources.



SCHOOLS
 Greater North Park
 City of San Diego • Planning Department

Figure

17

TABLE 4 - PUBLIC SCHOOL ENROLLMENT							
Actual Enrollments			Projected Enrollments*			Capacities	
October 1985			1986	1989	1995	Operating Capacity	Total Capacity
						1985-1986	
<u>School Elementary</u>							
Birney	617	(K - 6)	626	661	700	654	810
Jefferson	560	(K - 6)	586	658	675	570	750
McKinley	520	(K - 6)	534	535	525	570	630
<u>Junior High</u>							
Roosevelt	1075	(7 - 9)	1227	1350	1550	1274	1770
Wilson	1496	(6 - 8)	1528	1429	1700	1723	2052
<u>Senior High</u>							
Hoover	1886	(9 - 12)	1950	2006	2180	2047	2424
San Diego	1406	(10 - 12)	1383	1475	1700	1742	2262
* All projected enrollments represent preliminary data which have not been subjected to the regular formal procedures undertaken during each year's official enrollment preparation.							

Police

The area north of Upas Street is served by the Western Area Substation, located in the Morena area northwest of Mission Valley. The southerly portion of the community is served by the Central area substation, located downtown. The Community Relations Office serving the community is located in Linda Vista.

Consideration should be given to establishing a Community Relations Office in Greater North Park. An excellent location would be the vicinity of 30th Street and University Avenue, which is the hub of the community. It is both the commercial core and the potential public transit center of the community.

Like most of San Diego, Greater North Park has experienced increases in both violent and nonviolent crimes. In recent years, residential burglaries in increasing frequency have stimulated the establishment of numerous Neighborhood Watch programs. The police department considers these programs to be the most effective means of reducing crime in any given area. This plan's urban design element also addresses some features of development which can improve natural surveillance of properties, including lighting, the careful use of walls and landscaping.

Fire

Fire protection for the community is provided primarily by four fire stations (see Figure 18). All of the stations have average response times of less than six minutes for their engine companies. The six minute response time is the Fire Departments' guideline for responses for residential areas. It is anticipated that the six minute response time will still be viable in the face of density increases within the community since response times are a function of station location and not development intensity.

Station 14 is located within Greater North Park at 32nd Street and Lincoln Avenue and provides fire protection for the majority of the community. This station had a 3.9 minute average response time in 1985. This station has one engine company (four firefighters). It is scheduled for reconstruction in 1988 and 1989. Upon completion it will house one division chief, one engine company (four firefighters) and one aerial ladder truck company (four firefighters).

Station 18 in Normal Heights services the northern end of the community. It had an average response time of 5.1 minutes in 1985. It is scheduled for reconstruction in Fiscal Years 1986 and 1987. Once completed, it will house an engine company (four firefighters), a paramedic unit (two paramedics) and a hazardous material response team (three personnel).

Station 11 in Golden Hill serves the southern end of the community. This station has one engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 3.8 minutes for the engine company and 5.5 minutes for the truck company. It is scheduled for reconstruction in Fiscal Years 1990 and 1991. Upon completion it will continue to house one engine company and a truck company.

Station 5 in Hillcrest serves the western portion of the community. The station has an engine company (four firefighters) and a truck company (four firefighters). In 1985, the station had an average response time of 4.1 minutes for the engine company and 6.6 minutes for the truck company.

Paramedics

Paramedic service is provided throughout The City of San Diego through a contractual arrangement with a private ambulance provider. Greater North Park is currently serviced by paramedic units based at the company administrative offices at 47th Street and El Cajon Boulevard, at Mercy Hospital in the Hillcrest area and Physicians and Surgeons Hospital in the Southeast area.

Hospitals

Hillside Hospital, which has emergency facilities, is located within the community, on El Cajon Boulevard, just east of Park Boulevard. Mercy Hospital and University Hospital (University of California Medical Center) are located to the west in the Uptown Community (see Figure 18).

Post Office

A branch post office is located in close proximity to the 30th and University commercial center at the corner of Grim Avenue and North Park Way (see Figure 18). However, the post office is limited in size and should either be expanded or relocated to a site where a larger facility could be provided. If the post office is to be retained on the existing site, any expansion might be coordinated with the expansion of the North Park Library, with emphasis being placed on enhancing pedestrian circulation between the post office, the library and University Avenue (the Central Business District).

Libraries

Library service is provided by the North Park Library, located at 31st Street and North Park Way, and by the University Heights Library at Park Boulevard and Howard Avenue. These libraries offer 31,900 volumes and 22,000 volumes respectively. Both branches are open six days a week. The University Heights branch has 3,749 square feet in usable floor area. The North Park branch is scheduled for future expansion from 3,560 square feet to 8,000 square feet (see Figure 18).

Branch libraries are intended to serve about 30,000 residents and should have a maximum service area of a radius of two miles. The two branch libraries generally meet these criteria. In addition, they are ideally located to accommodate the areas of greatest projected growth in Greater North Park. Branch libraries should have an eventual capacity of 4.4 volumes per square foot of floor area. Both branches currently exceed this standard.

Water and Sewer Service

The capacity of water mains and sewer lines is considered generally adequate throughout the community. However, the advanced age of the systems necessitates frequent repairs and replacements. The City of San Diego has a sewer and water main replacement program. These programs are funded annually on a citywide basis with four, five and six million dollars in fiscal years 86, 87 and thereafter, respectively, for sewer main replacement; and five and six million dollars in fiscal year 86 and thereafter, respectively, for water main replacement.

Monies in these two programs are being used to replace sewer and water mains with higher than the citywide average water break/sewer stoppage frequencies and to provide adequate capacities to meet demand according to zoning and the Community Plan. In replacing and upgrading water and sewer lines, the population densities permitted by the community plan or by existing zoning, whichever is higher, is a determining factor. As a general rule, the ability of the water and sewer systems to serve the community will exceed the ability of the street system to accommodate vehicular traffic generated by the community. In addition, the primary factor in determining water system capacities is fire fighting flow demand which typically exceeds peak hour use demand.

On a citywide basis, replacement priorities are also based upon the history of sewer stoppages and spills and low water pressure, with areas having the worst problems being given top priority. Typically, this means that older communities will receive more emphasis on upgrading and

replacement because the age of their facilities causes those facilities to be more prone to breakdown. Also, in older communities, the age of the service pipes rather than the size is the problem because older pipes have a reduced capacity due to interior deterioration.

Gas, Electricity and Telephone

Gas and electricity service are provided by San Diego Gas and Electric Company. Telephone service is provided by Pacific Telephone Company. These services are considered satisfactory at this time.

The undergrounding of overhead distribution utility wires on four major streets is scheduled in the City's Capital Improvements Program. These include all of Adams Avenue and University Avenue, and both Park Boulevard and 30th Street north of University Avenue. Phased construction is scheduled for 1983 through 1988, and is funded by San Diego Gas & Electric Company.

Child Care Center

A community child care center should be provided within the community. Such a facility could be publicly owned, but operated by a private operator. The Garfield School site, if it becomes available, would be an appropriate location.

IMPLEMENTATION PROGRAM

1. Provide ongoing community input to the San Diego Unified School District regarding any necessary upgrading and expansion of existing educational facilities.
2. Upgrade or replace obsolete or inadequate community facilities as programmed in the Capital improvement Program.

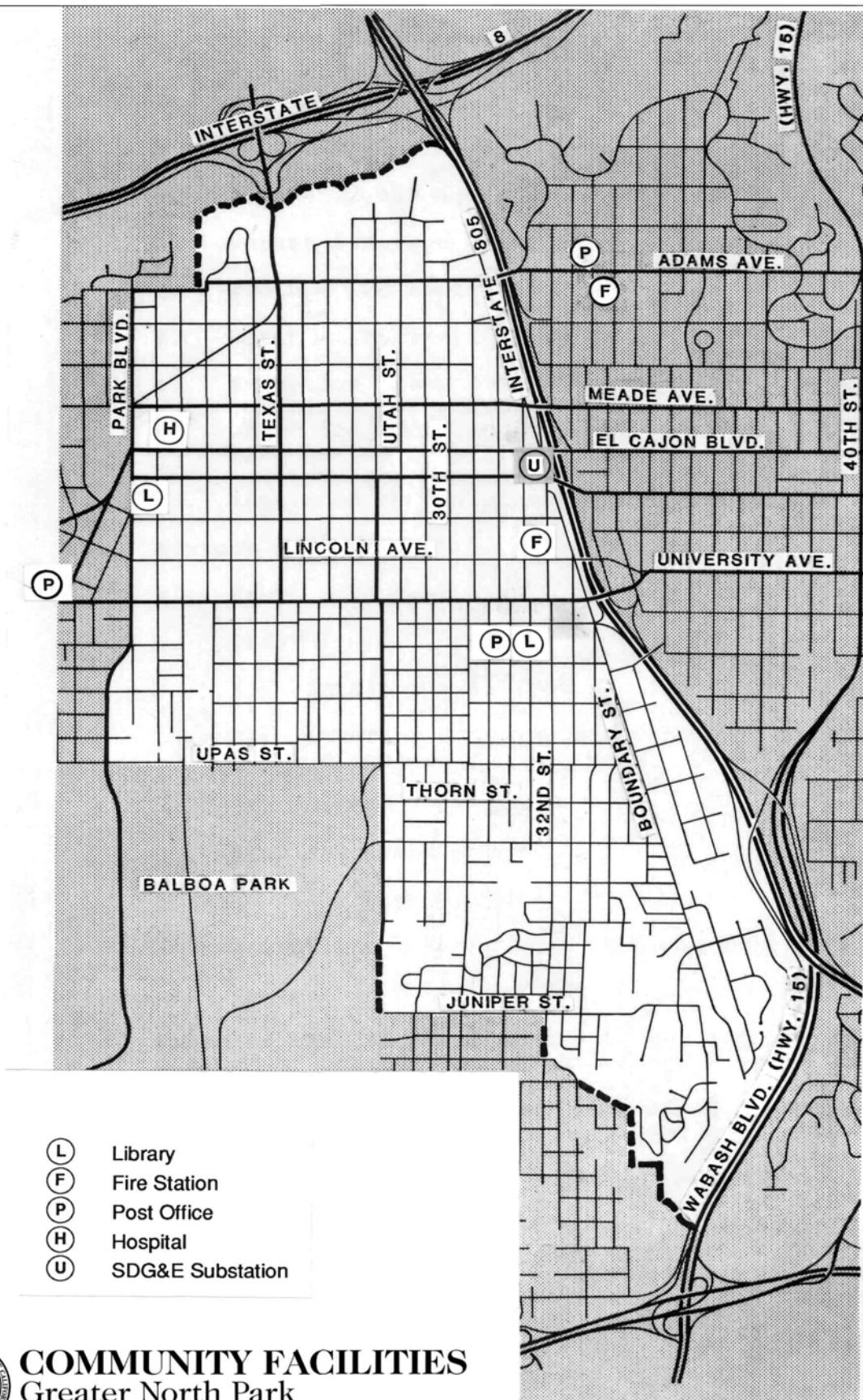


Figure
18

PARK AND RECREATION

GOAL

Ensure adequate park and recreational facilities and activities easily accessible to all portions of the community.

EXISTING CONDITIONS

The Progress Guide and General Plan of the City of San Diego speaks to older communities such as Greater North Park as follows:

“In older, already developed parts of the City, where recreation space is difficult to acquire, efforts should be directed toward providing staff and facilities which compensate for deficiencies in acreage. Land, equipment, and supervision in varying proportions can still add up to recreational opportunity and service to the residents. If acreage is reduced, facility investment and leadership should be correspondingly increased.”

General Plan park criteria are difficult to achieve due to the lack of available vacant land and the prohibitive cost of buying and clearing developed land in locations where the need is the greatest. In addition, acquisition of developed land for park expansion purposes generally means the removal of housing stock and the displacement of the residents of that housing stock.

North Park Recreation Center is the only developed community or neighborhood park in Greater North Park. It is an eight-acre community park providing lighted baseball fields and tennis courts, shuffleboard, picnic and play areas and a recreation building (see Figure 19).

Montclair Park is an undeveloped neighborhood park of approximately nine acres, including “paper” streets, located south of Quince Street and next to Interstate 805. Development of this park is planned for 1990. However, due to the community’s lack of adequate parks, consideration should be given to accelerating the development of this park. Paper streets within the park site should be vacated as part of the park development program (see Figure 19). The park should be developed as a passive neighborhood park featuring play areas, picnic facilities, landscaping and lawn areas.

Balboa Park is a regional facility which also provides recreational opportunities to neighboring communities. Portions of the park which border Greater North Park offer tennis courts, shuffleboard, a bicycle track, golf course and other forms of active and passive recreation. Most of these facilities are found at the Morley Field recreation area in the northeast corner of the park. The Birney Elementary School Park, located on Park Boulevard at Meade Avenue in the Uptown Community, also serves the Greater North Park Community. It is scheduled for improvements in fiscal year 1992 with the provision of a turfed athletic area, reconstruction of the existing lighted athletic field with attendant facilities and the construction of a comfort station.

While also not within the Greater North Park community, the old Trolley Barn site on Adams Avenue has been acquired by the City and is scheduled for development as a neighborhood park in fiscal year 1988. This facility would serve the residents of the northwest portion of Greater North Park (see Figure 19). Development of this park could be coordinated with the Park and Adams neighborhood commercial center by means of a common visual theme involving landscaping, ornamental lighting and clearly-defined pedestrian connections.

OBJECTIVES

- Provide, to the extent feasible given existing constraints, a system of parks and recreational facilities within the community consistent with the Progress Guide and General Plan standards.
- Continue enhancement of the North Park Recreation Center as the central facility and focal point serving Greater North Park's active recreation needs.
- Enhance public space adjacent to community facilities, such as post office, libraries, schools and churches, to serve as a focus for passive recreation.
- Establish smaller neighborhood parks and mini-parks throughout the community, especially in areas more distant from larger park facilities.
- Encourage development of public park areas in commercial districts, particularly in areas with high pedestrian activity, to provide visual relief and complementary activity areas.
- Require the provision of private recreational facilities in conjunction with new larger residential projects.
- Provide or maintain adequate access to Balboa Park and its facilities for Greater North Park residents.
- Minimize any adverse impacts from regional visitors to Balboa Park on the Greater North Park community.

RECOMMENDATIONS

Normally, Greater North Park, exclusive of Balboa Park, would be considered to be lacking in adequate park and recreation facilities. Based upon its projected population, the community should have at least two community parks of 20 usable acres each and nine neighborhood parks of ten acres each. These figures are based upon standards estimated by the Progress Guide and General Plan of the City of San Diego.

However, the existence and proximity of Balboa Park must be taken into consideration since most of Greater North Park is within the one and one-half mile radius established by the Progress Guide and General Plan as the standard for community parks. Therefore, due to the proximity to Balboa Park, the community should not be considered to be deficient in community parks and

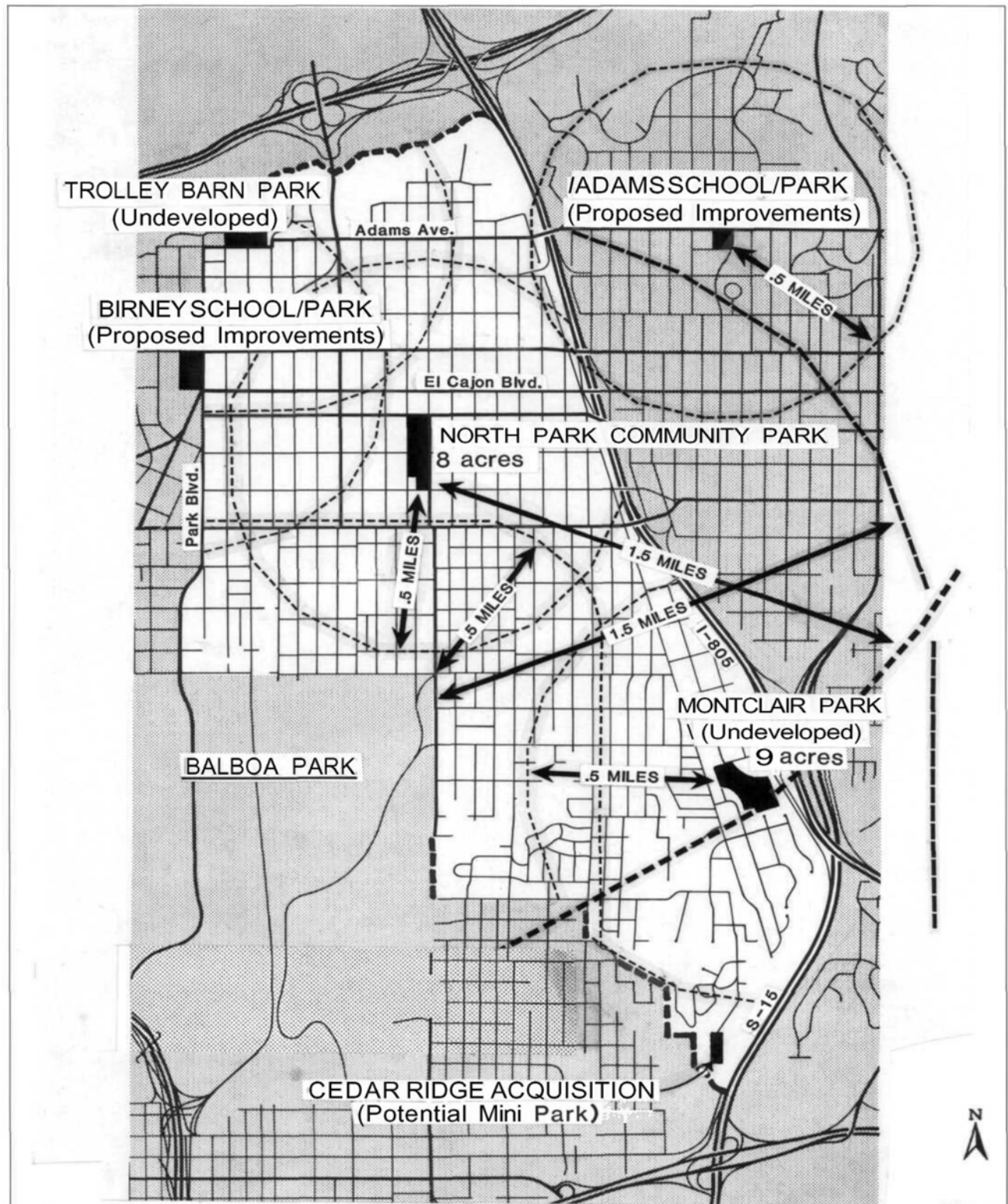
only deficient in neighborhood parks from an acreage standpoint, since most of the community is within one-half-mile walking radius of an existing or proposed park. Based upon Progress Guide and General Plan Standards, Greater North Park currently has a 21-acre deficiency in park acreage. After the completion of the Cedar Ridge mini-park, the community will still be deficient by 17-18 acres. In addition, the community's sole community park (North Park Recreation Center) is 12 acres short of the 20-acre standard for community parks.

There are a number of possibilities which should be considered in seeking improvement to the current park and recreation situation in the community.

Consideration might be given to utilizing all or portions of the Garfield School site as a combined neighborhood park and child care center. In order to achieve this objective, cooperation of the San Diego Unified School District would be necessary since displacement and relocation of existing educational services would result. In addition, it may become necessary, at some point in the future, for the site to revert back to use as an elementary school. However, in that instance, joint school/park use of the four-acre site should be explored.

The City has recently acquired the Cedar Ridge property at the foot of Pentuckett Avenue. The upland or mesa portion of this property could be developed as a small, passive mini-park of approximately three or four acres.

There should be ongoing cooperation between the City and the School District in efforts to expand existing sites and to maximize the use of existing facilities. Street closings, where feasible, are one method of expanding existing facilities.



EXISTING AND PROPOSED PARKS
Greater North Park
 City of San Diego • Planning Department

Figure
19

Property acquisition, including possible land trades, are another possibility of expanding existing sites. In addition, the sale of other City-owned properties in the community which are not needed or are not suitable for public uses, should be explored as a method of obtaining funds for acquiring properties abutting existing park facilities. Table 5 lists park facilities within and abutting Greater North Park.

TABLE 5 - PARK FACILITIES		
Name	Type	Size
Balboa	Regional	8 acres
North Park Rec. Center	Community Neighborhood	9 acres
Montclair Cedar Ridge	Mini	3 - 4 acres
Trolley Barn*	Neighborhood Community	
Adams Avenue*	Community	
Birney School*		
* Parks located outside the community		

Balboa Park, although primarily thought of as a regional facility, does provide neighborhood- and community-oriented recreational opportunities. A “Balboa Park Development and Management Plan” has been prepared and is currently undergoing environmental review. Aspects of that plan which will impact Greater North Park include the addition of a new municipal gymnasium at Morley Field. More significant are the recommendations to extend Upas Street across SR-163 and Florida Canyon and to extend 28th Street across Switzer Canyon.

“Certain adverse visual effects would be associated with both the 28th Street and Upas Street extensions. These effects would be the result of the extension of 28th Street across Switzer Canyon and the extension of Upas Street across SR-163 and Florida Canyon. These extensions would require construction of three bridges with extensive grading and landform alteration. These bridges would significantly alter the existing visual environment in the surrounding areas. The 28th Street extension would reduce the value of Switzer Canyon as a visual amenity for homes along the canyon edge.” (Preliminary Draft Environmental Impact Report — EQD No. 84-0595).

IMPLEMENTATION PROGRAM

- 1 Establish and maintain an ongoing cooperative program between the City and the School District to maximize the use of existing recreational facilities and to maximize efforts to expand these facilities.

2. Establish financing programs necessary to upgrade and expand existing recreational facilities.
3. If acreage deficiencies of the community's park system cannot be specified, then efforts should be made towards providing additional staff and facilities which make up for those deficiencies.
4. Development of the Trolley Barn park site should be coordinated with the rehabilitation of the Park and Adams commercial center.
5. Due to the community's current deficiency in park acreage, consideration should be given to accelerating the development of Montclair Park.

OPEN SPACE

GOAL

Provide an open space system which preserves existing canyons and hillsides throughout the community and reintroduces open space areas throughout the community as redevelopment occurs.

EXISTING CONDITIONS

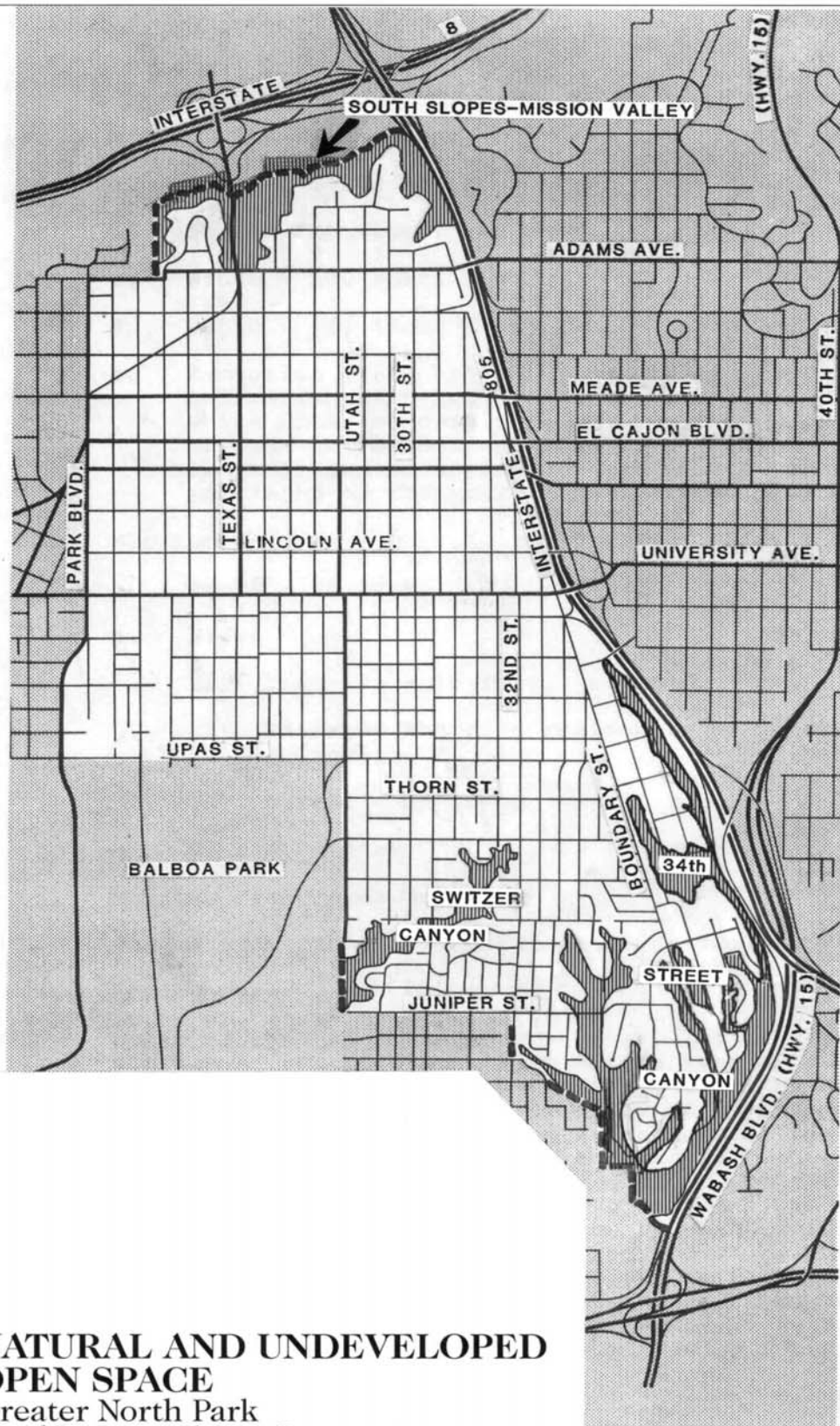
Open space in the Greater North Park community consists of hillsides and canyons. The neighborhoods of University Heights and Normal Heights are bounded to a certain extent by the south slopes of Mission Valley, which are currently designated as open space. Switzer Canyon, in the Burlingame and South Park areas, and the 34th Street Canyon, in the southeast section of the community near Greater Golden Hill, complete the open space system. Minor open space acquisitions have been accomplished on the Mission Valley slopes; major acquisitions are in process in the 34th Street Canyon; and the acquisition of Switzer Canyon is nearly complete (see Figure 20).

There are two forms of open space in Greater North Park. One is generally in slopes remaining after subdivision and development of land where the slopes are mostly undevelopable and owned by individual property owners. It is expected that they will continue to be privately maintained and protected. The other form consists of several large canyons which are unsubdivided or in large lots in single ownerships. These canyons are a notable part of San Diego's beauty and heritage. Every effort must be made to preserve and protect the integrity of these canyons and systems of canyons. They are among the few remaining wildlife habitats within the urbanized area of the City. Access for study and passive recreation should be allowed, but care must be taken to allow minimal disruption of the integrity of the canyons.

The purpose of this open space element is to ensure that open space conservation policies for the natural open space areas are well coordinated with adjacent land development. It is also the purpose of this element to ensure that the environmental and visual impact of upland development, as it relates to natural open space and public view presentation, is adequately addressed.

OBJECTIVES

- Preserve remaining undeveloped canyons and hillsides as important features of visual open space and community definition.
- Utilize publicly-controlled open space for passive recreation where feasible.
- Develop private, usable open space throughout the community by incorporating landscaped areas into new residential and commercial projects.
- Acquire open space through open space easements and dedications or other mechanisms as part of project approvals.
- Coordinate open space conservation policies with adjacent land development.
- Establish requirements as part of development approvals for the rehabilitation of disturbed on-site open space.



**NATURAL AND UNDEVELOPED
OPEN SPACE**
Greater North Park
City of San Diego • Planning Department

Figure
20

Hillside Areas

Hillsides which have significant open space value are the highest priority in terms of preservation. They include any slope of 25 percent gradient or greater and the canyon bottoms. Only very low residential development density should be allowed on these sites, not to exceed approximately one dwelling unit per acre (RI-40000). Figure 6, in the Housing Element, should be consulted as to those areas recommended for RI-40000 zoning.

Minimal disturbance of the natural terrain and vegetation should be permitted within the undeveloped portion of this zone, unless required due to the necessity to stabilize other areas of the site. Grading shall be avoided by using appropriate building types, such as split level or custom houses, to avoid the typical grading needed for flat slab construction. Building height shall not exceed 30 feet.

Any graded areas in these areas shall be revegetated with native vegetation to minimize erosion and soil instability and to enhance the undisturbed open space area. However, the use of native fire resistant and non-invasive species should also be encouraged directly adjacent to development.

Grading shall be avoided by using appropriate building types, such as split level or custom houses, thus avoiding the typical grading needed for flat slab construction.

Clustering of development is a technique that can be utilized to preclude or limit intrusions into sensitive areas. However, any project featuring attached dwelling units should be designed to be similar in scale and character with the surrounding neighborhood.

Remaining undeveloped portions of the hillside areas should be preserved through open space easements, open space lot designations, or non-building area easements.

Open Space Fire Prevention

The potential for brush fires peaks from May through October. Little rainfall, combined with summer heat and Santa Ana winds, can create an explosive condition.

The following measures should be implemented by property owners adjacent to open space areas.

Short Term

- a. Thin out existing woody or dry vegetation.
 - Raise tree branch height - lower shrubs underneath trees.
 - Remove branches near structures.
 - Thin out shrubs on slopes - remove near trees.

- Remove highly flammable plants.
- b. Install irrigation at top of slope to establish a buffer.
- c. Plant low-growing drought-tolerant fire retardant plants at top of slope.

Mid-Term

- a. Extend buffer and continue thinning.

Long-Term

- a. Irrigate top of slope buffer and keep vegetation below 24 inches in height.
- b. Continually thin and clear slopes of dry plant material and debris.
- c. Maintain and control vegetation near structures.
- d. Plant fire retardant or resistant trees and plants in yard areas.

IMPLEMENTATION PROGRAM

1. Continue ongoing open space acquisition program in accordance with the criteria established by the Park and Recreation Department.
2. Formulate implementing legislation regulating development in hillside and related areas.
3. Initiate a rezoning program within all designated open space areas utilizing the following guidelines:
 - a. Multiple-family zoned properties should be rezoned to an appropriate single-family zone;
 - b. Large parcels should be rezoned to appropriate lower-density single-family zones; and,
 - c. City-owned open space should be rezoned to appropriate open space zones.

Note: Reference should be made to the housing element for specific rezoning recommendations.

4. For purposes of determining allowable density, any portion of a proposed Planned Residential Development which is designated open space and is in the Hillside Review (HR) Overlay District should be restricted to one dwelling unit per acre.

5. The development in natural canyon areas shall be limited to residential, or other low intensity open space type uses. This should encourage open space preservation and allow property owners to have some reasonable development rights in the event the City or other government agency is unable to purchase the property.
6. All projects located within a hillside and canyon open space area should be subject to development review for the purpose of preserving the area's habitat and natural characteristics. Project review should be based on each project site's major features. Refinements and modifications to recommended development regulations for open space and hillside areas may be incorporated into implementing legislation. In addition, it may be necessary to adjust land use and density boundaries in order to properly apply implementing zoning legislation. Finally, the achievability of recommended development intensities and residential densities may be predicated upon the design standards and development regulations of the implementing legislation.

CONSERVATION

GOAL

- Provide a clean and healthy environment in which to live.

OBJECTIVES

- Minimize and avoid adverse noise impacts by planning for the appropriate placement of high noise generating land uses and by mitigating existing noise impacts, where feasible.
- Encourage water conservation through development and landscaping guidelines.
- Conserve energy by utilizing alternative energy sources and energy-efficient building and site design principles.

DISCUSSION

Conservation and protection of natural resources is becoming an increasingly important aspect of daily life in every community. Air, water, land and energy are resources which must be conserved or protected. Conservation is the planned management, preservation, and wise utilization of natural resources. Its purpose is to prevent the wasteful exploitation or destruction of the community's natural resources and adoption of policies for their preservation, development and wise use.

Air Quality

Monitoring of air quality at the Island Avenue and El Cajon Air Monitoring Stations (the two closest stations) for the years 1977, 1978 and 1979 (and 1980 for Island Avenue) indicate that the California standards for ozone, hydrocarbons, and particulates were exceeded while the California standards for nitrogen dioxide and sulfur dioxide were achieved during the most recent monitoring year. The standard for carbon monoxide was exceeded at both air monitoring stations in 1979, but in 1980 the standard was achieved at Island Avenue.

The Park North-East community planning area is located in the San Diego Air Basin/San Diego County which has been classified as a non-attainment area for the pollutants of ozone and particulates; the County is an attainment area for nitrogen dioxide, carbon monoxide and sulfur dioxide. The most significant source of air pollution in the San Diego Air Basin is automobile emissions. There are no known stationary sources in Greater North Park which significantly impact air quality.

Noise

Air and ground transportation are the predominant noise sources in the Greater North Park community planning area. Traffic volumes on all existing freeways, prime arterials, major streets, and many collector streets within the Park North-East generate average noise levels of 65

decibels and greater on adjacent properties. Noise contours for the year ending September 30, 1981, indicate that only the southwestern tip of the community was impacted by average noise levels of 65 and greater because of aircraft approaching Lindbergh Field.

According to the San Diego Plan for Air Transportation prepared for SANDAG a “comparison of the 1980 and 1985 contours shows that the contour areas are reduced in later years, reflecting changes in aircraft types that will serve Lindbergh Field in the future.” More specifically, “based on estimated fleet replacement rates and manufacturers’ estimates, it is assumed that all carrier aircraft operating from Lindbergh Field will meet Federal Aviation Regulation (FAR Part 36) noise standards by 1985.” As a consequence, the aircraft projected 60 CNEL noise contour for 1995 falls outside the Park North-East community.

Energy

There is general agreement that existing ways of life, urban patterns, transportation facilities, buildings, and equipment all reflect a past when energy was abundant and cheap. Many other countries, with living standards equal to ours, use less than half the energy per capita that is consumed in the United States. Apart from savings in transportation, the next most fertile area for improving efficiency is building and development design and land use patterns. It is indisputable that sprawled low-density urban development increases travel distances, street and highway requirements, public utility extensions, and public service costs (fire, police, schools) - all of which translate directly into increased energy use. Grouped structures and higher density development have recognized energy savings. Subdivisions in areas that are hot in summer and cold in winter, or in areas where auto dependence is mandatory, or where cultural and commercial and recreational and employment facilities are lacking, can only result in increased energy use - not only in initial development but also in yearly operation and in the more nebulous energy costs that traffic congestion, waste water, and public services demand.

In addition to the location of development, its design can be oriented toward better use of energy. Narrow streets reduce construction energy and materials, and reflected summer heat. Deciduous street trees allow summer shade and winter sun on buildings and streets, and make walking and bicycling more attractive. More extensive walks and bicycle paths reduce auto use. Smaller minimum lot sizes reduce travel, utility and service distances.

Important energy savings can also be realized through energy-conserving site planning and building design techniques and principles. Flexibility in required setbacks allows building to be oriented to maximize sun access and wind for natural heating and cooling factors. Designs that consider micro-climates, building efficiency, summer shade and winter exposure of windows, and the energy implications of colors and materials can reduce total energy operating needs by as much as 50 percent.

CULTURAL AND HERITAGE RESOURCES

GOAL

- Preserve the cultural and heritage resources of Greater North Park.

EXISTING CONDITIONS

To date, no group or individual has undertaken a comprehensive survey of the cultural and heritage resources of Greater North Park. While the community is known to contain a number of Gill houses, early bungalow courts and excellent examples of California bungalow style houses, the full extent to which these and other cultural and heritage resources exist in Greater North Park is unknown. In addition, Greater North Park is a repository of Art Deco architecture and, together with the Uptown Community Plan area, contains the largest concentration of Egyptian Revival architecture in the country. Figure 21 is a map indicating some known potential historic sites and districts.

OBJECTIVES

- Undertake a comprehensive historical and architectural survey of the cultural and heritage resources of Greater North Park.
- Establish a list of buildings and neighborhoods for historic designation.
- Establish a program for the identification of potential funding for historic preservation.

It is possible that portions of Greater North Park could be considered for historic district status. Until a comprehensive historical and architectural survey can be undertaken of the community by appropriate organizations or individuals competent in those fields, the full extent of historical and architectural sites in the community will not be known.

The 1981 Economic Recovery Tax Act provides significant tax incentives (investment tax credits) which can be used by the owners of commercial property, which is either non-historic or 30 or 40 years old, or is historic and at least 50 years old. The use of this tax incentive would assist in the revitalization of older commercial areas as well as older apartment buildings.

Any proposed use of federal money for housing rehabilitation, park development, or commercial revitalization should require a review of the project's affect on historic resources. Since no survey has been conducted to identify historic resources, analysis of proposed projects would result in a piecemeal approach to discovery of the community's cultural resources. Therefore, a comprehensive survey or survey program would help to identify sites in advance of specific project planning and assist the community and the City in planning for and programming revitalization projects.

Areas within Greater North Park which should be given consideration for preservation and inclusion in historic districts include, but should not be limited to: the Burlingame neighborhood; Park Boulevard south of Robinson Avenue; and the single-family neighborhood around the northeast sector of Balboa Park.



POTENTIAL HISTORIC SITES AND AREAS Greater North Park

City of San Diego • Planning Department

Figure

21

IMPLEMENTATION PROGRAM

1. Establish a comprehensive survey program of historically and architecturally significant buildings and neighborhoods.
2. Identify potential funding for historic preservation.
3. Encourage the utilization of the 1981 Economic Recovery Tax Act in the revitalization of older commercial areas.
4. Establish a review process for projects using federal money for housing rehabilitation, park development, or commercial revitalization in order to determine the impacts of individual projects on historic resources.

URBAN DESIGN

GOAL

- Enhance the unique character and community image of Greater North Park.

EXISTING CONDITIONS

Urban Design is not a physical entity in and of itself which can be isolated and discussed separately from the other elements and functions which make up this community plan. Urban Design deals with all the factors and issues examined elsewhere in the plan, yet is also concerned with more detailed features such as architectural or site design. This plan recommends that the scope of community planning should also consider urban design in the continuing development and improvement of the Greater North Park community.

Within the City of San Diego generally, and the Greater North Park community in particular, exist many older neighborhoods, which have evolved memorable individual characters of their own, a character which is modest and small in scale. Greater North Park has many of these neighborhoods and their qualities should be preserved.

Greater North Park is a community of many images. It provides an image of single-family neighborhoods featuring classic California bungalows; it is a community of intense apartment construction intruding into traditional low-density residential areas; it has a definable central business district which is unique in auto-oriented Southern California; and, it is a community of landmarks, the water tower which can be seen from greater distances, the Lafayette Hotel with its classic appearance, and the North Park Theatre and other visually pleasing buildings.

Many Greater North Park neighborhoods still have an intimate scale, with mature trees and quiet streets. Many single-family homes have survived and present a residential style well worth conserving.

OBJECTIVES

- Ensure that development in the community conforms with the Greater North Park Community Plan Urban Design Element.
- Preserve the architectural variety and residential character of Greater North Park.
- Maintain the existing open space edges of the community, and develop projects which create a sense of arrival at major community gateways.
- Develop a varied urban character within the community.
- Ensure that new buildings are in character and scale with their neighborhoods.
- Enhance the appearance of major streets through the design of new development, public improvements and landscaping.
- Preserve existing street trees and increase the quality of landscaping in public right-of-way and front yard areas.
- Eliminate visual clutter, including nonconforming signs and overhead utility lines.
- Preserve and restore unique or historic structures within the community.
- Maintain the visual interface between Balboa Park and the community.
- Create neighborhood identities through coordinated street plantings.
- Establish development and design guidelines which will assist in reducing crime in the community.

URBAN DESIGN GUIDELINES

Natural Environment-Public Views

- Structures should be designed to protect public views of Greater North Park's natural scenic amenities, especially Mission Valley, Balboa Park and the Switzer and 32nd Street canyons.
- Where existing streets serve as public access and public view corridors of the valley, park and canyons, development on corner lots requires special design considerations. In order to maximize public views, new development should be set back from the corner or terraced away from the street.

Building Scale

Building scale is a quality which describes the relationship of buildings to each other and to human dimensions. Much of the residential development in North Park is older and single-story, consisting of single-family bungalows, and low-scale multi-family development including bungalow courts. However, over recent years, higher-density development, out of scale with the older development has been introduced into the community causing impacts on the visual environment. It is important that new residential development be designed to blend into the scale and visual environment of the community.

The majority of existing commercial development within the community is old and characterized by small, low scale, one- and two-story structures. New buildings of greater heights could be out of scale with this established character. It is therefore important that new development complement the scale of existing development to avoid abrupt and negative changes to the established development character. In some instances, land use designations will permit higher densities than is the norm. It is intended that new development, while not being forced to comply with the scale of existing development where the community plan designates higher development intensities, should not ignore existing scale and should provide good design relationships with adjacent development.

- New development should be consistent with the scale and character of the existing development of the surrounding areas. The fitting in of new development is, in a broad sense, a matter of scale. It requires a careful assessment of each building site in terms of the size and texture of its surroundings, and every conscious attempt to achieve balance and compatibility in design between old and new buildings.
 - Relate the height of new buildings to the height of existing development. Exceptionally tall buildings immediately adjacent to low buildings can create problems such as excessive shadows, undesirable wind tunnels, and lack of privacy.
 - Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Gradual transitions in scale are preferred.

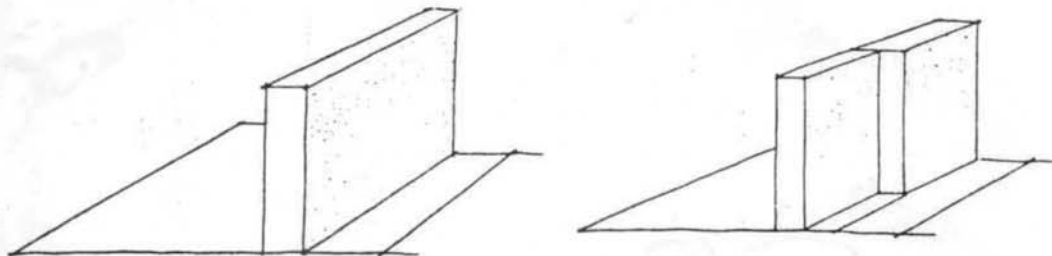
- Extreme contrasts in color, shape, and organization of architectural elements will cause new buildings to stand out in excess of their public importance. Where visually strong buildings clash with their surroundings, the character of the area will be adversely affected.
- Harmony should be promoted in the visual relationships and transitions between new and older buildings. New buildings should be made sympathetic to the scale, form and texture of surrounding development. Where new buildings reach exceptional height and bulk in comparison to existing structures, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of the surrounding development. Multi-family buildings should be designed and evaluated in the context of surrounding development.
 - Building bulk should be controlled through the use of vertical and horizontal offsets and other architectural features (balconies, porches, bay windows) which serve to break up building facades.
 - Building surfaces should be articulated and textured to reduce their apparent size.
 - Buildings can be textured by using different materials, colors or facades to produce separate elements.
 - Treat upper floors so that they actually, or seem to, set back and recede. Structures of over two stories in particular should incorporate this treatment.
 - Smaller architectural elements: Windows, cornices and other details should be not much larger than they would be on a single-family house.
 - Taller portions (multiple stories) of buildings should be set back from the required front setbacks. This would control building scale by emphasizing one- and two-story facades along street frontages.
 - Landscaping can also be used to add texture to blank walls, soften edges, and provide a sense of pedestrian scale.
 - Features such as entryways, side notches, partial facade setbacks, entry porches, bay windows, window proportions and other small-scale geometric forms set up strong visual rhythms. Where these elements are a part of a block's character, new development should incorporate them to preserve block unity and to fit in harmoniously.
 - Structures should conform to the spacing pattern and rhythm of spacing of buildings already existing within the block.
- The clustering of dwelling units in the single-family designated areas (residential areas 1 through 4) through a Planned Residential Development Permit should only be approved if

the proposed projects create dwelling units which strongly resemble the scale and character of the surrounding development. It is acknowledged that this approach may often result in substantially fewer dwelling units than the maximum allowed by the underlying R-1 (single-family) zones.

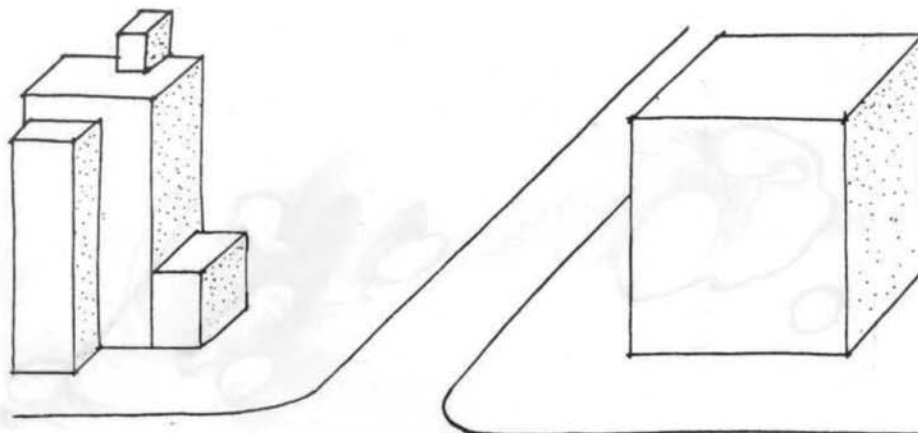
- Parcel accumulation will be permitted, and even encouraged, in some residential areas of Greater North Park in order to provide for increased residential densities. However, care must be taken in the formulation of the regulations permitting parcel accumulation density increases (“bonuses”) so as not to permit development that is out of scale with the surrounding neighborhood. New development should blend into the visual environment of the neighborhood unless extensive redevelopment is anticipated to occur within the neighborhood.
 - Where parcel accumulation takes place, consideration should be given to adjacent parcels which have lower scale development of a long-term nature. For instance, a three-story apartment building with sideyard walls featuring an unbroken plane can visually overwhelm a neighboring bungalow or single-story apartment development. This impact can be avoided by the use of regulations which require adequate setbacks, diagonal building planes and roof articulation.
- Parcel consolidation should be prohibited in residential Areas 5, 6, 7 and 8 to preclude large clustered developments which are not compatible with the scale and character of these areas.

Architectural Detailing

- Flat roof surfaces should be considered for use as terraces, with limited landscaping if it is structurally and economically feasible.
- Visually distracting roof appendages such as stairway towers or ventilation equipment should be screened from public view.
- Buildings with a roof form or profile similar to surrounding buildings should be required to strengthen the visual identity of the structures and contribute to a street’s visual harmony.
- Commercial buildings should present open facades to the street. This adds to the pedestrian interest along the street and also provides a security factor based on visual openness between the street and the building. This is particularly important for an area like the 30th and University central business district has a pedestrian orientation, which should be reemphasized and enhanced.



Example: A wall effect can be avoided by establishing a maximum dimension of wall planes in relation to the lot line.



Example: Differences in the heights and depths of various portions of the building divide the mass into distinct elements, and create a transition between low- and mid-rise development.

Example: **Uniform** heights and depths bring attention to the buildings' total size.

Parking

- The automobile or parking facilities should not be a dominant element of the neighborhood character. On-site parking should be screened or located in areas not highly visible from the street.
 - On-site parking should be underground or located in the rear of buildings and accessed from the rear alley whenever feasible. Also, parking spaces should be linked through various properties in order to provide better and more efficient parking areas. Efforts to consolidate parking through the use of common alley spaces, landscaped parking lots or parking garages should be encouraged.
 - Curb cuts and front driveways should be minimized. Driveways should be restricted in width within required front yard setbacks. Curb cuts and drive-throughs are not appropriate on pedestrian-oriented streets such as portions of University Avenue.
- Large surfaced parking areas should be broken up with landscaped islands and screened from view by landscaping. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned pavings as a means to enhance surface areas.
- The width of garages should be adequate for maneuvering. Two-car garages should be designated to accommodate standard-size cars.
- In many instances, required parking spaces are utilized to accommodate trash receptacles. Provisions should be established which will preclude this practice and will provide for refuse collection areas in a manner that will both retain required parking and cut down on litter on the streets and alleys.

Streetscape and Parkways

- At key locations, specimen trees can become community focal points. Such trees should be designated as community resources and protected.
 - New development should be sited and designed to mitigate any harmful impacts to major trees or other significant resources.
- Where feasible, tree massing should be carried into adjacent public and private spaces.
- Shrub buffers should be provided and/or maintained on busy streets to protect pedestrians.
- Streets should be designed and developed to be pleasant places to walk down as well as drive upon. The arrangement of houses should create a pleasant streetscape. Attention to building siting, paving, landscaping and tree plantings should all be designed to enhance the visual effect.

- Excessive use of concrete in front yards shall be eliminated.
- The citywide landscaping ordinance should be utilized to enhance the streetscape by increasing the amount of landscaping in front yard areas.
- Landscaping should be used to establish a linkage between the street and the buildings along the street. It should also be used to “tie the street together.” This can be done through the use of tall street trees that lend identity or “an image” to the street and also help to soften parking areas. Different species of trees can be planted along individual streets in order to create individual and identifying images for different streets.
- The facades of buildings at pedestrian levels should provide a close relationship between the building and street. Blank walls are considered detrimental to this relationship.
- The existing condition of many commercial streets is the result of many years of neglect and a failure to upgrade the street environment as the need arose.
 - There is noticeable sign clutter. This situation could be improved through enforcement of existing regulations.
 - Many of the streets have cluttered sidewalks. This is usually the result of a combination of narrow sidewalks and poorly located street furniture. A combination of sidewalk widening and more appropriate locational criteria for street furniture should be able to resolve this problem.
 - Most of the commercial streets have little or no landscaping. The addition of landscaping, particularly trees, can enhance the visual environment, provide shade and soften the effect of the pavement inherent in a commercial area.
- In commercial areas, the linkage between the street can best be established by keeping the buildings close to the street in order to enhance the pedestrian environment of the street. This adds interest to the street by permitting “window shopping” and encouraging merchants to do on-premises advertising through the use of window displays. This is particularly important in the central business district where the pedestrian environment should be enhanced. Therefore, mini-shopping centers and other forms of commercial development which place parking areas along the sidewalk and feature buildings with deep setbacks should be discouraged.
- Trees, lighting bollards or sidewalk textures should be encouraged along major streets to separate pedestrian paths from traffic conflicts.
- Recreational values of paths should be increased by providing rest stops and focal points of activity. The use of interest nodes; a fountain, chain of shops, or plaza space, at reasonable walking distance, can help entice pedestrian movement from one point to another.

- Pedestrian paths that provide a series of views and a consistent variety of scenes should be encouraged. The discovery of interesting places along pedestrian paths contributes to the existence of serendipity and surprise.
 - Storefront diversity adds to pedestrian accessibility, variety and choice along commercial paths.
 - Clusters of shops around interior courtyards, or pedestrian malls extend the commercial frontage of the area and increase the diversity of the street.
 - Window displays stimulate interest along paths and encourage pedestrians to stop and browse.
- Various elements of climate control improve the pathway for the pedestrian and add color, visual variety and liveliness to the streetscape. Such elements include coverings, arbors, canopies, awnings, colonnades, and arcades. Street trees providing broad canopies can also be used to create a sense of pedestrian scale adjacent to large buildings.
- Richly detailed facades, windows, entrances, stairways, retaining walls and other features are appreciated by the pedestrian and impart a sense of human scale.
- Various textures and paving treatments can be used to define and separate pedestrian paths. The coarseness of surface textures should not be so great as to create difficulty in walking.
 - Curb cuts and driveway access paths create conflicts between auto and pedestrian use. Where such conflicts cannot be avoided, the visual continuity of the pedestrian path can be maintained by continuing the pavement pattern across the driveway space. On commercial property, speed bumps and stop signs should be used to reduce hazards at blind auto egress points.
 - Pavement textures can also be used at street crossings to clearly mark and improve the appearance of the intersection. However, care should be taken to ensure that pavement textures indicating pedestrian crossings are only used in situations where proper traffic controls are in place so as not to create unsafe pedestrian crossings.
 - Although pedestrian activity should be concentrated along the streets, mid-block pedestrian paths (along the alleys) should be provided whenever feasible to link the activity centers of the main commercial street to adjacent large development across the alley areas.
- Fencing or landscaping that is provided as either a screen for open space or for private yards should avoid “blocking off” the building from the sidewalk.

Landscaping

The use of appropriate landscaping materials and careful consideration of siting factors help to maintain a sense of nature in the urban environment. Landscaping exerts a major influence on the character of individual streets.

- Extensive tree plantings should be provided or preserved to enhance the visual quality of public streets and provide a strong element of continuity as future development occurs.
- Landscaping themes for all major streets in the community should be studied, and specific plans should be developed. Priority should be given to improving landscaping in the commercial areas as part of individual permit processing. Such plans should be reviewed by the community planning group before any implementing actions are taken.
- In areas of little or no activity, groundcovers or lawns should be planted as an alternative to paving.
- At key locations, specimen trees can become community focal points. Such trees should be designated as community resources and protected.

New development should be sited and designed to mitigate any harmful impacts to major trees or other significant resources.

- Where feasible, tree massing should be carried into adjacent public and private spaces.
- Shrub buffers should be provided and/or maintained on busy streets to protect pedestrians.
- Mature street trees should be preserved and replaced when removal is unavoidable. Street trees, particularly when an individual species dominates, became an important element of a neighborhood and streetscape character.

Standards requiring minimum percentages of landscaping and limiting the amount of concrete areas, particularly in residential areas, should be established and incorporated into implementing legislation.

Landscaping programs should be established along selected streets throughout the community. These “parkways” have been selected because they either enhance the visual appearance of major important thoroughfares which enhance the visual image of the community or because they provide pleasant landscaped linkages between public places.

Park Boulevard, El Cajon Boulevard, University Avenue, Adams Avenue and portions of 30th Street are streets which can enhance the visual appearance of the community through landscaping programs. El Cajon Boulevard already presents a “landscaped appearance” and efforts should be made to enhance it, especially within the median. In order to properly enhance El Cajon Boulevard’s medians through landscaping, the landscaping program should be designed in conjunction with the provision of left turn pockets for vehicular traffic. These pockets should

be placed only at selected intersections so as to permit maximum landscaping opportunities in the medians. Adams Avenue is an important link through the community between University Heights and Normal Heights. Park Boulevard is a major entry into Balboa Park. 30th Street, south of University Avenue, is the only southern route into and out of the community.

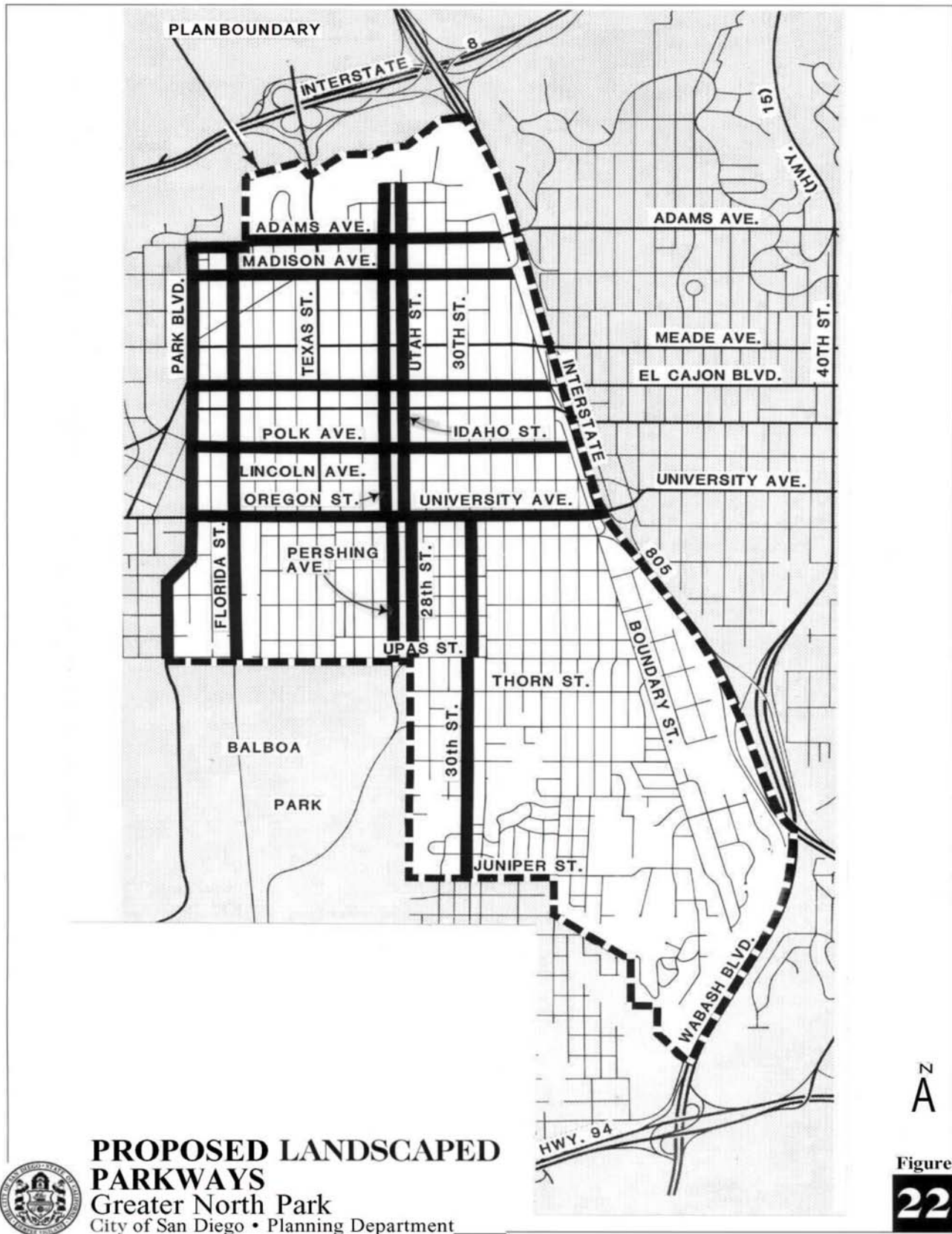
In the latter category, Florida Street is a direct link between Balboa Park and the future Trolley Barn Park north of Adams Avenue. Oregon Street/Pershing Drive and Idaho Street/28th Street connect Balboa Park with the south rim of Mission Valley via the North Park Recreation Center. Polk Street provides east-west access to the recreation center from the eastern and western edges of the community. These parkways are shown in Figure 22.

In order to ensure the visual enhancement of these parkways, special design and development regulations will be formulated as part of the legislative implementation program.

Places

Pedestrian places are extensions of personal space. A place is formed when people establish boundaries and find recurring uses for a space. Activities are the focus of a space.

- Buildings should not dominate surrounding spaces but should step back or form enclosures in scale with pedestrians.
- Changes of level are an effective way to create interest and define pedestrian space.
 - Raised places give a sense of overlook and advantage to its occupants.
 - Lowered spaces create a sense of intimacy and enclosure.
 - Extreme changes in level impair the visual connection between the occupant and passer by, reducing interest for both.
- Spaces should have furnishings that enable multiple use by all age groups.
- The location of benches and their relationship to one another is of prime importance.
 - Benches should be arranged to promote contact and form interesting spaces to watch pedestrian activity.
 - Views from fixed benches should not be obscured by walls, railing, poles, landscaping or other unnecessary obstructions.



Transition Areas

Along the south sides of Meade Avenue, south of residential Area 8, tailored zoning should be developed in such a manner, as to ease the transition between the differing densities of Areas 8 and 17 to the extent possible. Similar tailored zoning should also be investigated where there are similar differences or transitions in densities.

Continuity

- Uses requiring large frontages, such as banks, office buildings, parking lots and supermarkets can disrupt the continuity of a complex of small shops. Large development should be designed to maintain this continuity by creating additional pedestrian and landscaped areas along the street, providing display windows and breaking up large facades with architectural features.
- Residential units should be encouraged on the upper floors of commercial developments. The mixing of residential and commercial facilities provides a more efficient use of parking facilities and reduces dependence on the automobile.
- Many blocks in Greater North Park do not have alleys. This provides an opportunity for development to cross common rear property lines. This, in effect, provides two front yards. However, because of the need to provide off-street parking, one front yard can become a vehicular parking area having adverse impacts on abutting front yards. Development standards precluding this from occurring should be established.
- In many older areas of Greater North Park, front yard setbacks are greater than the minimum front yard setbacks presently required by zoning regulations. Consideration might be given, particularly in lower density residential areas, to utilizing the older established setbacks as the required setbacks.

Density Bonus Areas

In certain specified areas, residential development may be increased from the established base density (maximum permitted dwelling units per net residential acre) to a specified bonus density if certain bonus density criteria are met. The above guidelines are recommended minimum standards; the requirements for a specific project may vary based upon individual site and neighborhood characteristics.

Minimum parcel accumulation area which is the basic qualifier necessary to obtain density bonuses must be formulated during the implementation phase of the planning program. Refinements and additions to the above recommended guidelines may also be incorporated into the implementing legislation.

Lighting

- Light quality should be geared to the specific use of the areas, spaces, and forms to be illuminated.
- Lighting should reflect the relative importance of pedestrian spaces by degrees of illumination at night and by the repetition and scale of lighting standards during the day.
- Lamps and standards should be for people, and not cars, wherever possible.
 - The height of standards should vary between 10 and 15 feet.
 - Lamps should be placed beside walks, not above the roadway.
 - Bollard-type lighting is suited for pedestrian paths.
- In instances where desired lighting standards are not in conformance with the standards established in Council Policy 600-4, it may be necessary to establish a maintenance district for any added costs of providing the special street lighting.

BALBOA PARK

Balboa Park lies adjacent to Centre City, Greater Golden Hill, Uptown and the community of Greater North Park which it borders on the south and the west.

The park is divided in four major segments by three deep canyons, Cabrillo, Florida and Switzer. In some cases the mesas be are so widely separated from one another that it is difficult to associate one mesa with another as being in the same park. This distinct topographic cleavage has been successfully overcome in the western sector by the construction of four bridges over the Cabrillo Canyon. No such connection has been made over Florida and Switzer Canyons.

The north-south division of the park, the Cabrillo and Florida Canyons, has influenced the basic development pattern of the park. The western one-fifth has been extensively landscaped and is devoted primarily to picnicking and various forms of passive recreation including facilities for older persons. The two-fifths of the area in the center of the park, bounded by the Cabrillo and Florida Canyons, contains the major developed areas; the Prado area along Laurel Street is mostly a museum use, the Palisades area south of the Prado contains buildings used in both the 1915 and 1935 Expositions and the Balboa Park Bowl is primarily an indoor recreational use. The San Diego Zoo, the Veterans Building, the San Diego High School, the Roosevelt Junior High School, the Boy and Girl Scout Camp areas and the Naval Hospital are also found in the center of the park. The schools and the hospital lands have been legally removed from the park.

The easternmost two-thirds of Balboa Park has been further divided by Switzer Canyon, which runs in a northeast-southeast direction. The triangular area south of the canyon contains a nine-hole golf course, the Golden Hill picnic area and a community recreation center. North of

Switzer Canyon is an 18-hole golf course. In the extreme northeast portion of the park is Morley Field area, a partially developed active recreation area.

Because of Balboa Park's physical relationship to the Greater North Park community, it is important to insure that the design and development of abutting areas are consistent with the regional resource and design qualities of the park. For this purpose the following development guidelines are recommended:

1. Development adjoining the parks should maintain and enhance public vistas to the parks, incorporate landscaping motifs and materials consistent with the parks, and incorporate development densities that are consistent with the landform and that preserve the parks and topography. Development should maintain and enhance the traditional character at the perimeter of the parks.
2. Development should maintain the low density residential character, reflective of the existing development in the area which is primarily single-family. Future development should be consistent with these densities, lot patterns, front yard landscaped areas, street trees and existing early architectural style.
3. Development should maintain an open space character with vegetated courtyards and setbacks. Landscaped/vegetated areas and street trees, within the development site, should relate to the typical vegetation and tree species in the adjacent park area. Also the existing street tree treatment should be continued.

SECURITY AGAINST CRIME

The concept of territoriality and defensible space should be considered in designing public and private improvements. This is accomplished without the building of fortresses, and is successful when a potential offender perceives that he is intruding on the domain of another, and that he will be noticed if he intrudes. He is then more likely to be deterred from criminal behavior. The neighborhood watch program successfully uses this premise.

The physical design of a development project can provide surveillance opportunities of the neighborhood by its residents or of the commercial center by merchants, employees and customers. Greater security against crime is also accomplished by improving the capacity of people to live, work and shop while at the same time casually and continually surveying their environments, both indoors and outdoors.

Therefore, design features of a project, together with the features of the natural environment, should be considered in the review of development proposals and in the preparation of development regulations.

COMMERCIAL AREA DESIGN STUDIES

Introduction

The Mid-City Commercial Revitalization Program was undertaken in the early 1980s in an effort to revitalize the commercial areas in the Mid-City and Greater North Park communities. This program has provided two design studies pertinent to Greater North Park: The North Park Design Study for the community's central business district centered around 30th Street and University Avenue; and, The Design Study for the Commercial Revitalization of El Cajon Boulevard which includes that segment of the Boulevard between Park Boulevard and Interstate 805 within the Greater North Park community.

These design studies establish design guidelines for the revitalization of these two important commercial areas. It is intended that these studies serve as supplements to the Greater North Park Community Plan and, to the extent feasible, serve as a basis for the formulation of development and design regulations for these areas. The objectives of the two studies are listed below in order to provide a summary of the design guidelines set forth in those studies.

North Park Commercial Center Design Study

The design study for the North Park (30th & University Avenue) Commercial Center is an extensive survey and analysis of the area complete with design objectives. It is intended that this study be utilized with this community plan document as a supplement to the plan. It is therefore summarized below.

Pedestrian Circulation - Design Objectives

1. Improve quality and appearance of sidewalks, crosswalks, shelters, bus stops, benches and other pedestrian amenities.
2. Improve alleys and rear entries for pedestrian use.
3. Consider a pedestrian mall or plaza.
4. Consider a small scale public transportation system for North Park.
5. Provide bicycle racks in or near the commercial area.

Vehicular Circulation - Design Objectives

1. Maintain traffic speed controls through the commercial areas.
2. Consider alternatives to University Avenue for through east-west traffic.
3. Provide ideas for a small scale public transportation system.

4. Consider a parking structure or removal of buildings to create more parking in the area.
5. Enhance and improve streets, sidewalks, benches and other amenities which will encourage more pedestrian, bicycle and public transportation use.

Street Furniture - Design Objectives

1. Select attractively designed benches, trash containers and bicycle racks that complement the existing architecture.
2. Street furniture should be comfortable and convenient for the elderly and handicapped.
3. Remove billboards and establish uniform design standards for signs.

Landscaping - Design Objectives

1. Select appropriate size, form, color and texture of street trees and shrubs that will complement and enhance the existing buildings.
2. Place trees and shrubs appropriately.
3. Select plant materials with low water and maintenance requirements.

Colors and Materials - Design Objectives

1. Select a color palette for building in North Park.
2. Building materials should be compatible with the architectural styles of the buildings.

Character - Design Objectives

1. Preserve, restore and enhance historic buildings.
2. Encourage architectural detailing on new buildings that is compatible with the historic character of the commercial area.
3. Suggest design features which will unify the commercial area.

Image - Design Objectives

1. Restore deteriorating buildings.
2. Visually unify and simplify the avenue through uniform signage and building colors.
3. Introduce landscaping to enhance the appearance of the area.

Building Use - Design Objectives

1. Provide ideas for building facades and street improvements which enhance community shops and services.
2. Provide ideas for pedestrian amenities which encourage residents and non-residents to shop in the neighborhood.
3. Suggest design features that will make shopping more convenient in the area. This may involve improving access, parking or public transportation.

El Cajon Boulevard Design Study

El Cajon Boulevard is the subject of “The Design Study for the Commercial Revitalization of El Cajon Boulevard.” While this study includes the entire length of El Cajon Boulevard from Park Boulevard to the city of La Mesa, it does provide guidelines for that segment of El Cajon Boulevard traversing Greater North Park. The design study establishes a series of general design guidelines intended to assist in achieving the study’s major objective which is business revitalization. These guidelines are summarized as follows:

1. Regional Commercial Role
 - a. Develop the Boulevard into a major “Spine.” Relate to the Greater North Park market, draw from outside.
 - b. Focus commercial/community centers at nodes.
 - c. Build in resident market with new housing.
 - d. Recognize the historic and continued demand for service and auto oriented business.
 - e. Create special districts.
2. Attractive Image
 - a. Develop the image of the “Spine.”
 - b. Use centers of activity at nodes to create specialized image districts to reduce anonymity.
 - c. Capitalize on strip nostalgia. Use lights, signs and width to distinguish the Boulevard from other streets.
 - d. Change the Boulevard name to increase community identification.
 - e. Develop an urban, high activity, high energy boulevard that is fun.
 - f. Use minimum floor area ratio calculations and architectural reviews at district centers.
 - g. Establish a coordinated streetscape program for street improvements to reduce visual chaos.
 - h. Create a more defined physical structure of the Boulevard through setback control, screening, sign placement.

3. Early Benefits for Full Length

- a. Use design elements such as gateways and median trees at centers to affect the image of the entire boulevard but which do not require six miles of improvements.
- b. Develop low cost ideas that businesses and city can implement relatively quickly.
 - Painting street furniture
 - Painting private and public sign frames
 - Color coding store fronts
 - Color-theming district centers

4. Cost Efficient Plan

- a. Use public improvements as highly visible seeds for private improvement.
- b. Initiate major improvements through private development which respond to and work with the market.
- c. Establish a workable, realistic image that capitalizes on existing good qualities - do not start over.

5. Respond to the Community

- a. Reinforce Greater North Park identification with district centers that reflect adjacent neighborhoods.
- b. Use increasing residential densities along the boulevard to benefit commercial and to hold down densities in existing residential areas. Decrease density in neighborhoods.
- c. Encourage and accommodate rather than destroy business.
- d. Capitalize on ethnic restaurants and specialty businesses that reflect changes in demographics.
- e. Develop social and police services for the community.

6. Encourage Participation

- a. Establish zoning that allows small scale development.
- b. Develop FIX UP ideas that work immediately within existing business climate.
- c. Facilitate loan incentives, loans for fix up and new development.
- d. Recognize effort and accomplishment.
- e. Establish an effective system of promotion, marketing, and organization of individual businesses.
 - BIDs
 - Events

7. Pedestrian Environment

- a. Develop a simple, consistent parking system in front of buildings in linear areas between centers.

- b. Provide parking behind buildings and in common lots or garages at district centers. Place building at right of way line in district centers.
- c. Provide arcades, furniture, shelters, trees.

8. Major Arterial Multi-Modal Circulation

- a. Maintain width of street and widen in the most congested areas.
- b. Add light rail transit, trolley or continuous bus service to minimize congestion.
- c. Reduce number of left turn areas.
- d. Coordinate street lights.
- e. Reduce curb cuts on the Boulevard or trade curbside parking for off-street parking.

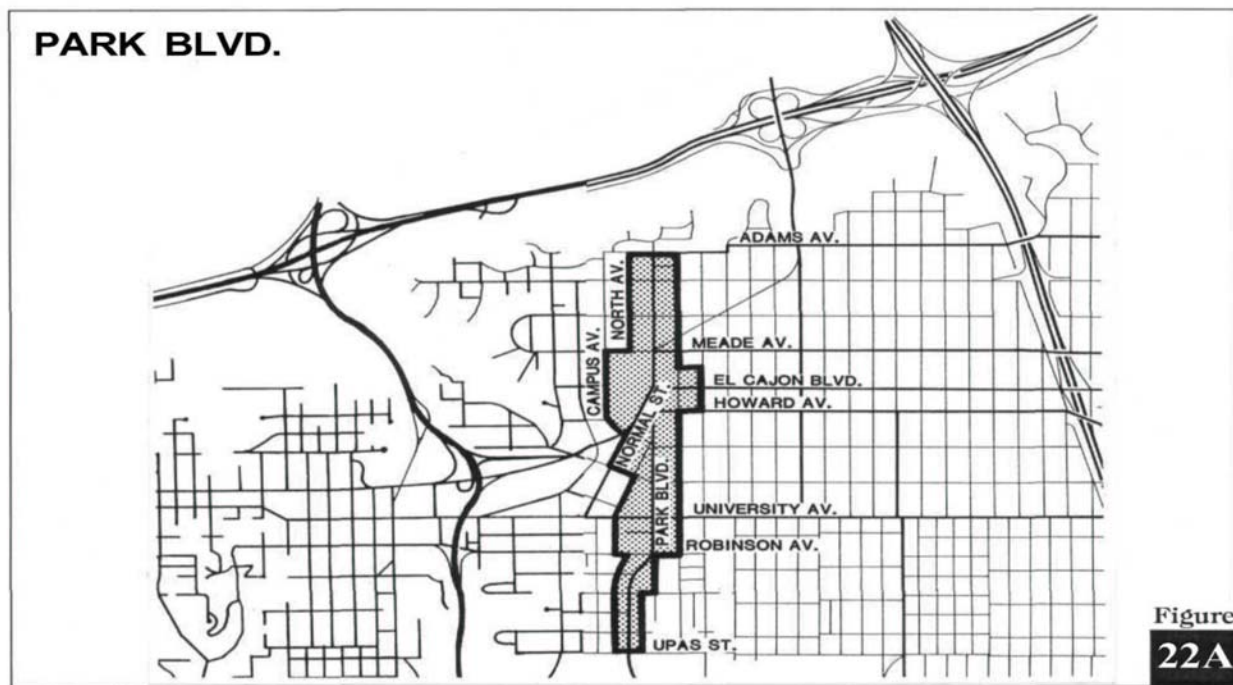


Figure
22A

Park Boulevard

Park Boulevard is an important north-south street which is the common boundary between the Greater North Park and Uptown communities. It is a street of diverse land uses ranging from higher quality residential development south of Robinson Street to areas in need of rehabilitation north of El Cajon Boulevard. The development of Park Boulevard should be coordinated between the communities of Greater North Park and Uptown. The Park Boulevard area is illustrated in Figure 22A.

Park Boulevard should become a landscaped parkway linking Balboa Park and the Trolley Barn Park, with trees being placed along the curb lines of both streets. The existing median strip between El Cajon Boulevard and University Avenue should also be enhanced by the planting of additional trees. The Park and Recreation Department, which regulates tree planting in the public rights-of-way (streets), should be consulted in order to ensure that trees are selected which will thrive and will present a desirable visual appearance and will not cause damage to sidewalks and curbs. A well planned landscaping program will add to and improve the pedestrian environment of the Boulevard and will also serve to soften the appearance of many of the larger existing buildings.

The preservation and rehabilitation of existing historical and architecturally significant buildings along this street is also recommended, with an emphasis on the Egyptian Revival buildings located within the commercial area between University and Robinson Avenues and the residential area located south of Robinson Avenue. This latter area provides a visually pleasing entry into and exit out of Balboa Park with its two parallel rows of older, and usually ornate, two-story residential buildings. These buildings should be preserved, and further intrusions of high-rise buildings should be prevented.

The two primary commercial areas between University and Robinson Avenues and between Adams and Madison Avenues should be upgraded and made more appealing to surrounding residential areas through the provision of desired goods and services, an improved pedestrian environment, and an improved visual appearance. The area between University and Robinson Avenues is the focal point of a significant senior citizen population including four senior residential towers and should provide the goods and services needed by these senior citizens. The Capri Theater, currently vacant, is located in this area and should be rehabilitated to its original Egyptian Revival appearance. The area between Adams and Madison Avenues, including Adams Avenue between Park Boulevard and Georgia Street, has historically been the commercial center for the University Heights area. However, in recent times, this commercial center has deteriorated and no longer provides an adequate range of desired goods and services. Given its proximity to the Trolley Barn Park site, this area might be rehabilitated using its physical relationship to the past as a redevelopment theme. This area lends itself to becoming a unique commercial center, providing not only essential and convenience goods and services to the surrounding residential area but also providing small specialty restaurants and shops which would attract citywide support.

The “Design Study for the Commercial Revitalization of El Cajon Boulevard” designates the Park Boulevard and El Cajon Boulevard intersection as the western gateway to El Cajon Boulevard and the intersection is also a primary focal point on Park Boulevard. Therefore, as called for by the El Cajon Boulevard design study, this intersection should become a high-intensity node with appropriate design standards regulating new development.

The Mid-City Revitalization Program includes the commercially zoned properties on both sides of Park Boulevard. This program is administered by the Economic Development Division of the Property Department which is currently studying the Park Boulevard business district in an effort to formulate appropriate implementation programs. The Economic Development Division can also provide measures to support and leverage business reinvestment in the area. Proposed measures include staff support for the formation of a business improvement district, design and implementation of a public improvement project and the creation of a financial assistance program to assist businesses in the rehabilitation of their storefronts. The implementation of any adopted measures is contingent upon the availability of Community Development Block Grant funds. The programs are described in the Commercial Element of this community plan.

The University Heights Neighborhood

University Heights has traditionally been considered to be a distinct and definable neighborhood centered around the Park Boulevard and Adams Avenue commercial area. That portion of University Heights within the Greater North Park Community Plan area might be considered to be predominantly north of El Cajon Boulevard and west of Texas Street. The portion of University Heights west of Park Boulevard is in the Uptown Community Plan and is generally located north of Washington Street and east of State Route 163. The University Heights area is shown on Figure 22B.

For that portion of the University Heights neighborhood which lies within the Greater North Park community planning area, the residential designations are for very-low and low density or single-

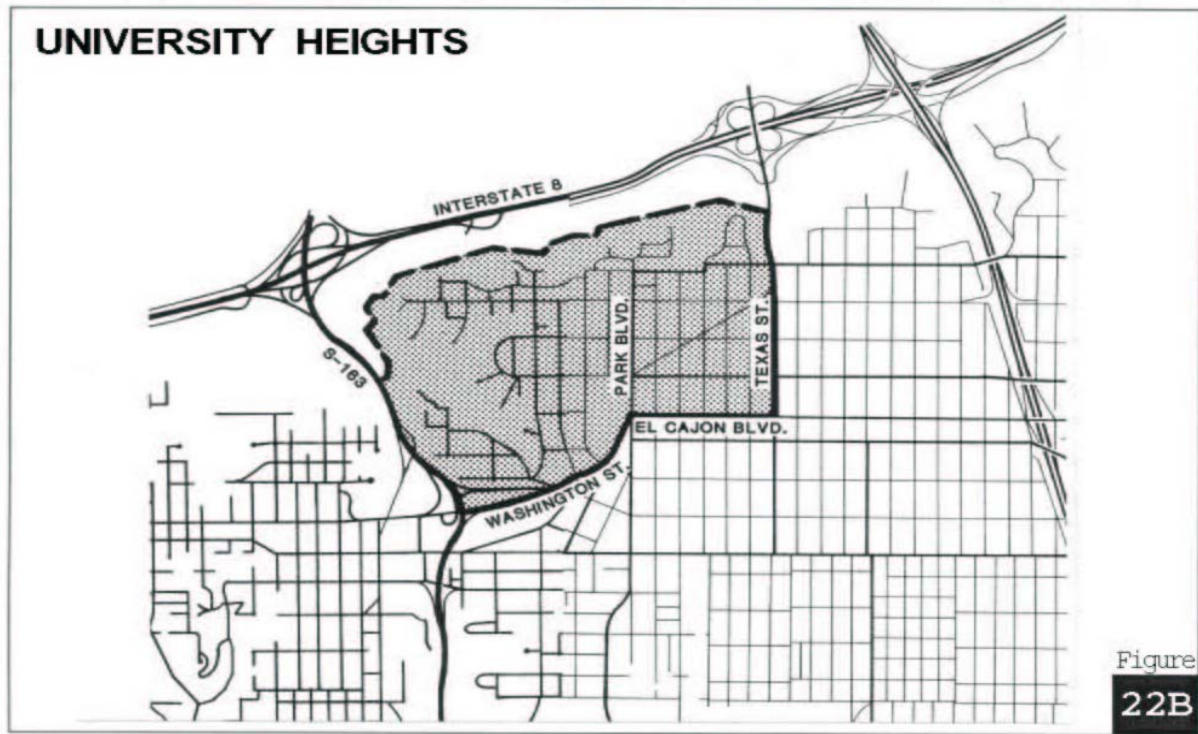


Figure
22B

family dwellings north of Adams Avenue and for generally low-medium density of 10 to 20 dwelling units per acre south of Adams Avenue. These residential density designations are intended to ensure the retention of the low density and low-medium density character of the neighborhood while still permitting some infill development.

Commercial development will be limited to Park Boulevard and Adams Avenue with Park Boulevard north of Madison Avenue and Adams Avenue west of Georgia Street being the focal point of the University Heights commercial area. The community plan recommends that a strong relationship be developed between this commercial area and the Trolley Barn Park site immediately north of Adams Avenue.

The Urban Design Element, specifically Urban Design Area 1, lists a series of guidelines intended to provide a basis for the tailored zoning regulations. Included are the establishment of a design motif for the Park and Adams commercial node based upon its relationship with the Trolley Barn Park site; retention of the small lot, single-family character along Mission Avenue; establishment of a landscaping program for specified streets; and, retention of the Shirley Ann Place enclave with its small lots and small bungalows.

URBAN DESIGN AREAS

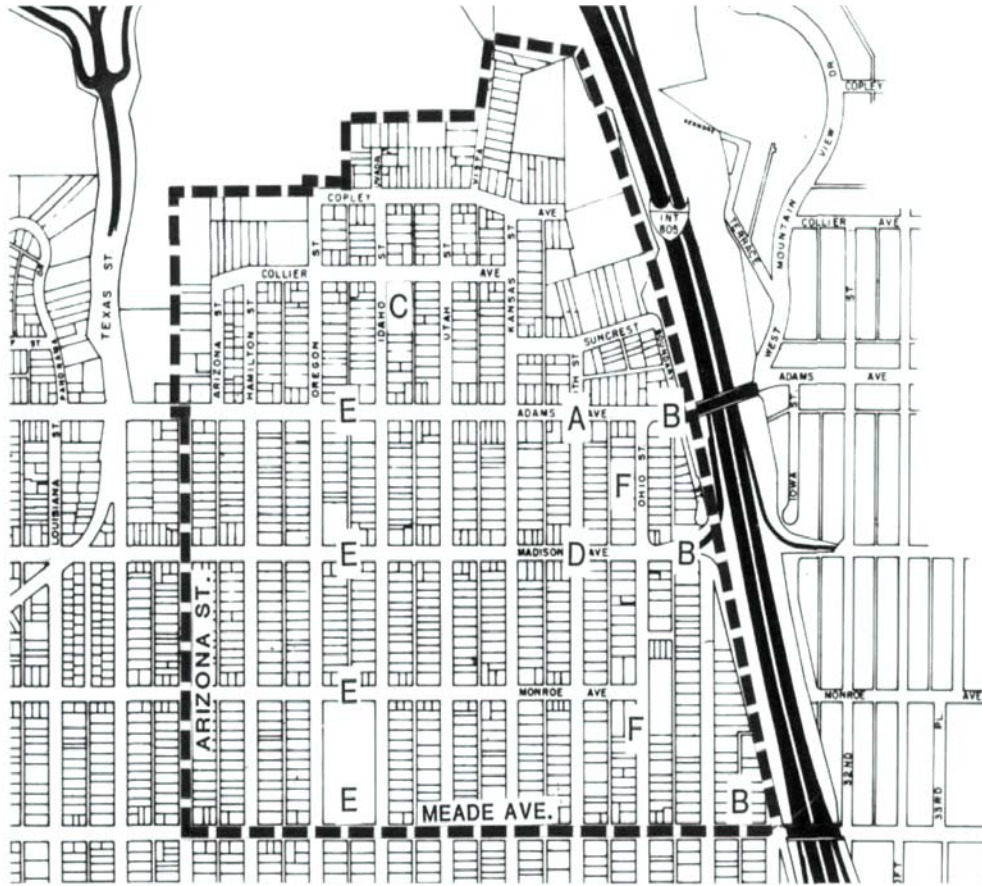
An urban design review of the Greater North Park community north of Upas Street has established a series of guidelines which should be taken into consideration during the formation of design and development regulations for the community. It should be recognized that during the implementation phase of the planning process these guidelines may be modified and refined and that additional criteria and guidelines may be established. Five urban design areas are discussed below.



URBAN DESIGN AREA 1

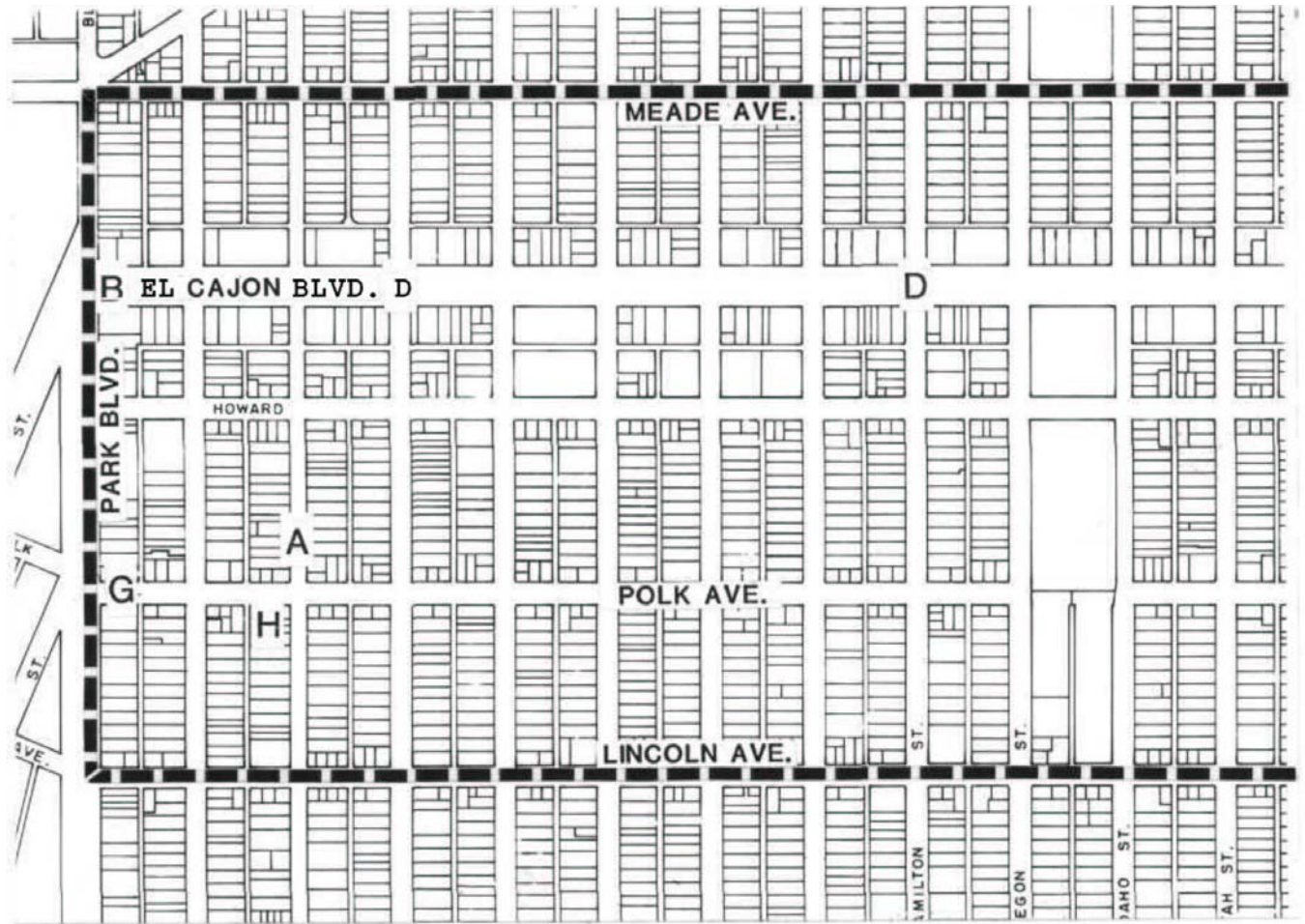
- A. Enhance and upgrade the Park and Adams commercial node. It should have a design motif based upon its relationship with the nearby Trolley Barn Park site and existing historical features.
- B. Encourage multiple use along this section of Park Boulevard, including higher residential density development and office use.
- C. Retain the existing single-family, large lot character of the Panorama Drive neighborhood. Retain existing palm trees in this area.
- D. Keep higher density residential development to the west of the topographical break along Florida Street.
- E. The single-family character created by the small lots along Mission Avenue should be retained. Opportunities for landscaped islands in Mission Avenue should be utilized.
- F. Enhance Florida Street as a landscaped parkway between Balboa Park and the Trolley Barn Park site.
- G. Establish a landscaping program for specified streets, which could include landscaped medians, if feasible.

- H. Retain the Shirley Place enclave in its present state featuring small lots and small bungalows.
- I. The Park Boulevard Revitalization Committee of the University Heights Community Association is undertaking a survey of Park Boulevard between Adams Avenue and El Cajon Boulevard. This survey is the first step in the preparation of an urban design study for Park Boulevard. The recommendations of this urban design study should be utilized to the extent possible in the formulation of development regulations and incentives.



URBAN DESIGN AREA 2

- A. Preserve and enhance the Adams Avenue “Antique Row” and commercial mode. Commercial development should be kept east of Idaho Street. Establish a design character for this commercial node.
- B. Enhance the entryways to the community.
- C. Maintain the lower density residential character of the neighborhood north of Adams Avenue.
- D. Encourage multiple use along 30th Street including higher density residential development and office use.
- E. Establish a landscaping program for specified east-west streets.
- F. Encourage the private redevelopment of the residential area east of 30th Street.



URBAN DESIGN AREA 3 (WEST)

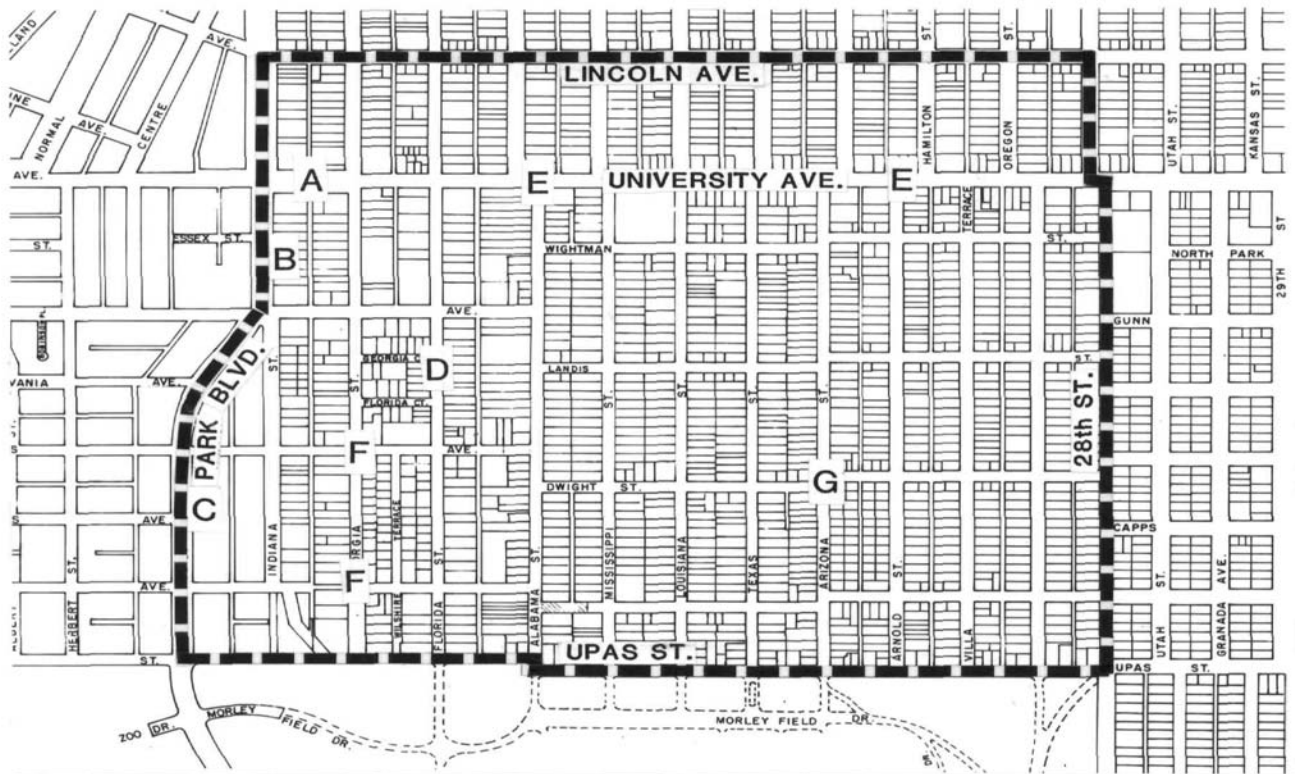
URBAN DESIGN AREA 3

- A. Enhance Florida Street as a landscaped parkway between Balboa Park and the Trolley Barn Park site.
- B. El Cajon Boulevard at Park Boulevard is the major western gateway to Greater North Park. As such, it should be enhanced as a major commercial node and should be distinguished as a gateway through special signage and landscape treatments.
- C. El Cajon Boulevard at Interstate 805 is the major eastern gateway to Greater North Park. It should be enhanced so as to signify its status as a major gateway.
- D. El Cajon Boulevard is a major commercial strip featuring auto-oriented uses. It should develop in accordance with the guidelines of the "Design Study for the Commercial Revitalization of El Cajon Boulevard." In addition, the boulevard should feature enhanced landscaping in the medians.
- E. The intersection of 30th Street and El Cajon Boulevard is a major commercial node and should be developed as such.



URBAN DESIGN AREA 3 (EAST)

- F. Thirtieth Street is an important commercial link between El Cajon Boulevard and University Avenue. It should have design and development standards which are consistent with those two commercial streets.
- G. Park Boulevard between Howard and Lincoln Avenues should be mixed use area and should have design and development standards which reflect its status as a major entryway into Balboa Park.
- H. The topographical break west of Florida Street provides easterly view opportunities for development in this area. Design and development standards for this area should take this factor into consideration.



URBAN DESIGN AREA 4

- A. University Avenue at Park Boulevard is a major gateway to the community. It is in close proximity to the Georgia Street bridge. These factors indicate that appropriate design standards enhancing this gateway should be utilized for this area together with special signage, landscaping or other public improvements.
- B. The commercial area between University and Robinson Avenues features a number of Egyptian Revival Buildings. Development regulations oriented towards preserving these buildings should be utilized for this area.
- C. Park Boulevard south of Robinson Avenue is a high quality residential area featuring many architecturally significant buildings. It is also a major entryway into Balboa Park. Development regulations aimed at preserving this area should be established.
- D. Enhance Florida Street as a landscaped parkway between Balboa Park and the Trolley Barn Park site.
- E. University Avenue between Park Boulevard and Idaho Street should be redeveloped as a higher density residential area with the exception of the Texas Street area which should be a small neighborhood commercial center. Design and development regulations enhancing the University Avenue area should be established, recognizing that the Georgia Street bridge over University Avenue and the high-rise residential towers on Park Boulevard, are nearby.
- F. The area west of Florida Street has significant quality development. Development regulations encouraging the expansion of this development should be established. In

addition, the view opportunities found in this area should be enhanced by new development.

- G. The area south of Landis Street is stable lower density residential area with numerous California bungalows. The existing character should be preserved.



URBAN DESIGN AREA 5

- A. Thirtieth Street and University Avenue is major commercial node and the community's central business district. It should be upgraded and enhanced in accordance with the recommendation of the North Park Design Study.
- B. University Avenue at Interstate 805 is a major gateway to the community and should be enhanced.
- C. The node at University Avenue and 32nd Street should be strengthened possibly with additional tall buildings emphasizing it as a gateway to the community.
- D. Give consideration to possible street closings in order to create opportunities for pedestrian plazas and pedestrian circulation.
- E. Investigate the opportunities for parking structures serving the commercial area.
- F. Enhance 28th Street as a link between the commercial area and Balboa Park.

- G. Retain the area west of 30th Street and south of Dwight; and on Felton Street and 33rd Street south of Landis Street as single-family.
- H. Higher-density residential development should be permitted in close proximity to the commercial area.

IMPLEMENTATION PROGRAM - URBAN DESIGN

Development and Design Proposals

1. The appearance and compatibility of new development should be considered in reviewing proposals. The proper treatment of bulk and facades is particularly important. For example, large blank walls should be avoided; variations in height and depth of wall surfaces and architectural detailing should be provided on all sides of structures. New buildings should blend into the visual character of the neighborhood.
2. Higher density development should be encouraged to utilize larger sites. Projects with more than 50 feet of frontage can begin to incorporate more usable open space, imaginative site design, recreational facilities, secured parking and other amenities not possible in a smaller project. Such projects should be carefully designed, however, so as not to overwhelm existing development.
3. Usable open areas should be provided. Even in high density development, open areas can be provided in the form of balconies, patios and courtyards. Rooftops are a largely untapped resource for open uses in multi-family development. Recent revisions to the multi-family zones encourage both the use of rooftops and the variation in wall surfaces described above.
4. Housing designed for senior citizens should accommodate their needs. Smaller household sizes and a lower incidence of car ownership may allow these projects to be built at a higher density and with less off-street parking than would otherwise be permitted. But these projects must be located with convenient access to transit, shopping and, if possible, senior services. Care should also be taken not to overly concentrate these uses in one area, or to locate them in areas with a shortage of available on-street parking. They should provide an attractive environment for their residents, who spend more time at home than working families. Usable outdoor areas such as patios, balconies and courtyards should be provided, as should laundry facilities. Ample landscaping should be provided to soften the effect of the added density, and to provide shade and visual screening.
5. Adequate landscaping should be provided to help soften higher density development and to provide shade. Trees and shrubs should be of adequate size when planted. Native and drought-resistant plant materials are encouraged; large turf areas should be avoided.
6. Structures should be designed to utilize shade and breezes. Solar heating and cooling and improved insulation techniques should be utilized.
7. Hillside development should cause minimal disturbance to the topography, complementing the land's natural character. Minimize the need for level areas such as streets, parking lots and yard areas. Required level areas should be in small increments. Development should be clustered, but the resultant structures should not be out of scale

with the neighborhood. The use of specialized construction to minimize grading should be considered.

8. Hillsides bordering Mission Valley and the canyons in the southern portion of the community should be treated with an extreme level of sensitivity. Development should be restricted to the top of the mesa or other areas where virtually no manufactured slopes are visible. An adequate, undisturbed buffer should remain between the mesa and the valley floor.
9. Where manufactured slopes are necessary, they should be made to blend with the natural contours. Natural appearing groundcover should be provided on all created slopes.
10. Public access to canyons and views should be provided at suitable locations.

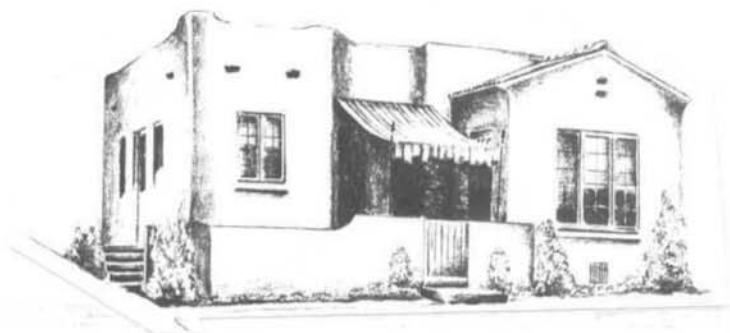
Specific Recommendations

1. Special development regulations should be formulated for the R-3000 zone in order to retain the single-family character of areas within that zone. Second units, including move-ons from other areas of the community, should be located in the rear portion of lots with existing single-family dwellings “up front.” Development regulations should ensure that second units maintain the visual character of existing units. Prohibitions against parcel accumulation should be considered in order to maintain neighborhood scale and preclude intrusions by apartment-like structures.
2. New landscaping and parking regulations and standards should be formulated in a coordinated manner so that they compliment each other and enhance the visual appearance of the community.
3. Where parcel accumulation is permitted for purposes of increasing permitted residential densities, special design and development regulations should be formulated so as to preclude massive or tall buildings which are out of scale with surrounding development.
4. Special design and development regulations should be formulated for commercial areas emphasizing the unique individual character of each area.
5. Urban design regulations for the entire community should be specifically written and included in the implementing of zoning legislation for the community.
6. The North Park Water Tower is a visual landmark not only visible from within the Greater North Park Community, but also from surrounding communities. The Greater North Park Community Planning Committee and the North Park Community Association have selected a community-identifying logo which could be painted on the water tower as a symbol of community pride.
7. The central business district, at one time, featured a “North Park” sign over the right-of-way at 30th Street and University Avenue. As part of the revitalization program for the

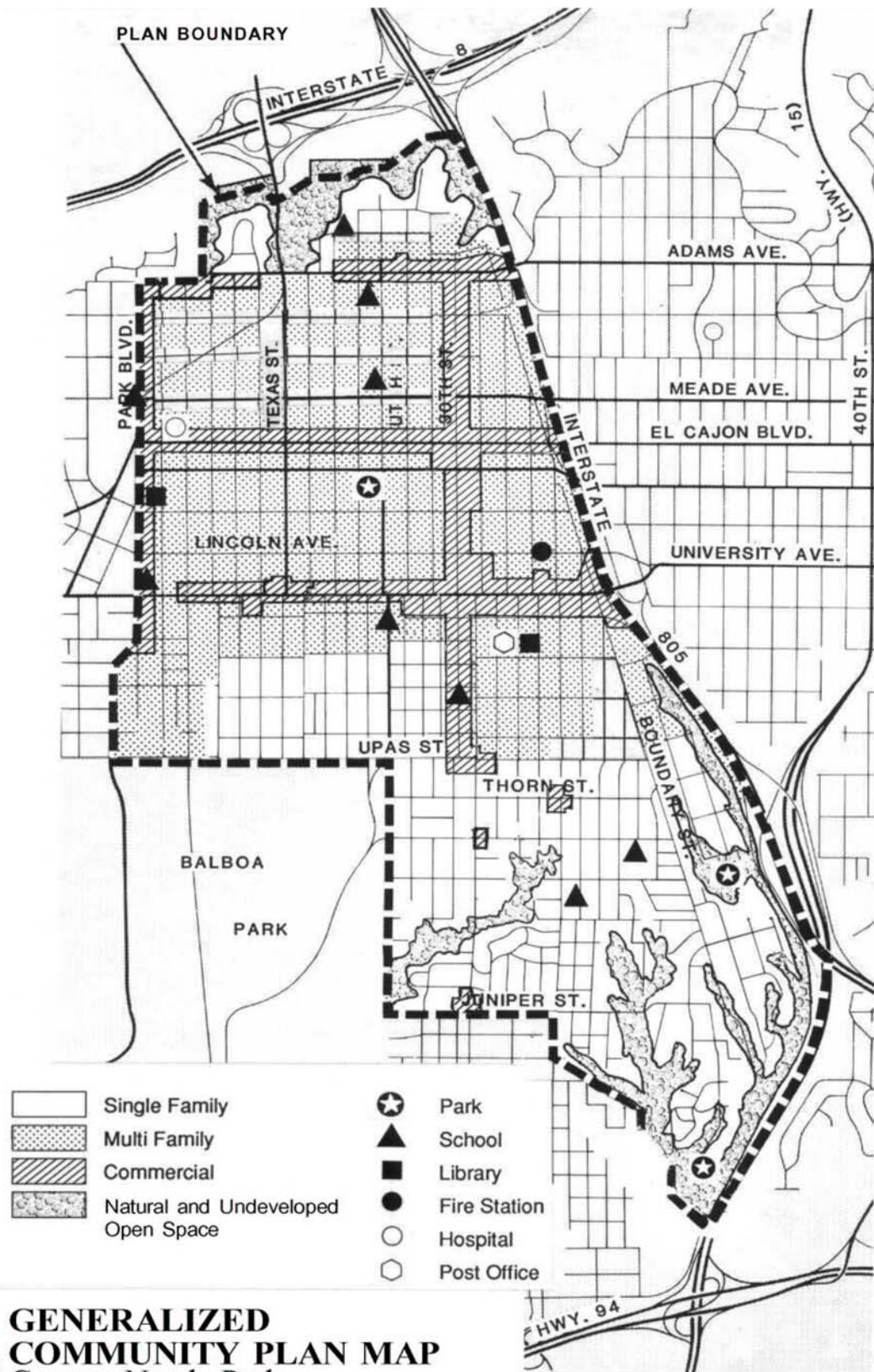
central business district, consideration might be given to restoration of the sign to its former place of prominence.

8. The “Design Study for the Commercial Revitalization of El Cajon Boulevard” recommends that a “gateway” sign be placed on El Cajon Boulevard at Park Boulevard identifying El Cajon Boulevard as the major east-west thoroughfare between Park Boulevard and La Mesa.

Refinements and modifications to the recommended development intensities for both residential and commercial development, as well as for permitted uses, may be incorporated into the implementing legislation. In addition, it may be necessary to adjust land use and density boundaries in order to properly apply implementing zoning legislation. Finally, the achievability of recommended development intensities and residential densities may be predicated upon the design standards and development regulations of the implementing legislation.



Community Plan Map



**GENERALIZED
COMMUNITY PLAN MAP**
Greater North Park
City of San Diego • Planning Department

Figure
23



Implementation

IMPLEMENTATION

The Community Plan establishes goals and objectives to guide the growth and revitalization of the Greater North Park community. The goals and objectives outlined in this document are, in effect, calls for action. The formulation and adoption of a community plan is only the first step in a two-step process. The second, and an equally important step is the implementation of the goals and objectives of the community plan. This section lists the actions necessary to implement the plan.

IMPLEMENTATION PROGRAM

Each plan element of this plan document incorporates a section on implementation which is intended to provide the methodology necessary to implement the goals and objectives of each plan element. The essence of those recommendations on implementation are set forth in this section as a comprehensive approach to achieving the goals and objectives of this community plan. In addition, other implementation needs such as a future financing plan are discussed in this section.

Legislative Implementation

- Prepare tailored zoning regulations for all or portions of the residential sector of the community. Base the design standards and development regulations on the proposed densities of the individual residential areas, the goals and objectives of the Urban Design Element and those implementation studies deemed necessary to establish implementing legislation.
- Prepare tailored zoning regulations for all or portions of the commercial sector of the community, including those areas designated for multiple use. Predicate the design standards and development regulations on the goals of objectives of the Urban Design Element and those implementation studies deemed necessary to establish implementing legislation.
- Establish residential densities for the commercial and mixed use areas based upon the appropriate overlying residential area density regulations.
- Establish urban design standards for the entire community and include them as an integral part of the implementing zoning legislation.
- As part of the implementing legislation, establish design standards for the lower density zones in order to maintain the visual appearance and character of the single-family and lower density zones.
- Include, as part of all tailored zoning regulations, minimum standards pertaining to, among other provisions, minimum landscaping requirements, floor area ratio and building height limitations, minimum yard and setback requirements, provision for

building scale and architectural detailing and provisions for regulations establishing relationships with abutting buildings.

- Establish coordinated parking and landscaping regulations tailored to the needs of the community.
- Establish design standards and zoning regulations pertaining to permitted residential density increases based upon parcel accumulation.

Refinements and modifications to the recommended development intensities for both residential and commercial development as well as for permitted uses may be incorporated into implementing legislation. In addition, it may be necessary to adjust land use and density boundaries in order to properly apply implementing zoning legislation. In addition, the achievability of recommended development intensities and residential densities may be predicated upon the design standards and development regulations of the implementing legislation.

Transportation

- Incorporate within the Capital Improvements Program recommended circulation and bikeway improvements.
- Upgrade public transit service. Commercial Revitalization.

Commercial Revitalization

- Continue the ongoing efforts to revitalize the commercial areas of the community which are included in Business Improvement Districts.
- Promote interest and commitment by local businesses and the community-at-large in the revitalization of all commercial areas of the community.
- Evaluate the feasibility of establishing additional Business Improvement Districts within the community.

Preservation

- Preserve and rehabilitate plan designated single-family and low-density neighborhoods.
- Establish a comprehensive survey program for the purpose of identifying historically and architecturally significant buildings and districts.

Parks and Open Space

- Establish ongoing programs aimed at maximizing the use of existing recreational facilities, maximizing efforts to expand existing recreational facilities, and obtaining financing necessary to maintain these programs.
- Continue the ongoing open space acquisition program.
- Formulate legislation aimed at regulating development within open space and hillside areas.

Public Improvements

Community facilities are normally provided through the City of San Diego's Capital Improvements Program which set forth a six-year program of providing public facilities on a citywide basis. It is the responsibility of the community planning process to identify future public improvements for incorporation into future Capital Improvement Programs. The public improvement set forth in the Transportation, Community Facilities, Park and Recreation and Open Space Elements of this document provide the combined list of public improvements recommended for the Greater North Park Community Plan area.

Financing

There are two primary methods of financing public improvements for an Urbanized Community such as Greater North Park.

The traditional or standard method of financing public improvements is through the Capital Improvements Program which is adopted annually by the City Council. The Capital Improvements Program is a six-year program predicated on monies anticipated being available during that period. Public improvements scheduled for the first year of the Capital Improvements Program are the recipients of funds appropriated by the City Council. Public improvements scheduled over the next five years are based upon funds expected to be available.

A long-term financing program is the Public Facility Financing Plan, the formulation of which is undertaken upon the adoption of the community plan. A Public Facility Financing Plan for the Greater North Park Community would provide for the rehabilitation and construction of the additional public facilities which will be needed as the community develops over the next 20 years and will identify the sources of financing for these facilities.

TABLE 6 - SCHEDULE OF ACTIONS

Category	Action	Timing	Responsibility	Financing
1. ORGANIZATION Plan Review and Maintenance	This plan in itself cannot solve Problems. problems. The City of San Diego with assistance from other agencies, the community planning group and other community organizations must oversee its implementation. Working together, they should: 1. Initiate actions to implement plan proposals. 2. Monitor development activity for conformance to the plan. 3. Ensure that the City's Capital Improvements Program is consistent with the goals and recommendation of this plan. 4. Review and update this document and make major amendments when necessary.	Continuing	Planning Department	City
2. LAND USE Development Regulations	Prepare tailored zoning. Initiate Rezoning consistent with recommendations in the Housing, Commercial, Open Space, and Urban Design Elements.	Immediate	Planning Department	City
3. COMMERCIAL REVITALIZATION	Expand and continue the commercial revitalization projects. Areas to receive assistance & improvements should be chosen based upon interest & commitment by local businesses, as well as other factors established by this plan.	Continuing	Economic Development Division (Property Dept.) and Planning Department	CDBG* and City
4. CULTURAL AND HERITAGE RESOURCES	Undertake a comprehensive historical & architectural survey of the cultural and heritage resources of the community.	As soon as possible.	Planning Department Community & Historical Organizations	To be determined

* Community Development Block Grant

TABLE 6 - SCHEDULE OF ACTIONS

Category	Action	Timing	Responsibility	Financing
5. URBAN DESIGN Project Review	The Urban Design Element recommendation should guide all discretionary projects.	Continuing	Planning Department	Applicant
6. PARKING A. Commercial	Expansion of commercial use should be conditioned on the provisions of off-street parking. Include as part of tailored zoning legislation.	Immediately	Planning Department	City
B. Residential	As part of the preparation of the tailored zoning legislation, study the parking needs in the residential areas. The Configuration and size of garages should be adequate to ensure their use.	Immediately	Planning Department	City
7. PARKS	Use the special parks fees collected on residential development in Greater North Park for the expansion and upgrading of park and recreation facilities and the acquisition of new park acreage.	Continuing	Park and Recreation Department	City
8. FINANCING	Adopt a financing plan showing public improvements, timing and source of financing.	Immediately	Engineering & Development Department	City

SOURCES OF FINANCING

A number of financing mechanisms are available to implement the variety of public improvements and services called for this plan. The Financing Plan to be prepared and adopted as part of this community plan will specify the method of financing for all proposed improvements. The following are some of the potential funding sources.

Issuance of Special Bonds

Local governments have traditionally issued bonds to raise the capital needed to construct major public improvements—sewer plants, water systems, and public buildings.

Revenue bonds are backed by a reliable flow of future revenues from the facility or enterprise they fund, such as the construction of parking facilities and other such public facilities. Because revenue bonds are secured by the proceeds from the enterprise they fund, they carry higher interest rates than general obligation bonds.

Lease revenue bonds are issued by a non-profit corporation or special authority which constructs a facility and leases it to the City. Lease payments provide the revenue to pay off the bond and, when the bond is retired, the facility is turned over to the City. Some local agencies have used this method to finance administrative centers and schools.

Special assessment bonds are a traditional tool for financing sewer, water, street, sidewalk, street lighting, open space acquisition, and similar projects which benefit property owners within a given area. Assessment bonds issued under the Improvement Act of 1911 are secured solely by the properties that benefit from and are assessed for the improvements. Assessment bonds issued under the Improvement Act of 1915 are secured by the assessed property plus a special reserve fund authorized by 1979 legislation to cover delinquencies.

Any of these special bond measures could conceivably be used for improvements in Greater North Park. However, all would entail the prospect of additional financial burdens on all property owners within the assessment district.

Business Improvement Districts

Business Improvement Districts are a mechanism by which business owners may assess themselves, with the City's authorization, to raise money for promotional and other activities which will benefit the business district. A Business Improvement District (BID) is formed under the City's authority but is done so only by petition of business owners. Payments are made through a surcharge on the business license fee.

Funds may be used for the following:

1. Acquisition, construction or maintenance of parking facilities for benefit of the area.
2. Decoration of public places.

3. Promotion of public events.
4. Furnishing of music in a public place.
5. General promotion of businesses in the district.

The formation of BIDs is especially recommended in the revitalization target areas.

Fees

Another potential mechanism for funding facilities and amenities for a commercial revitalization project would be the imposition of special fees on new development within the area.

Unlike taxes which are levied to raise general revenue, fees are levied to finance a specific activity, facility or service which confers a direct, identifiable benefit on those paying the fee. There are several sources of authority for imposing fees. The Subdivision Map Act authorizes a city to impose fees in lieu of dedications of land or improvements as a condition of subdivision approval. There are several limitations on the imposition of in-lieu fees: 1) there must be an expressed or implied authorization for the item to be funded by the fee; 2) usually, there must be an implementing ordinance; and 3) the fee must be reasonably related to the project being approved.

Another important class of fees are development impact fees charged to new development at the time the project is approved or a building permit is issued. An impact fee is usually charged at a fixed rate per bedroom or per square foot. In addition to financing interim school facilities, impact fees might be used to finance street improvements, sewer and water systems, and public facilities serving new development. It is possible that fees could be imposed in Greater North Park for all new development, and that development impact fees also be explored, particularly in conjunction with proposed development intensities or bonuses.

Standard citywide park fees are currently collected at both the subdivision map and building permit stages with one-half the fees being payable at each stage. However, these fees, in themselves are not able to cover all the park improvement costs necessary to upgrade park and recreation facilities in Greater North Park.

Therefore, in order to provide adequate funding for park improvements in the community, the City Council, in April 1984, adopted a special park fee ordinance for the Greater North Park Community Plan area. These fees are assessed, in lieu of the standard citywide park fees, on residential development within the community and can, by ordinance, only be utilized within the community. The special park fees collected within the community are significantly higher than the standard citywide park fees.

Under various statutory provisions, local governments can charge fees for services such as police and fire protection and for maintenance of existing facilities. In addition to specific state authorization, charter cities, such as San Diego, have a broad implied constitutional authority to impose fees for municipal facilities and services.

Community Development Block Grant

This funding source is now being used both for the commercial revitalization efforts and for housing rehabilitation. Its use is restricted to projects which primarily benefit low- and moderate-income households. It is expected that block grant funding will continue to support these projects.

San Diego Gas and Electric Company

The under grounding of utilities on major streets should continue to be accomplished by S.D.G.& E. These projects are included in the Capital Improvements Program.

Open Space Bonds

Extensive open space acquisition is currently being accomplished with open space bonds. Efforts should continue to obtain these funds for the appropriate canyon and hillside areas in Greater North Park. A matching-fund program could be established to encourage the use of assessment districts in combination with bond financing.



General Plan Conformance



GENERAL PLAN CONFORMANCE

Residential

According to the Progress Guide and General Plan for the City of San Diego, the majority of the Greater North Park Community Plan Area is designated as “Residential Neighborhood” which are “Communities of Primarily Residential Use” containing dwelling units of various types and attendant services. The Greater North Park Community Plan will make only minor changes to the General Plan map in the “Residential Neighborhood” designation use (see Figures 24 and 25).

Mixed Land use

The Greater North Park Community Plan has designated portions of Park Boulevard and 30th Street as “Mixed Land Use” (see Figure 25) which is provided for by the Progress Guide and General Plan. Therefore, the General Plan map will be amended to reflect these additions.

Commercial

The Greater North Park Community Plan will amend the General Plan map by modifying commercial designations. Office and Specialized Commercial designations will be added at Park Boulevard and Adams Avenue and on Park Boulevard from University Avenue to just south of Robinson Avenue. The Office and Specialized Commercial designation will be removed from 30th Street south of North Park Way. In addition, the remaining existing Office and Specialized Commercial designations will be reduced in area in order to accurately reflect the Greater North Park Community Plan (see Figure 25).

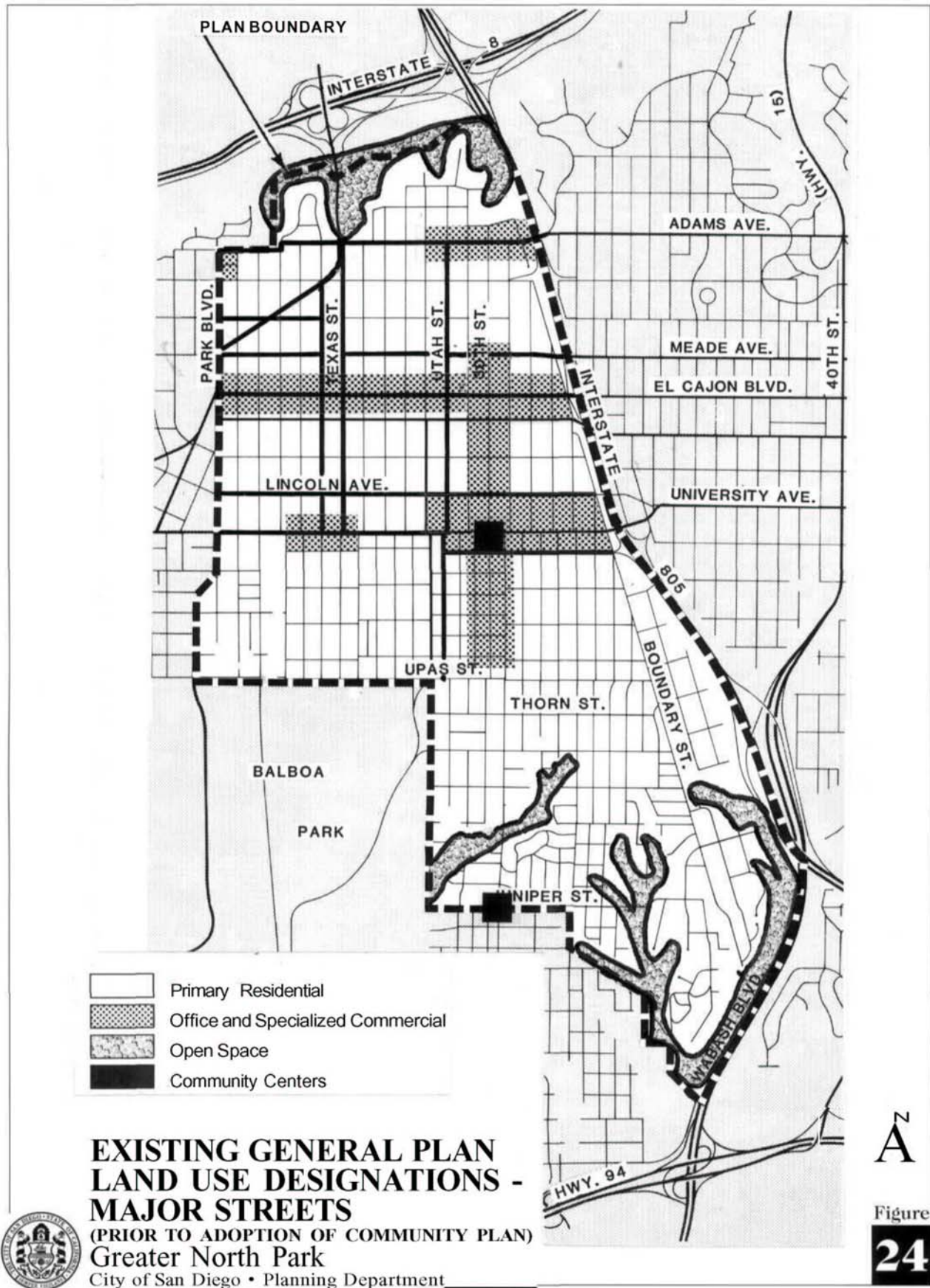
Open Space

The Open Space designations (see Figure 25) of the General Plan map are amended to illustrate the addition of several previously undesignated canyon areas and to delete several areas in which development has occurred.

Major Streets

The General Plan map is amended to illustrate those streets designated by the 1985 Traffic Forecast for the North Park Community Plan area as major streets (see Figure 25). Those streets designated as major streets are: El Cajon Boulevard between Park Boulevard and Interstate 805; University Avenue between Park Boulevard and Interstate 805; Park Boulevard between Upas Street and Meade Avenue; and, Texas Street between Camino del Rio South and Madison Avenue.

The Progress Guide and General Plan should be amended at the earliest opportunity to reflect the changes brought about by the Greater North Park Community Plan.



ACKNOWLEDGMENTS

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COMMUNITY GROUPS

Greater North Park Community Plan Task Force
Greater North Park Community Planning Committee
North Park Community Association
University Heights Community Association
North Park Business Association

DESIGN STUDIES

North Park Design Study
Prepared by:
The Jerde Partnership, Inc.
in Association with
Lawrence Reed Moline, Ltd.

The Design Study for the Commercial
Revitalization of El Cajon Boulevard
Prepared by:
Land Studio, Rob Quigley, AIA
Kathleen McCormick

ACKNOWLEDGMENTS

GREATER NORTH PARK COMMUNITY PLANNING COMMITTEE

Current Board Members:

Karne Arter
John Bartlett
Bethall Dahl
George Franck
Irene Frimmer
Charles Green
Everett Hale
Susan Hoekenga
Bill Landry
Carol Landsman
Julius McDaniel
Bill Richardson
Sylva Warren
Marshall Ward
George White

Former Board Members:

Agnes Love
Austin Madden
Robert Magness
DeWayne Seagondollar