North Park
Community Plan
DRAFT MARCH 2016

City of San Diego

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Table of Contents

INTRODUCTION

1.1 Community Profile 2
1.2 Community Planning Framework 6
1.3 Legislative Framework 7
1.4 Community Plan Guiding Principles 9
1.5 Planning Process 10
1.6 Elements of the Community Plan and Plan Organization 11

LAND USE

2.1 Physical Environment 15
2.2 Land Use Framework 16
2.3 Village Districts and Key Corridors 23
2.4 Residential 27
2.5 Commercial/Mixed-Use 29
2.6 Institutional Uses 30
2.7 Parks and Open Space 31
2.8 Community Plan Enhancement Program 32

MOBILITY

3.1 Active Transportation 37
3.2 Transit 43
3.3 Street System 46
3.4 Intelligent Transportation System 51
3.5 Parking 51

URBAN DESIGN

4.1 Urban Design Framework 54
4.2 Streetscape and Public Realm 58
4.3 Development Design: Centers, Corridors and Neighborhoods 70

ECONOMIC PROSPERITY

5.1 Business Districts 91
5.2 Retail and Dining 93
5.3 Community Revitalization 94
5.4 Business Attraction 97
5.5 Infrastructure Improvements and Financing 98

PUBLIC FACILITIES SERVICES & SAFETY

6.1 Public Facilities & Services 103
6.2 Health & Safety 111

RECREATION

7.1 Parks and Recreation Facilities 115
7.2 Preservation 125
7.3 Accessibility 126
7.4 Open Space Lands and Resource-Based Parks 128

SUSTAINABILITY AND CONSERVATION

8.1 Sustainable Development 132
8.2 Climate Change 137
8.3 Natural Resource Conservation 138
8.4 Air Quality and Health 144

NOISE AND LIGHT

9.1 Motor Vehicle Noise 147
9.2 Transit-Related Noise 148
9.3 Commercial and Mixed-Use Activity 148
9.4 Light 150

HISTORIC PRESERVATION

10.1 Prehistoric and Historic Context 155
10.2 Identification and Preservation of Historical Resources 159
10.3 Educational Opportunities and Incentives Related To Historical Resources 164

ARTS AND CULTURE

11.1 Public Art 181

List of Figures

Figure 1-1: Community Location 3
Figure 1-2: North Park Neighborhoods 5
Figure 2-1: Land Use Map 17
Figure 2-3: Community Villages 23
Figure 2-4: Community Plan Enhancement Program Areas 33
Figure 3-1: Pedestrian Routes 40
Figure 3-2: Planned Bicycle Facilities 42
Figure 3-3: Planned Transit Service 45
Figure 3-4: Existing Roadway Classifications 47
Figure 3-5: Future Roadway Classifications 48
Figure 4-1: Urban Design Framework Map 56
Figure 4-2: Sidewalk Zones 59
Figure 4-3: Activation of the Public Realm 60
Figure 4-4: Improved Pedestrian Environment 60
Figure 4-5: Recommended Street Trees 66
Figure 4-6: Public Views 68
Figure 4-7: Centers, Corridors and Neighborhoods 70
Figure 4-8: Centers 74
Figure 4-9: Corridors 76
Figure 4-10: Rear or Front Building Transitions 79
Figure 4-11: Neighborhoods 80
Figure 4-12: Building Design Along Canyon Edges 85
Figure 5-1: Business Improvement and Maintenance Assessment Districts 96
Figure 6-1: Existing and Proposed Public Facilities 104
Figure 7-1: Parks, Recreation Facilities, and Open Space 122
Figure 9-1: Noise Contours 151
Figure 10-1: Location of City of San Diego Register Designated Historic Sites 169
Figure 10-2: Location of City of San Diego Register Designated Historic Districts 170
Figure 10-3: Location of Potential Historic Districts Identified in the Historic Resource Reconnaissance Survey 173
Figure 10-4: Location of Potential Historic Districts Identified During Public Outreach 177

List of Tables

Table 2-1: General Plan-Related Land Use Topics and Policies 15
Table 2-2: North Park Existing Land Use 15
Table 2-3: North Park Potential Development 16
Table 2-4: North Park Land Use Designations and Permitted Densities/Intensities 18
Table 4-1: General Plan-Related Urban Design Topics and Policies 57
Table 4-2: Street Tree Selection Guide 63
Table 6-1: General Plan-Related Public Facilities Topics and Policies 103
Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations 117
Table 7-2: Summary of Existing and Proposed Population-Based Parks and Recreation Facilities 121
Table 8-1: General Plan-Related Conservation Sustainability Topics and Policies 132
Table 10-1: National Register Historic Resources in North Park 161
Table 10-2: City of San Diego Register Historic Resources in North Park 166
Table 10-3: Potentially Significant Individual Resources 171
Table 10-4: Potential Historic Districts Identified in the North Park Historic Resource Reconnaissance Survey 150
Table 10-5: Residential Courts to be Included in a Multiple Property Listing as Identified in the 2015 Historic Resource Reconnaissance Survey Grouped by Theme 174
Table 10-6: Potentially Significant Individual Resources Identified During Public Outreach, Grouped by Theme 174
Table 10-7: Potential Historic Districts Identified During Public Outreach 176

List of Charts

Chart 2-1: Development Types and Land Use Classifications 21

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INTRODUCTION

1.1 COMMUNITY PROFILE
1.2 COMMUNITY PLANNING FRAMEWORK
1.3 LEGISLATIVE FRAMEWORK
1.4 COMMUNITY PLAN GUIDING PRINCIPLES
1.5 PLANNING PROCESS
1.6 ELEMENTS OF THE COMMUNITY PLAN AND PLAN ORGANIZATION

INTRODUCTION

North Park is a dynamic urban community located in the central core of the City of San Diego. Originally settled at the turn of the 20th century, North Park has evolved into a thriving area community of thriving neighborhoods with a diversity of housing, strong commercial districts, and a growing arts community. The North Park Community Plan strives to reflect and protect North Park's uniqueness while planning for future growth in the community.

The North Park Community Plan is an update of the 1986 Greater North Park Community Plan which was preceded by the 1970 Park North-East Community Plan and the 1969 North Park Commercial Area Plan. A component of San Diego's General Plan, the North Park Community Plan is a guide for how the community will grow and develop over 15 to 20 years. The plan includes specific goals and recommendations regarding the use and development of land and addresses mobility, economic prosperity, public facilities, conservation, open space and recreation. The plan also envisions a sustainable community that preserves historic resources and North Park's unique and aesthetic character.

1.1 COMMUNITY PROFILE

COMMUNITY SETTING

The community of North Park encompasses approximately 1,980 acres located in the central portion of the City of San Diego (Figure 1-1). North Park is bordered by the communities of Uptown on the west, Mission Valley on the north, the Mid-City communities of Normal Heights and City Heights on the east, and Greater Golden Hill to the south. Balboa Park, the 1,400 acre urban cultural park abuts the community on the southwest.

North Park is defined by its mesa tops with canyon and hillside areas. The majority of North Park is relatively flat or gently sloping with pronounced hillside areas located in the northern boundary of the community adjacent to Mission Valley, and the southeastern portion of the community adjacent to Greater Golden Hill.

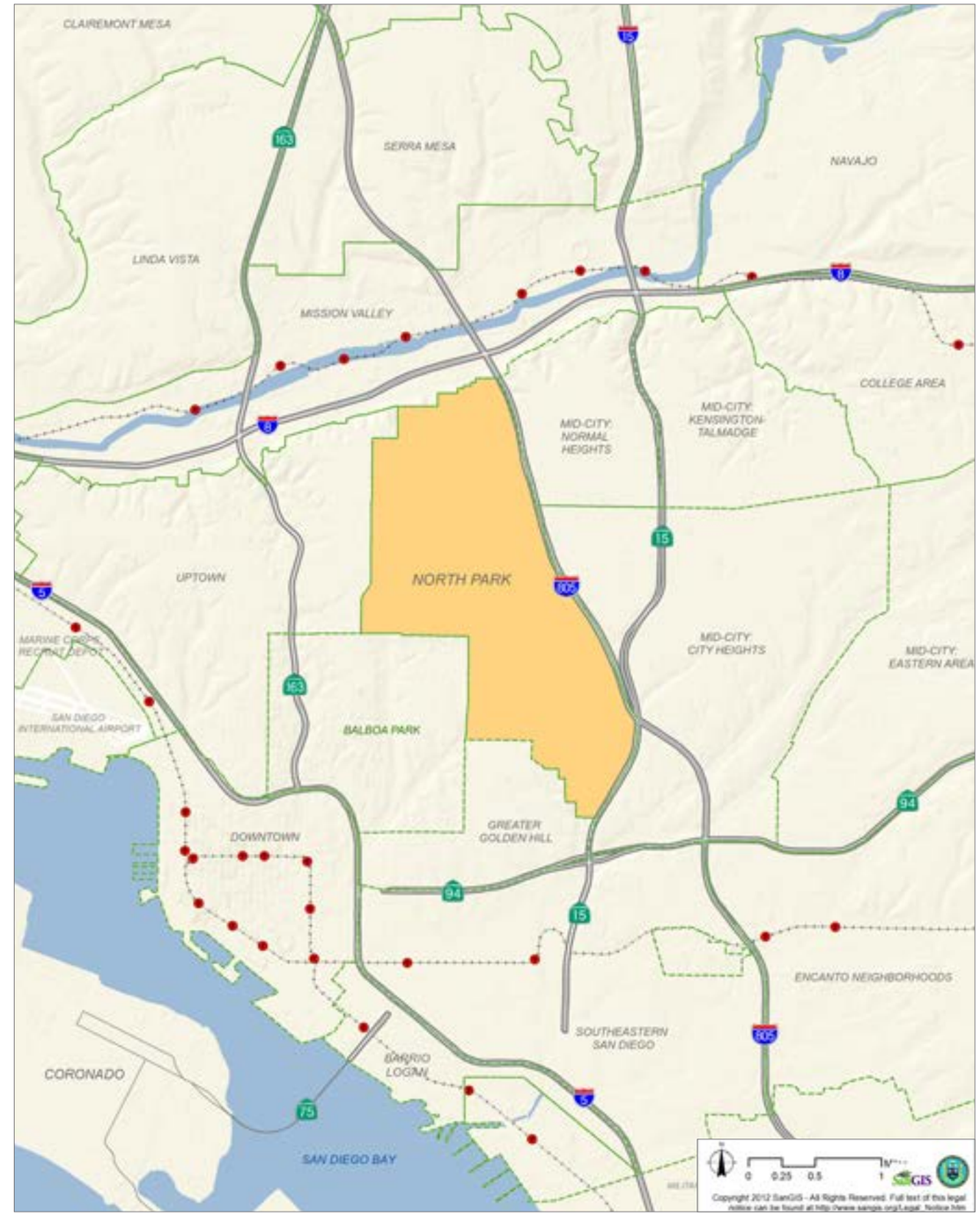
North Park is one of the older urbanized communities in the City of San Diego with original subdivisions being recorded just after the turn of the 20th century. The community is traversed by two major east-west streets, University Avenue and El Cajon Boulevard Adams Avenue, also an east-west street, serves the northern portion of the community. Park Boulevard, which serves as the community's western boundary, 30th Street, and Texas Street are north-south streets of significance within the community and are characterized by the streetcar and auto mobility-oriented commercial establishments dating as far back as the 1920's and 1930's.

North Park's public transportation system is supplemented with a strong grid street pattern that facilitates multi-modal circulation. The built environment of North Park includes vibrant commercial corridors surrounded by multi-family residential single-family neighborhoods concentrated in the northern and southern portions of the community.

North Park is a community of historic neighborhoods.

The North Park Theater built in 1923 is model example of North Park's redevelopment and revitalization efforts.

Figure 1-1: *Community Location*



HISTORIC CONTEXT

North Park traces its development history to shortly after the turn of the 20th 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.

Residential development during the first half of the 20th century was made possible by a streetcar system which accommodated movement within and outside the community. The streetcar system also led to the development of active commercial districts along University Avenue and El Cajon Boulevard. Although the streetcar system was dismantled in the 1940's, North Park continued to grow after World War II and became a suburban shopping district. However, with the development of freeways and shopping centers in Mission Valley in the 1960s, North Park evolved into a bedroom community with a population primarily dependent upon other areas of the City for jobs, services and goods. It was during this time that North Park entered a period of decline with failing business districts and deteriorating neighborhoods.

The 1990s brought the start of a renaissance to North Park. Residential areas stabilized with reinvestment and a renewed interest in the preservation of North Park's historic architecture. Commercial areas also saw a revival and an eclectic arts district began to emerge. The revitalization of North Park continues to enhance its diverse and vibrant character. See Historic Preservation Element for more information related to the community's history development periods.

Bungalow courtyard homes are a contributing aspect of North Park's residential neighborhoods.

NORTH PARK NEIGHBORHOODS

Several neighborhoods exist within the North Park community - See Figure 1-2: North Park Neighborhoods. While neighborhood boundaries are not officially defined, they are illustrated in this plan and are based upon contributing factors such as historical documents, county assessor's parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents' perceptions about where they live within the North Park community. Through the years residents within these neighborhoods have come together to focus on their local needs, improvement opportunities, and to celebrate their local identity within the greater North Park community. Although Figure 1-2 shows several active neighborhoods within the community, other neighborhoods can emerge as local residents in other areas of the North Park community organize and promote their own neighborhood identity.

River rock column monuments depicting an ostrich symbol Identity markers for the University Heights neighborhood.

POPULATION CHARACTERISTICS

The population of North Park was 45,728 as of 2015. Residents represent all economic backgrounds and are diverse in composition. Based on the build out of the community plan, the ultimate population of North Park community is estimated to be approximately 70,000.

Figure 1-2: *North Park Neighborhoods*

1.2 COMMUNITY PLANNING FRAMEWORK

SHARED PLANNING PROCESS WITH UPTOWN AND GOLDEN HILL

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

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

The three communities surround regionally significant and historic Balboa Park. As development radiated out from Downtown San Diego along streetcar lines, later forming commercial districts along arterial streets and major crossings, a legacy remains of traditional storefronts uniquely suited to small and sole-proprietor businesses.

A grid pattern of streets enhances connectivity and promotes walkability yet traffic congestion occurs where street widths narrow or access is funneled due to canyon and freeway interfaces.

North Park, along with adjacent neighbors Uptown and Golden Hill, share direct access to Balboa Park.

Shared transportation networks - Mid-City Rapid Bus connect North Park and surrounding community residents to regional transportation network.

The three communities have also been part of one of the longest historical development periods in the region due to their central location and accommodative zoning which has left a range of building forms and architectural styles as well as historic resources in need of preservation. This has sometimes resulted in awkward scale transitions and juxtaposition of building styles as the rate of development has oftentimes been modest or uneven. The relatively intense concentrations of retail and employment uses nearby in Downtown and Mission Valley draw certain retail formats and employment away from these communities. Aging right-of-way infrastructure often needs to be upgraded and/or replaced.

1.3 LEGISLATIVE FRAMEWORK

GENERAL PLAN

The General Plan sets out a Citywide long-range vision and policy framework to guide future development, provide public services, and maintain the qualities that define San Diego. A set of overall guiding principles (see inset Section 1.2 were established to guide the formation of policy for the General Plan . The General Plan shifts focus from how to develop vacant land to how to design infill development and reinvest in existing communities. A key component guiding these efforts is the City of Villages Strategy which proposes growth be directed into pedestrian-friendly mixed-use activity centers linked to an improved regional transit system.

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

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

A 3-day charrette focused on urban design, mobility, recreation, and historic resources to development ideas for the community plan.

Core Values for North Park:

- A diversity of housing types with varying levels of affordability.
- Businesses that contribute to the vitality and growth of the community in harmony with residential neighborhoods.
- A circulation system that offers safe, multi-modal access between jobs, shopping, recreation, businesses, schools, and residential neighborhoods.
- A community that is a center for creativity and enriched by public art.
- Employment and mixed-use centers that allow North Park residents to work where they live through the attraction of new businesses and higher paying jobs.
- A high level of public facilities that not only meet the needs of the community, but serve to enhance community identity.
- A community that fosters the expansion of recreational opportunities through traditional and innovative ways.
- Open space resources that are managed and maintained.
- Sustainable residential neighborhoods and business districts.
- Cultural and historic resources that are respected and preserved through historic designations and adaptive reuse.

The North Park Community Plan is a component of the General Plan. It is intended to further express the General Plan policies for the North Park community through the provision of more site-specific recommendations that implement goals and policies, and to guide zoning and the Capital Improvement Plan. The General Plan and the North Park Community Plan work together to establish the framework for growth and development

in the community. Some specific General Plan policies are referenced within the Community Plan to emphasize their significance for North Park, but all applicable General Plan policies may be cited in conjunction with the community plan, whether or not they are specifically referenced. Both the General Plan and the North Park Community Plan should be consulted for land use planning matters in the community. While the Community Plan addresses specific community needs, its policies and recommendations remain in harmony with the General Plan, city-wide policies, and other community plans.

LAND DEVELOPMENT CODE

The City's Land Development Code contains planning, zoning, subdivision and building regulations which implement the policies of the General Plan and community plans. Located in the City's Municipal Code, the Land Development Code includes regulations for areas throughout the City as well as planned district ordinances with specialized zoning for specific geographic areas of the City. Land use in the North Park community is regulated by both citywide regulations as well as the "tailored zoning" through the use of the Community Plan Implementation Overlay Zone (CPIOZ) which provides supplemental development regulations to implement policies in the community plan. Regulations include standards for allowable land uses, densities, building heights, setbacks and other development issues.

FEE IMPACT STUDY

The North Park Fee Impact Study (FIS) identifies public facilities needed to maintain existing levels of service within the community. The FIS is based on the policies and build-out assumptions of the Community Plan. The FIS establishes the collection of Development Impact Fees (DIF) to mitigate the impact of new development through provisions of a portion of the financing needed for public facilities identified in the Fee Impact Study (FIS). The DIF does not fund facilities to serve the existing population. But rather, it is a mechanism to mitigate the impact of new development on the community.

General Plan Guiding Principles

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

MULTIPLE SPECIES CONSERVATION PROGRAM

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

ENVIRONMENTAL REVIEW

A Programmatic Environmental Impact Report (EIR) was prepared in concert with the North Park Community Plan pursuant to the California Environmental Quality Act (CEQA) to address potential environmental impacts that would result from implementation of the Community Plan. Where impacts were identified, measures to reduce or avoid impacts were identified and incorporated into the community plan to the extent feasible.

As development is proposed in North Park, the City will prepare an Initial Study in accordance with CEQA to determine whether the potential impacts associates with a proposed project were anticipated by the community plan EIR. If additional environmental impacts are anticipated, additional environmental review may be required.

RELATED PLANS AND STUDIES

In addition to the General Plan and documents outlined above, a number of plans, "legacy" studies and other efforts have been prepared for North Park. These range from design guidelines to parking management plans and other studies. Although most of these studies are not officially-adopted City documents, they offer a wealth of analysis and public deliberation on planning issues and have been used as appropriate in the preparation of the North Park Community Plan. Appendix A contains a listing of some of the previous plans and studies prepared for the North Park community.

1.4 COMMUNITY PLAN GUIDING PRINCIPLES

Through the public outreach and input from the Community Plan Update Advisory Committee, North Park Planning Committee, and members of the community the following issues have been identified:

- A strong desire to preserve community character including historical, architectural, and cultural resources
- Maintain intact single-family neighborhoods
- Creating a community focus on sustainability
- Housing and commercial rehabilitation through adaptive reuse
- Promotion of art and culture
- Management of commercial areas to assure minimal negative effects on adjacent residential neighborhoods
- Expansion and enhancement of a multi-modal transportation network that includes biking, walking, and transit use
- Identification of additional recreational opportunities
- Compatibility of new development with existing neighborhoods

The following are North Park's Guiding Principles which form the 'heart' of the Community Plan. They have been developed through an extensive public involvement process and describe the broad direction and vision for North Park. They also form the basis for developing the goals and recommendations of the Plan.

Guiding Principles for North Park:

1. A diversity of housing types with varying levels of affordability.
2. Businesses that contribute to the vitality and growth of the community in harmony with residential neighborhoods.
3. A circulation system that offers safe, multi-modal access between jobs, shopping, recreation, businesses, schools, and residential neighborhoods.
4. A community that is a center for creativity and enriched by public art.
5. Employment and mixed-use centers that allow North Park residents to work where they live through the attraction of new businesses and higher paying jobs.
6. A high level of public facilities that not only meet the needs of the community, but serve to enhance community identity.
7. A community that fosters the expansion of recreational opportunities through traditional and innovative ways.
8. Open space resources that are managed and maintained.
9. Sustainable residential neighborhoods and business districts.
10. Cultural and historic resources that are respected and preserved through historic designations and adaptive reuse.

1.5 PLANNING PROCESS

The North Park Community Plan is the result of extensive community outreach process. A community plan update advisory committee was formed to guide the process, identify issues and review the draft plan. The North Park Community Plan Update Advisory Committee (CPUAC) was made up of members of the North Park Planning Committee and other interested community members, property owners and stakeholders. The Committee met regularly during the update and all meetings of the committee were open to the public. Public workshops and an intensive three-day charrette were also held to solicit community ideas and comments. The Community Plan represents a culmination hundreds of hours of thoughtful consideration and review by an engaged citizenry.

The Urban Design and Arts and Culture Elements of the community plan place an emphasis on North Park as a center for arts and cuture.

1.6 ELEMENTS OF THE COMMUNITY PLAN AND PLAN ORGANIZATION

The Community Plan is not a static document and should be continually monitored to respond to unanticipated changes affecting the community. Any proposed changes to the community plan or Community Plan Amendments should be carefully reviewed for consistency with the vision, values goals, and policies of the North Park Community Plan and General Plan.

The Community Plan is organized into twelve elements and supporting appendices. Following an introduction, each element contains the overarching goals for that subject. Each of the goals relate to one or more of the Community Plan's Guiding Principles. Goals are followed by a context discussion, broken down by topic area. Finally, each element provides specific recommendations for North Park which provide a specific action or strategy to achieve a goal. The ten elements are patterned after the General Plan and include:

1. Land Use
2. Mobility
3. Urban Design
4. Economic Prosperity
5. Public Facilities, Services & Safety
6. Recreation
7. Sustainability and Conservation
8. Noise and Light Pollution
9. Historic Preservation
10. Arts and Culture
11. Implementation

Following the ten elements, the Community Plan concludes with an Implementation Section. This chapter identifies the variety of tools available to implement community plan goals and recommendations. The section contains an action matrix containing specific actions needed to implement the plan. Appendices, though not adopted City policy, provide background materials used in the preparation of the Community Plan.

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LAND USE

2.1 PHYSICAL ENVIRONMENT
2.2 LAND USE FRAMEWORK
2.3 VILLAGE DISTRICTS AND KEY CORRIDORS
2.4 RESIDENTIAL
2.5 COMMERCIAL/MIXED-USE
2.6 INSTITUTIONAL USES
2.7 PARKS AND OPEN SPACE
2.8 COMMUNITY PLAN ENHANCEMENT PROGRAM

INTRODUCTION

The Land Use Element contains community-specific policies to guide development within the North Park community. It establishes the distribution and pattern of land uses throughout the community along with associated residential densities. North Park is a community with an established land use pattern that is expected to remain. The community has a unique level of complexity due to its long-standing and diverse development history, varied geography and proximity to prominent regional draws such as Balboa Park, Downtown, and Mission Valley.

The land use vision for North Park is to encourage mixed-use development along its major commercial corridors with higher residential densities where commercial goods and services and public transit would be directly accessible. As part of this vision, the traditional single family residential neighborhoods will be maintained at low densities, and the older higher multi-family residential areas that are in in close proximity to the major commercial corridors will be redeveloped with an emphasis on pedestrian connectivity and compatibility with the community's traditional and high quality progressive character.

The land use framework for future development is based on emphasizing its strong grid street pattern and already "smart growth" land use framework. The existing land use framework is a function of long-standing development patterns as well as previous planning efforts to redistribute density to protect and enhance the character of certain single-family and lower density neighborhoods as well as open space canyon areas. Generally, higher intensity development is located within the two designated Village Districts as well as within the Mixed-Use Centers and along transit corridors providing opportunities for mixed-use commercial and business districts. Lower residential densities are located within existing single –family neighborhoods near the system of canyons intended for open space preservation. The opportunity for the community to continue to grow within this existing planning framework is considered 'smart growth' by promoting compact development within walkable areas served by transit.

Land Use Element Goals

The following have been established as the goals of the Land Use Element of the North Park Community Plan:

1. A diversity of housing options through new construction and the preservation of existing quality housing stock
2. High-quality development with medium to high residential densities, centrally located with the community to form an attractive and vital central area focused in between El Cajon Boulevard and University Avenue
3. Appropriately located, attractive commercial and office facilities offering a wide variety of goods, services, and employment to benefit the entire community
4. Continued revitalization of North Park's business districts while respecting potential impacts to adjacent neighborhoods
5. Diverse employment opportunities in North Park
6. Villages with a lively, walkable, and unique atmosphere that builds upon existing neighborhoods and includes places to live and work
7. Commercial/Residential Transition Areas that promote compatible development and reinvestment along the community's commercial districts

RELATED CONTENT IN OTHER ELEMENTS

Cross references to other plan element policies are used to demonstrate the interrelationships between elements and how together they represent an integrated vision of for the community. See Table 2-1 below.

Table 2-1: *General Plan-Related Land Use Topics and Policies*

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

Streetcar Row – Mixed-use development located along Adams Avenue.

2.1 PHYSICAL ENVIRONMENT

EXISTING LAND USE

Single-family land uses make up 592 acres or 30 percent of the total acres within the community and is the predominant land use within the North Park community. Multi-family use which occupies the central core of the community accounts for 422 acres. Commercial uses including employment, retail, and services cover approximately 81 acres, in the form of strip commercial development. Mixed-Use development currently occupies 12 acres of the total acres within the community.

LAND USE DISTRIBUTION

Designated land uses in North Park include single-family, multi-family, open space, commercial/mixed-use, park, and institutional uses. Single-family land uses are primarily located in the northern and southern ends of the community along with the community's open space areas. Institutional uses are primarily in the form of public and private schools located throughout the community along with a fire station, the North Park Branch Library and the University Heights Library. See Table 2-2 North Park Existing Land Use.

Table 2-2: *North Park Existing Land Use*

Existing Land Use	Acreage	% of Total Acreage
Roads	753.0	33.3%
Single-Family Residential	656.6	29.1%
Multi-Family Residential	500.8	22.2%
Park, Open Space & Recreation	174.8	7.7%
Commercial Employment, Retail & Services	108.6	4.8%
Institutional & Public and Semi-Public Facilities	50.9	2.3%
Vacant	12.3	0.5%
Industrial Employment	1.4	0.1%
TOTAL	2,258	100%

2.2 LAND USE FRAMEWORK

This community plan provides land use recommendations that includes preservation of single-family and low density areas, maintaining higher residential densities at the community core focused in the two Village Districts that are located along and between El Cajon Boulevard and University Avenue, preservation of open space and canyon areas, encouraging mixed-use development and pedestrian orientation in commercial areas, and preserving the cultural and heritage resources of North Park.

The land uses and residential intensities are summarized and illustrated on the Land Use Map (Figure 2-1). The Plan Land Use Map is intended to guide development and represent a diagrammatic illustration of land use policies. The Land Use Map provides a general guide to land use distribution and diagrammatic illustration of land use policies, including allocation of residential density. This map is also intended to guide development at the project level.

POPULATION DENSITY

Future population can be estimated based upon the number of dwelling units expected to be achieved with the application of planned land uses and development intensity. At community plan build out, the community is estimated to have a future household population of 73,170.

LAND USE PLAN

Land use intensity is related to the specific type of use as well as the materialization of a particular use (or multiple uses) within a developed or built form. Table 2-3 shows potential development resulting from application of the community plan land uses. A generalized description of land use categories is provided in Table 2-4. Each land use designation also contains quantifiable standards of building intensity. Zone designations are used where specific land use and development standards correlate to the applied zoning program.

Table 2-3: *North Park Potential Development*

	2010	Net New	Build Out
Residential Development *(Number of Dwelling Units)*			
Single-Family	5,795	(675)	5,120
Multi-Family	19,230	12,220	31,450
Total Residential	25,025	11,545	36,570
Non-Residential Development *(Floor Area Square Footage)*			
Commercial Employment, Retail & Services	2,526,510	(213,850)	2,312,660
Institutional	921,280	(38,940)	882,340
Total Non-Residential	3,447,790	(252,790)	3,195,000

CLASSIFICATION OF USES

The land use framework consists of the land use classifications, the Land Use Map (Figure 2-1), and Active Frontage map (Figure 2-2) that work together to define activities and capacities. Table 2-4 outlines the land use classification system for North Park. It describes permitted land uses and mixes, and the density and/or intensity (floor area ratio or FAR) for each designation. These descriptions are abbreviated; for a fuller description of permitted uses and development intensity, the City's Municipal Code should be consulted. Density and intensity of land use have implications in terms of community character as well as traffic generated and public facility needs. Chart 2-1 includes a description of the land uses, as well as renderings as examples of the associated building typologies. The characteristics and locations of each use designation are described in sections 2.4 through 2.7.

Figure 2-1: *Land Use Map*

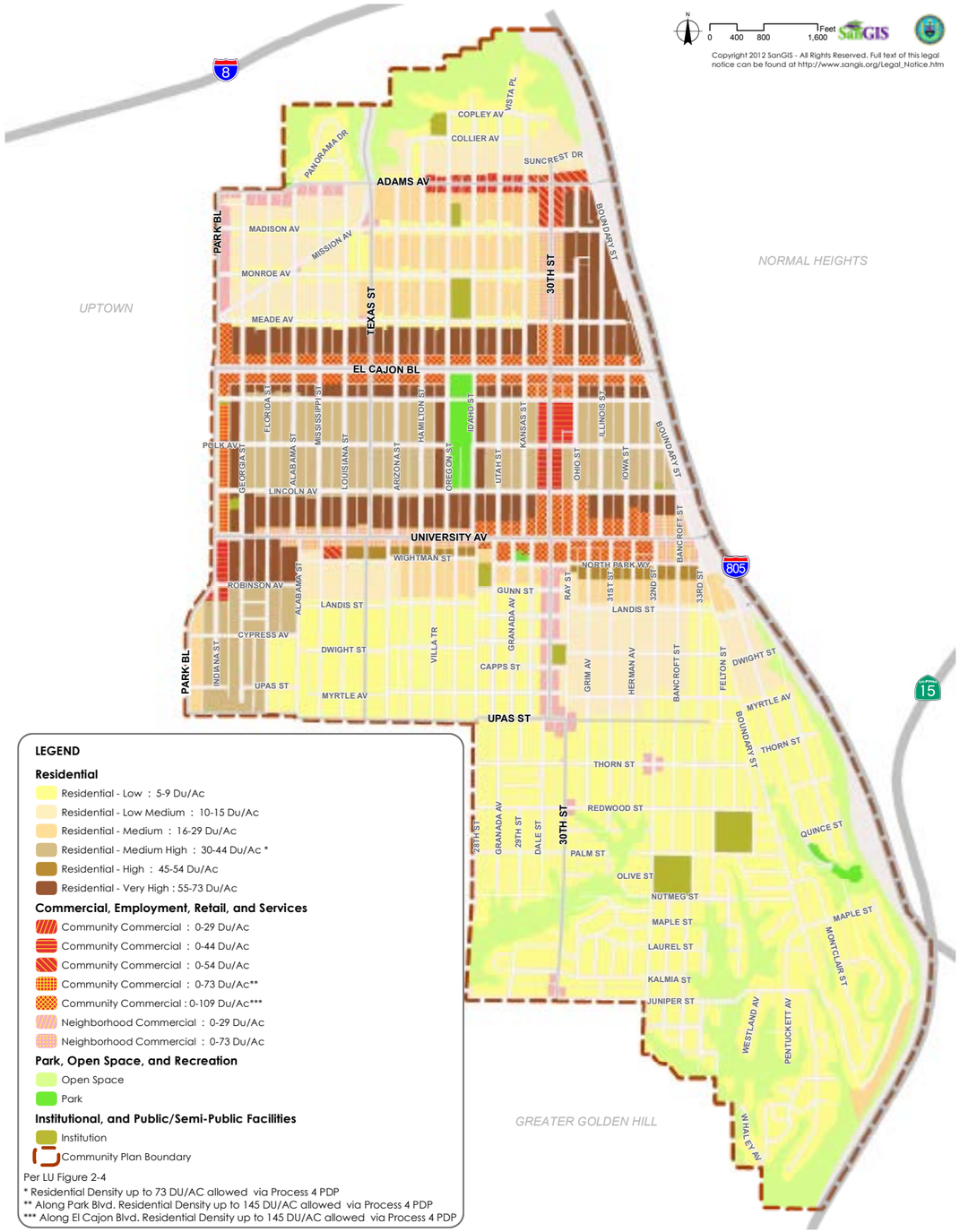


Table 2-4: *North Park Land Use Classifications and Permitted Densities/Intensities*

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity: Residential Density (dwelling units/acre)	Intensity: Development Form
Park, Open Space & Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	0-4	OR-1-1 zone
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A	OP-1-1 Zone
Residential	Residential - Low	None	Provides for single-family housing and limited accessory uses	5-9	RS-1-7 zone 0.60 FAR
	Residential – Low-Medium	None	Provides for both single-family and multifamily housing	10-15	RM-1-1 zone 0.75 FAR
	Residential - Medium	None	Provides for both single-family and multifamily housing	16-29	RM-2-4 and RM-2-5 zones 1.2 to 1.35 FAR
	Residential – Medium-High	None	Provides for multifamily housing	30-44	RM-2-6 and RM-2-7 zones 1.50 to 1.80 FAR
	Residential - High	None	Provides for multi-family housing	45-54	RM-3-8 zone 2.25 FAR
	Residential - Very High	None	Provides for multi-family housing	55-73	RM-3-9 zone 2.75 FAR

Table 2-4: North Park Land Use Classifications and Permitted Densities/Intensities (Continued)

General Plan Land Use	Community Plan Designation	Specific Use Considerations	Description	Intensity: Residential Density (dwelling units/acre)	Intensity: Development Form
Commercial Employment, Retail, & Services	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed up to a medium residential density within a mixed-use setting	0-29	CN-1-3 zone 1.0 FAR
				0-73	CN-1-5 zone 1.0 FAR
Commercial Employment, Retail, & Services	Community Commercial	Residential[1] Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at-large within three to six miles. Housing may be allowed up to a high residential density within a mixed-use setting	0-29	CC-3-4 zone 1.0 FAR
				0-44	CC-3-6 zone 2.0 FAR
				0-54	CC-3-7 Zone 2.0 FAR
				0-73	CC-3-8 zone 2.0 FAR
				0-109	CC-3-9 zone 2.0 FAR
Institutional, Public & Semi-Public Facilities	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: military facilities, community colleges, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A	Varies[2]

[1] Stand-alone residential development would be allowed in linear commercial areas between commercial nodes.
[2] Refer to Municipal Code Regulations for specific institutional uses.

Chart 2-1: *Development Types and Land Use Classifications*

Residential - Low
(5-9 du/ac)

Low Residential is intended for areas with predominantly single-family residential development on small lots. Single-family homes may be arranged as stand alone detached units, with front, rear and side yards. Parking is typically integrated into the ground-floor of the units in individually secured garages.

Residential - Low Medium
(10-15 du/ac)

Low Medium Residential allows for a mix of single-family, town home and multi-family units. This combination of residential types supports a pedestrian scale. Town homes or row homes are typically clustered in groups of 4 to 6 units. Parking is integrated into the ground-floor of the units.

Residential - Medium
(16-29 du/ac)

Medium Residential is composed primarily of town homes and garden apartments/condominiums, with some opportunities for small-lot, town homes. Buildings can be organized around a central courtyard with individual or collective open space amenities. Parking typically includes a mixture of garages and surface spaces accessed from the rear of the site or a central landscaped drive court.

Residential - Medium High
(30-44 du/ac)

Medium-High Residential supports compact and compatible condominium/apartment buildings that are typically designed with single or double-loaded access corridors. Parking is typically integrated into the ground level of the development or below grade. Private and shared open space is a key component of the design, along with community amenities.

Residential - High
(45-54 du/ac)

High Residential allows for condominium/apartment buildings that range between 3 to 5 stories. Development typically consists of a large block of residential units that are typically provided with parking at a central parking garage structure or underground parking.

Residential - Very High
(55-73 du/ac)

Very High Residential allows for condominium/apartment buildings that range between 4 to 6 stories.Typically a large block of residential units that are typically provided with parking at a central parking garage structure or underground parking.

Chart 2-1: *Development Types and Land Use Classifications (Continued)*

Neighborhood Commercial

Neighborhood Commercial provides for small-scale, pedestrian-oriented commercial development that primarily serves local neighborhood uses, such as retail, service, civic, and office uses. This designation promotes primarily 1 to 2 story retail with a traditional storefront character, active ground floor uses, outdoor seating and pedestrian-oriented design. Housing is allowed in a mixed use setting, with residential densities that can range between 0-29 du/ac, and 0-73 du/ac.

Community Commercial

Community Commercial provides for community-wide retail and mixed-use development that occurs at critical activity centers. Buildings incorporate mixed-use development that accomodates medium-scale retail, housing, office, civic and entertainment uses, grocery stores, drug stores and other supporting services, such as small scale hotels. Housing is allowed in a mixed use setting, with residential densities that can range between 0-29 du/ac, 0-44 du/ac, 0-54 du/ac, 0-73 du/ac, and 0-109du/ac.

Community Commercial
Transit-Oriented Development*

*Community Commercial in Transit-Oriented Development Enhancement Program Areas (explained in section 2.8 and shown in Figure 4-2) provides for community-wide retail and mixed-use development that occurs along the Bus Rapid Transit Corridor. The Transit-Oriented Development Enhancement Program would allow for the density range to be increased to 145 dwelling units per acre through a Process 4 Planned Development Permit. Housing is allowed in a mixed use setting, with residential densities that can range between 109-145 du/ac.

ACTIVE FRONTAGE

Active frontage refers to street frontages where there is an active visual engagement between those on the street and those on the ground floors of buildings. This quality is assisted where the front facade of the buildings, including the main entrance, faces and opens towards the street. In order to promote vibrant areas in the villages, Figure 2-2: Active Frontage shows two designations, with the requirements below:

Active Frontage Required

Along these streets, new development must be pedestrian-oriented, and all sites with where designations require a commercial use (Community Commercial or Neighborhood Commercial), development should provide retail, restaurants, and other similar active commercial uses at the ground level.

Active Frontage Permitted

Along these streets, retail, restaurants, offices, live/work spaces, galleries, hotel lobbies, or other business establishments are permitted, but not required, at the ground level.

*Limitations on retail in other areas would be in accordance with the designated Land Use Classification and zoning.

Figure 2-2: *Active Frontage Map*

2.3 VILLAGE DISTRICTS AND KEY CORRIDORS

This section describes the Community Plan's approach to fostering growth that enhances the community along its key corridors. To fulfill the City of San Diego General Plan's key strategy of becoming a "City of Villages," the two Village District's are envisioned as high density mixed-use nodes for the community. These Village Districts are shown in Figure 2-3.

The Neighborhood Mixed Use and Community Mixed Use designations are provided where the integration of housing and commercial uses in a thoroughly mixed-use setting is the emphasis. Mixed use refers to the combining of compatible commercial, retail, and/or office uses in the same building (vertical mixed use) or on the same site (horizontal mixed use) as residential. This includes higher density residential development to serve many market segments, along with a mix of commercial, retail, civic, and recreational uses to serve the overall community.

COMMUNITY VILLAGES

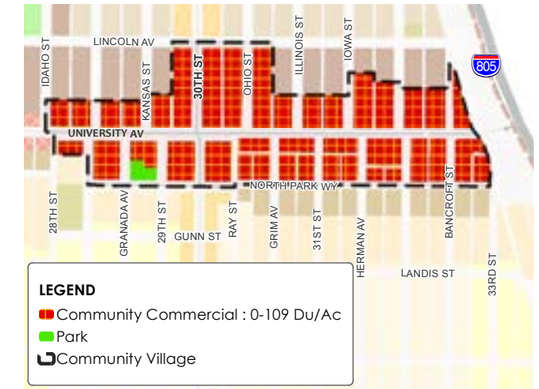
30th Street and University Avenue Community Village

This Community Village is centered around the University Avenue and 30th Street intersection and includes most of the commercial properties along University Avenue between Idaho Street and Bancroft Street. It primarily includes a number of commercial and retail uses, multi-family housing within mixed-use developments, the historic North Park Theater, a designated mini-park, and a parking structure that serves the commercial district. It is considered the community's entertainment district with a range of quality shopping and eating and drinking establishments.

30th Street and El Cajon Boulevard Community Village

This Community Village is centered around the intersection between 30th Street and El Cajon Boulevard. Its key location along El Cajon Boulevard commercial and transportation corridor, allows opportunities for mixed-use development with high residential densities that will be supported by transit and served by the surrounding commercial areas and services.

Figure 2-3: *Community VIllages*



30th Street and University Avenue Community Village

30th Street and El Cajon Boulevard Community Village

COMMUNITY VILLAGES POLICIES

LU-3.1 Continue to promote North Park's Community Villages as attractive destinations for living, working, shopping, and entertainment.

LU-3.2 Prioritize the implementation of future park sites and public space within village areas with input from the public.

LU-3.3 Provide public spaces within each Community Village and Neighborhood Commercial Center (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).

KEY CORRIDORS

El Cajon Boulevard

El Cajon Boulevard is among the longest continuous commercial strips in San Diego County. Spanning approximately 1.2 miles within the North Park community, it formerly served as the main east-west highway prior to the completion of Interstate 8 in the 1950's.

The community plan envisions the El Cajon Boulevard commercial area as a high-density mixed-use corridor with focused areas of concentrated development intensity along the "strip" in the form of Nodes. These nodes are located along El Cajon Boulevard at its intersections with Park Boulevard, Texas Street and 30th Street.

Portions along El Cajon Boulevard identified as Corridors would not require ground floor commercial uses and would provide opportunity areas for office development. El Cajon Boulevard is also envisioned as a multi-modal transportation corridor, emphasizing public transit, bicycling, and walking. Since El Cajon Boulevard is a major east-west transportation corridor, new development should occur in a manner that will eliminate or reduce the reliance on mid-block driveways which create conflicts with traffic flows between pedestrians and bicyclists with that of automobiles.

30th Street and University Avenue Community Village includes multi-family housing, bars and restaurants, shopping, art galleries within a very walkable, pedestrian environment.

El Cajon Boulevard has developed a strong identity as a commercial corridor and it is envisioned to become a stronger mixed-use corridor with emphasis on the El Cajon Boulevard and 30th Street Community Village.

University Avenue

The Community Plan encourages the incorporation of new mixed-use development along University Avenue along with the rehabilitation of commercial buildings and building facades; improved parking, vehicular and pedestrian circulation; and enhancement of the streetscape through public art, street trees, and landscaping. Residential development in this area would allow very high residential development in order to provide increased residential development in close proximity to commercial goods and services as well as public transit. Office uses within this Node should be secondary to the primary function of providing retail goods and commercial services at the ground floor to encourage pedestrian activity.

The western half of University Avenue is a linear commercial Corridor with a mixture of commercial and residential development. This area is anticipated to develop into multiple use projects that provide stand-alone residential opportunities, as well as commercial goods and services to residents. Texas Street serves as a major community connector between Mission Valley and Balboa Park. The Community Plan envisions the creation of a mixed-use Node at the intersection of University Avenue and Texas Street.

30th Street

The 30th Street Corridor extends from Adams Avenue to Upas Street. It transitions from medium high residential density in the northern part of the community where it intersects with Adams Avenue, then transitions to medium residential density within the center of the community. Areas of high to very high residential density occur where 30th Street intersects with El Cajon Boulevard and University Avenue.

The portions of 30th Street between Adams and El Cajon Boulevard are envisioned to maintain a mixture of business and professional office, quality eating and drinking establishments, convenience goods and services, while supporting stand-alone multi-family development.

The community plan envisions the area between Howard and Lincoln serving as a specialty commercial area with an orientation towards restaurant and office uses. This portion of 30th Street connects the community's major corridors of El Cajon Boulevard and University Avenue. This area contains a number eating and drinking establishments, neighborhood convenience uses and services, offices, a supermarket, along with single-family residences and bungalow court apartments.

The community plan land use map identifies the intersection of 30th Street and Upas Street as a mixed-use node with an emphasis on context sensitive design given the close proximity to single-family residences. In addition the plan identifies neighborhood commercial centers at 30th Street and Redwood, and 32nd Street and Thorn Street, and at the intersection of 30th Street and Juniper Street, which are primarily intended to provide neighborhood serving uses and convenience services to residents from within the surrounding low-density single-family areas.

The Lynhurst Building has been an example of mixed-use development within the North Park community for over a century.

Adams Avenue

The commercial area along Adams Avenue includes a diversity of businesses and neighborhood services that promote Adams Avenue as a place for working, living, and entertainment. The area centered around "Antique Row", in addition to having a limited range of specialty shops catering to patrons of the antique market, has become an attractive commercial area featuring quality restaurants, outdoor cafes, bike stores, offices, and auto service shops.

The commercial corridor areas around the intersection of Park Boulevard and Adams Avenue provide goods and services to the residents of the University Heights neighborhood. The community plan land use plan envisions a mixture of commercial uses and activities such as business and professional offices, convenience goods and services to serve the immediate residential neighborhood.

Commercial areas along Adams Avenue provide pedestrian and bicyclist friendly environment.

Park Boulevard

The community plan envisions Park Boulevard between Madison and Meade, and Howard Avenue and University Avenue, as having multiple community gateway opportunities into North Park. University Avenue at Park Boulevard also functions as a major gateway into the community. Park Boulevard south of Robinson Avenue is also a major entryway into Balboa Park. The community plan envisions these locations as enhanced gateways, incorporating special signage, landscaping, public improvements, and iconic architecture.

Corridor Policies

LU-3.4 Focus the highest intensity development (residential and non-residential) on both El Cajon Boulevard and University Avenue around the transit stops to capitalize on access to transit, boost transit ridership, and reduce reliance on driving.

LU-3.5 Orient street frontages towards these corridors, and provide space for outdoor seating and for retailers to display their wares.

LU-3.6 Permit parcel accumulation along the commercial corridors that may have multiple designations in order to reallocate residential densities to the commercially-designated portion of a site. However, care must be taken 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.

LU-3.7 Preserve and reuse historic properties located along the corridors.

LU-3.8 Provide sidewalks that are 15 feet wide (minimum) along all of these corridors to enhance pedestrian and commercial activity.

LU-3.9 Require ground-floor commercial uses, such as retail spaces and small businesses as shown by the symbol "Active Frontage Required" on Figure 2-2: Active Frontage.

Active street frontages within mixed-use centers and corridors will strengthen the relation between buildings' ground floor uses and sidewalks pedestrian activity.

LU-3.10 Encourage multiple use along Park Boulevard between Adams Avenue and Meade Avenue emphasizing higher residential density and office use.

LU-3.11 Allow stand-alone residential development or live-work units as an option along linear commercial corridors between major mixed-use nodes such as along Adams Avenue between 30th Street and Texas Street and along 30th Street between Adams Avenue and El Cajon Boulevard.

LU-3.12 Support the redevelopment of the existing supermaket site along 30th Street, between Howard and Lincoln, to incorporate high-density residential development with commercial and office uses on the ground floor.

LU-3.13 Develop neighborhood commercial centers to provide neighborhood serving uses and convenience services to residents within the surrounding low-density single-family areas.

LU-3.14 Develop neighborhood commercial centers with an emphasis on building design and uses that are compatible to their surrounding single-family areas.

2.4 RESIDENTIAL

Residential land uses form the basis and the majority of land use acreage in the community. Residential densities vary throughout the community. High to very high residential densities are designated along the community's major east-west commercial/mixed-use corridors – El Cajon Boulevard and University Avenue. The center of the community between the two corridors includes a large portion of medium-high to high residential density designated properties. Multi-family residential densities transition from very high to high residential density to low residential density north and south of El Cajon Boulevard. The low residential density areas of the community, include stable single-family neighborhoods located generally at the northern and southern ends of the community. These areas also contain North Park's open space canyons. These areas are characterized by the canyons and hillsides bordering Mission Valley to the north and the various finger canyons shared by the Golden Hill Community to the south. Refer to the Urban Design Element Traditional Character and Multi-Character Neighborhoods for policies regarding building design within residential areas.

Residential Policies

LU-4.1 Maintain the low density character of predominantly single family areas, outside of the designated higher density areas primarily located along El Cajon Boulevard and University Avenue, and encourage rehabilitation where appropriate.

LU-4.2 Maintain the lower density character of the residential areas north of Adams Avenue.

LU-4.3 Maintain the lower density character of the residential areas east and west of 30th Street and south of Landis Street.

LU-4.4 Maintain consistent residential land use designations along east-west running streets within the northern and southern single-family neighborhoods of North Park such as Madison Avenue, Monroe Avenue, Meade Avenue, Wightman Street, Gunn Street, Landis Street, Dwight Street, Myrtle Avenue, and Upas Street in order to promote and maintain a walkable and pedestrian scale within these neighborhoods.

LU-4.5 Provide a diverse mix of housing opportunities, including senior and housing for the disabled, within close proximity to transit and services.

A main emphasis of the community plan is to focus development opportunities along commercial transit corridors while maintaining the low density character of single-family residential areas.

Affordable Housing Policies

LU-4.6 Develop larger sized (three bedrooms) affordable units; housing with high-quality private open space; and residential units that are adaptable to multi-generational living.

LU-4.7 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

LU-4.8 Create affordable home ownership opportunities for moderate income buyers.

LU-4.9 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

LU-4.10 Promote homebuyer assistance programs for moderate-income buyers.

LU-4.11 Utilize land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.

RESIDENTIAL INFILL OPPORTUNITY AREAS

The Plan seeks to expand and preserve the supply of housing through the construction of new units as well as the preservation and restoration of older homes. Though most of its lots have been developed, there remains some vacant or underutilized land in North Park. With its good access to transit and central location, the community provides an opportunity for well-located, mixed-use infill development. In particular, the Plan encourages the redevelopment of multi-family units built from the 1960's through the 1980's located between Lincoln Avenue and Howard Avenue (see Section 2.8: Pedestrian-Oriented Infill Development Enhancement Program)

Although much of the community has already been developed, there are some opportunities for infill development through the construction of companion units within the traditional character neighborhoods. Companion units increase the housing stock and allow for multi-generational housing opportunities. The community also has underutilized and vacant lots along its main transit corridors and in the Village Districts. These areas can be developed to offer more housing choices in the neighborhood, including mixed-use units, multi-family housing, and townhome projects, which can be appropriately scaled to the vacant lot sizes. Furthermore, mixed-use units allow families to live above commercial, retail and office space.

Medium density row home development along Hamilton Street.

RESIDENTIAL INFILL POLICIES

LU-4.12 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

LU-4.13 Balance new development with the rehabilitation of high-quality older residential development.

LU-4.14 Support the construction of larger housing units suitable for families with children.

LU-4.15 Support rental and ownership opportunities in all types of housing, including alternative housing such as companion units, live/work studios, shopkeeper units, small-lot housing typologies, and for-sale townhomes.

LU-4.16 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

LU-4.17 Rehabilitate existing residential units that contribute to the historic districts' character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

LU-4.18 Support development of companion housing units in lower density areas to provide additional residential units and opportunities for co-generational habitation.

LU-4.19 Discourage parcel consolidation over 14,000 square feet in the lower density and historic district areas to maintain the historic building pattern of smaller buildings.

LU-4.20 Encourage the redevelopment of multi-family housing built between 1960 and 1980.

2.5 COMMERCIAL/MIXED-USE

Commercial land uses are located primarily along the community's transportation corridors: El Cajon Boulevard, University Avenue, Adams Avenue and 30th Street. Smaller "islands" of commercial-retail also exist within the single-family residential neighborhoods located in the southern part of the community at 30th Street and Redwood, and Thorn and 32nd Street. Commercial uses at 30th Street and Juniper Street connect with the larger commercial business district in the South Park neighborhood of the Golden Hill community. Commercial areas within the community provide opportunities for mixed-use development focusing primarily within Community Villages, Nodes and Neighborhood Commercial Centers, and along Corridors (see Urban Design Element for location).

The plan allows the Corridors, in addition to mixed-use development, to provide either stand-alone commercial development or multi-family residential infill development as a means to increase the population density within commercial and mixed-use areas to support local businesses. A strong emphasis in compatibility must be placed on new commercial uses within these areas as well as evaluation of existing uses that seek expansion or changes to business operations, particularly when adjacent to low-density residential areas. See Urban Design Element and Noise and Light Pollution Element.

Commercial/Mixed-Use Policies

LU-5.1 Support a diversity of compatible goods and specialty services along commercial streets so that that the needs of local residents can be met locally.

LU-5.2 Encourage mixed-use development along Neighborhood Commercial and Community Commercial designated corridors in the community and at major village centers, commercial nodes and intersections.

LU-5.3 Prohibit the inclusion/development of new drive-thrus within Neighborhood Commercial and Community Commercial designated properties.

LU-5.4 Encourage mixed-use development to include retail, offices, and housing at medium to very high densities within commercial nodes.

LU-5.5 Design commercial spaces within mixed-use developments for maximum flexibility and reuse to prevent long-term vacant commercial storefronts.

LU-5.6 Enhance the level and quality of business activity in North Park by encouraging infill of retail and commercial uses and mixed-use development that emphasizes adaptive re-use.

LU-5.7 Improve the appearance of commercial development while encouraging adaptive re-use and preservation of historic structures.

LU-5.8 Encourage and maintain small locally-owned stores, provided that their uses remain compatible with surrounding neighborhoods.

LU-5.9 Promote the flexibility of underutilized strip commercial areas and surface parking lots for multiple activities such farmers' markets, art and cultural festivals, and other community events.

LU-5.10 Promote revitalization within business districts while addresing the potential impacts to adjacent residential neighborhoods.

LU-5.11 Encourage multiple use along 30th Street including higher density residential development and office use.

LU-5.12 Allow stand-alone multi-family development or allow mixed-used development as an option along linear commercial corridors between mixed-nodes in order to increase the population density within these areas and support commercial uses.

LU-5.13 Allow full alcohol sales in Neighborhood Commercial areas as part of full service restaurants.

LU-5.14 Limit the incorporation of "open air" concepts into eating and drinking establishments located in Community Commercial properties. (Refer to the Noise Element)

2.6 INSTITUTIONAL USES

Institutional uses provide either public or private facilities that serve a public benefit. These uses may serve the community or a broader area. Typically, the larger or more significant public uses such as schools and fire stations are identified on the land use map. Major institutional land uses within the community consist mainly of Fire Station 14, the North Park Branch Library and the University Heights Library, and several public and private schools. The policies within this element also apply to institutional uses as a category, including religious facilities, charter schools and social service providers. Suitable development intensity for new or expanded institutional uses should be evaluated within the context of the surrounding neighborhood and consider all relevant factors including traffic impacts, parking demand, and neighborhood character impacts.

Institutional Policies

LU-6.1 Revert the underlying land use of institutional uses to that of the adjacent land use designation when public properties cease to operate and are proposed for development.

LU-6.2 Strive to achieve early and meaningful participation for nearby residents related to future development and expansion plans for institutional uses within the community.

LU-6.3 Evaluate use permits and other discretionary actions for appropriate development intensity and effects on visual quality and neighborhood character. Additional impacts, such as those related to mobility, noise and parking demand should also be evaluated as needed.

LU-6.4 Continue to maintain school sites for a public serving purpose such as a park, community/recreation center, when they are considered for reuse and no longer serve to function as educational centers.

LU-6.5 Any expansion or redevelopment of institutional uses should incorporate intensified usage of existing institutional sites based on remaining on-site development capacity subject to discretionary review for impacts to visual quality, traffic, and noise. Should any acquisition of adjacent properties be proposed, existing structures are to be adaptively re-used and maintained on site.

The North Park Branch Library.

St. Augustine High School has occupied its current location in the community since 1923.

2.7 PARKS AND OPEN SPACE

Parks and open spaces fulfill a variety of important purposes in the community including active and passive recreation, conservation of resources and protection of views, and provision of visual relief in a built out urban environment. Open space is generally free from development or may be developed with limited, low-intensity uses in a manner that respects the natural environment and conserves sensitive environmental resources. See Table 2-4 for a description of parks and open space land use designations.

Protection of resources within lands designated as open space affects multiple property owners (including the City of San Diego) and is accomplished primarily through application of various development regulations of the Municipal Code, particularly the Environmentally Sensitive Lands Regulations. The City has pursued acquisition of private parcels or acquisition of easement as a means of conserving open space resources and protecting environmentally sensitive areas from development.

The policies listed below pertain to Open Space as a land use. Policies for protection and conservation or environmentally sensitive resources with open space land are also contained with the Conservation Element, and policies related to views and hillside development area contained in the Urban Design Element.

Parks and Open Space Policies

LU-7.1 Protect designated open space from development and secure public use where desirable by obtaining necessary property rights through public acquisition of parcels or easements.

LU-7.2 Allow development of limited, low intensity uses in a manner that respects the natural environment and conserves environmentally sensitive lands and resources for parcels within designated open space.

LU-7.3 Obtain conservation or no-build easements for protection of environmentally sensitive resources through review and approval of discretionary development permits for private property within designated open spaces.

LU-7.4 Utilize publicly-controlled open space for passive recreation where desirable and feasible.

Switzer Canyon is enjoyed in the community as an open space amenity.

Bird Park, located at the very edge of Balboa Park and the North Park Community provides passive recreation and plays host to community summer concerts.

2.8 COMMUNITY PLAN ENHANCEMENT PROGRAM

The Community Plan is designed around a strong transit-oriented development (TOD) framework that focuses new higher density and intensity development within the Village Districts and along the transit corridors. However, there are opportunities to transform the projects that were developed from the 1960's through the 1980's that were not sensitive to North Park's character and its traditional architectural and design treatments as well as along the Bus Rapid Transit Line that runs along Park Boulevard (between University Avenue and El Cajon Boulevard) as well as the entire length of El Cajon Boulevard (Park Boulevard to Interstate-805). The Community Plan Enhancement Program is separate from the State of California's Affordable Housing Density Bonus Program that is subject to the City's Affordable Housing Density Bonus Regulations in Land Development Code (LDC) Chapter 14, Article 3, Division 7. The Affordable Housing Density Bonus Program is available to eligible development citywide.

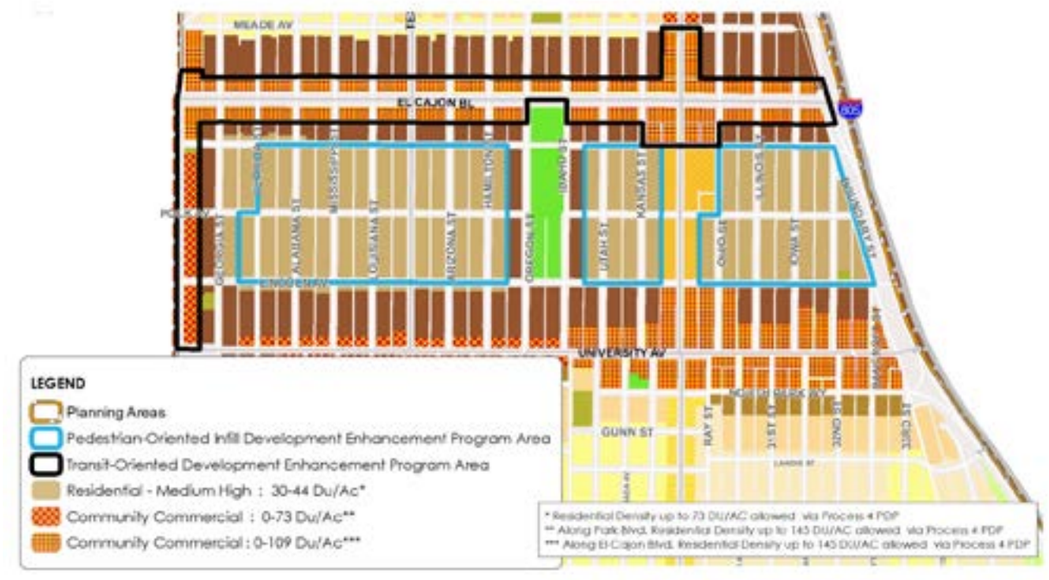
PEDESTRIAN-ORIENTED INFILL DEVELOPMENT ENHANCEMENT PROGRAM

The Pedestrian-Oriented Infill Development Enhancement Program is available to applicants with existing development projects of 6 dwelling units or more in Multi-Family Residential areas designated as Medium High up to 44 dwelling units per acre within the area located between Lincoln Avenue and Howard Avenue, see Figure 2-4 for location. The intent of the Pedestrian-Oriented Infill Development Enhancement Program is to create more street and pedestrian friendly projects. The Pedestrian-Oriented Infill Development Enhancement Program allows for the density range for this area to be increased up to 73 dwelling units per acre, whereby an applicant may request approval of the increased density on a specific property through a Process 4 Planned Development Permit (PDP). A project using the Pedestrian-Oriented Infill Development Enhancement Program must meet the Urban Design Element policies as well as the standards set forth in Section 143.0402 of the Land Development Code for PDP's, and may be approved only if the decision maker makes the findings in LDC Section 126.0604(a).

TRANSIT-ORIENTED DEVELOPMENT ENHANCEMENT PROGRAM

The Transit-Oriented Development Enhancement Program is available to applicants along the Bus Rapid Transit Corridor in areas designated 73 dus/acre along Park Boulevard and 109 dus/acre along El Cajon Boulevard. See Figure 2-4 for location. The intent of the Transit-Oriented Development Enhancement Program is to allow for increased residential density to create more street and pedestrian friendly projects that support transit. The Transit-Oriented Development Enhancement Program allows for the density range for this area to be increased up to 145 dwelling units per acre, whereby an applicant may request approval of the increased density on a specific property through a Process 4 Planned Development Permit. A project using the Transit-Oriented Development Enhancement Program must meet the Urban Design Element policies as well as the standards set forth in Section 143.0402 of the Land Development Code for PDP's, and may be approved only if the decision maker makes the findings in LDC Section 126.0604(a).

Figure 2-4: *Community Plan Enhancement Program Areas*



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MOBILITY

3.1 ACTIVE TRANSPORTATION

3.2 TRANSIT

3.3 STREET SYSTEM

3.4 INTELLIGENT TRANSPORTATION SYSTEM

3.5 PARKING

Introduction

The community plan places an emphasis on creating a high quality, reliable multi-modal network that strengthens the land use vision and promotes a clean and sustainable environment, and encourage social equity. All forms of transportation have an important role in the community. The Mobility Element provides goals, and recommendations to create a multi-modal transportation system that provides safe and efficient transportation choices for the community.

Travel choices need to be broadened so that a good portion of trips can be made without a car. Walking, bicycling, and transit should not be modes of last resort; rather they should be convenient, pleasant, safe, and desirable modes of travel. To this end, the Mobility Element includes goals, policies, and recommendations that will lead to a robust multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

Mobility plays a major role in the vision for North Park. This community provides opportunities for new retail, restaurants, housing, and entertainment venues along its key commercial corridors and business districts. With mixed-use development, an increasing number of residents are within walking distance of shopping, entertainment, and commercial services and are opting to use transit, to walk and/or bicycle as their mode of transportation. The mobility element provides goals and policies to create a richly connected urban community through a well implemented system of accessible, convenient, reliable, and resilient multi-modal transportation options that improve mobility for local residents, businesses, and organizations.

The community plan envisions creating viable transportation choices through a more balanced use of streets. The incorporation of Complete Streets concepts allows streets to accommodate all modes of transportation in coexistence. The community's Complete Streets strategy would focus improvements within the existing rights-of-way, with an emphasis on walking, bicycling, and transit. This strategy will result in a more efficient use of streets and provide multimodal connections to destinations such as schools, parks, employment, and shopping. A Complete Streets approach to mobility planning will enable safe, comfortable, and attractive access for pedestrians, bicyclists, transit, and automobiles.

Multi-modal balance can be achieved by considering all modes of transportation and the needs of all current and future users.

The Complete Streets concept encourages street connectivity and aims to establish a comprehensive, integrated mobility network for all modes of travel.

Mobility Element Goals

1. An efficient and richly connected transportation network that complements North Park's community character and quality of life.
2. A safe and efficient roadway designed with Complete Streets concepts that balance all modes of transportation.
3. High-quality transit service as the preferred transportation mode for employees and residents centered on transit-oriented development.
4. A fully integrated network of vehicular, transit, bicycle and pedestrian facilities to meet current and future needs.
5. A transit system that attracts all segments of the population.
6. A safe and integrated bicycle and pedestrian network that provides safe, convenient access to community attractions, and neighboring communities.
7. Interagency coordination to provide comprehensive mobility strategies and opportunities, including identification of funding resources.
8. Efficient use of on-and off-street parking.
9. A connected network of Safe Routes to Schools to encourage and facilitate families to walk and bicycle to school.
10. Allocation of funding resources for improvements in areas where collisions are concentrated, consistent with Vision Zero.

3.1 ACTIVE TRANSPORTATION

Active transportation refers to non-motorized forms of transportation such as walking and bicycling. Active transportation can provide possitive health benefits as a result of increased physical activity. Active transporation requires safe and efficient facilities for walking and bicyclying such as wider sidewalks and bicycle facilities. Walking and bicycling are viable transportation options within the North Park, that have the potential to increase public health and contribute to the reduction of greenhouse gas emissions. Improving the ability for residents to utilize these modes of transportation as an alternative to automobiles is key to achieving overall goals of the Mobility Element.

WALKABILITY

Pedestrian safety and comfort is essential to obtaining a walkable community. Providing facilities such as pathways, sidewalks, and wayfinding signage increases the walkability of a community. Creating a walkable community begins with having destinations close to each other, encouraging a mix of uses in developments and having sufficient densities to support transit. The connection between land-use and transportation is critical to safely and effectively accommodating pedestrians.

North Park has many characteristics that contribute to an inviting pedestrian experience. The streets are primarily a grid system with a mix of land uses. A majority of the commercial use is oriented on the street front, which increases pedestrian activity. Parking in the commercial districts and corridors is often limited, encouraging more walking trips, or more trips where customers park once and walk between several destinations. The close proximity to Balboa Park also increases pedestrian activity. The highest amount of pedestrian traffic occurs in the core of the community.

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

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

Pedestrian routes in North Park are described below, and are shown in Figure 3-1. Pedestrian enhancements recommended along these pedestrian routes include but are not limited to bulb-outs curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, and pedestrian scramble crossing phases to increase safety and operational improvements. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox, as well as the community-based policies in this element should be considered for guidance.

Pedestrian Route Types

- **District Sidewalks** have heavy pedestrian levels with an identifiable focus on encouraging walking within a district node.
- **Corridor Sidewalks** have moderate pedestrian levels that connect to district nodes.
- **Connector Sidewalks** have lower pedestrian levels that connect industrial areas to corridor or district sidewalks.
- **Neighborhood Sidewalks** have low to moderate pedestrian levels within residential areas.
- **Ancillary Pedestrian Facilities** have moderate to high pedestrian levels that include bridges over streets, and plazas, promenades, or courtyards away from streets.
- **Paths** are exclusive to pedestrians and bicycles and are not associated with streets.

30th Street provides the only direct through-roadway connection across North Park to the Golden Hill Community.

It is essential for the creation of a walkable community to have adequate sidewalk width to accommodate pedestrians in high-pedestrian activity areas.

Mid-block crossings can be considered and utilized to accommodate pedestrian access across streets with infrequent intersections.

North Park's grid pattern street system is a major factor in promoting walkability.

POLICIES

ME-1.1 Enhance pedestrian travel routes by constructing missing sidewalks based upon infrastructure conditions and level of use or utility to access local destinations.

ME-1.2 Provide pedestrian amenities including street trees with "North Park" tree grates, street furniture, wayfinding signage, pedestrian-scale lighting that reflects the historic character of North Park and enhances pedestrian safety, and public art, to enhance the pedestrian experience.

ME-1.3 Provide marked crosswalks and pedestrian countdown signals and/or pedestrian phasing at signalized intersections along the pedestrian routes including but not limited to those identified in Figure 3-1.

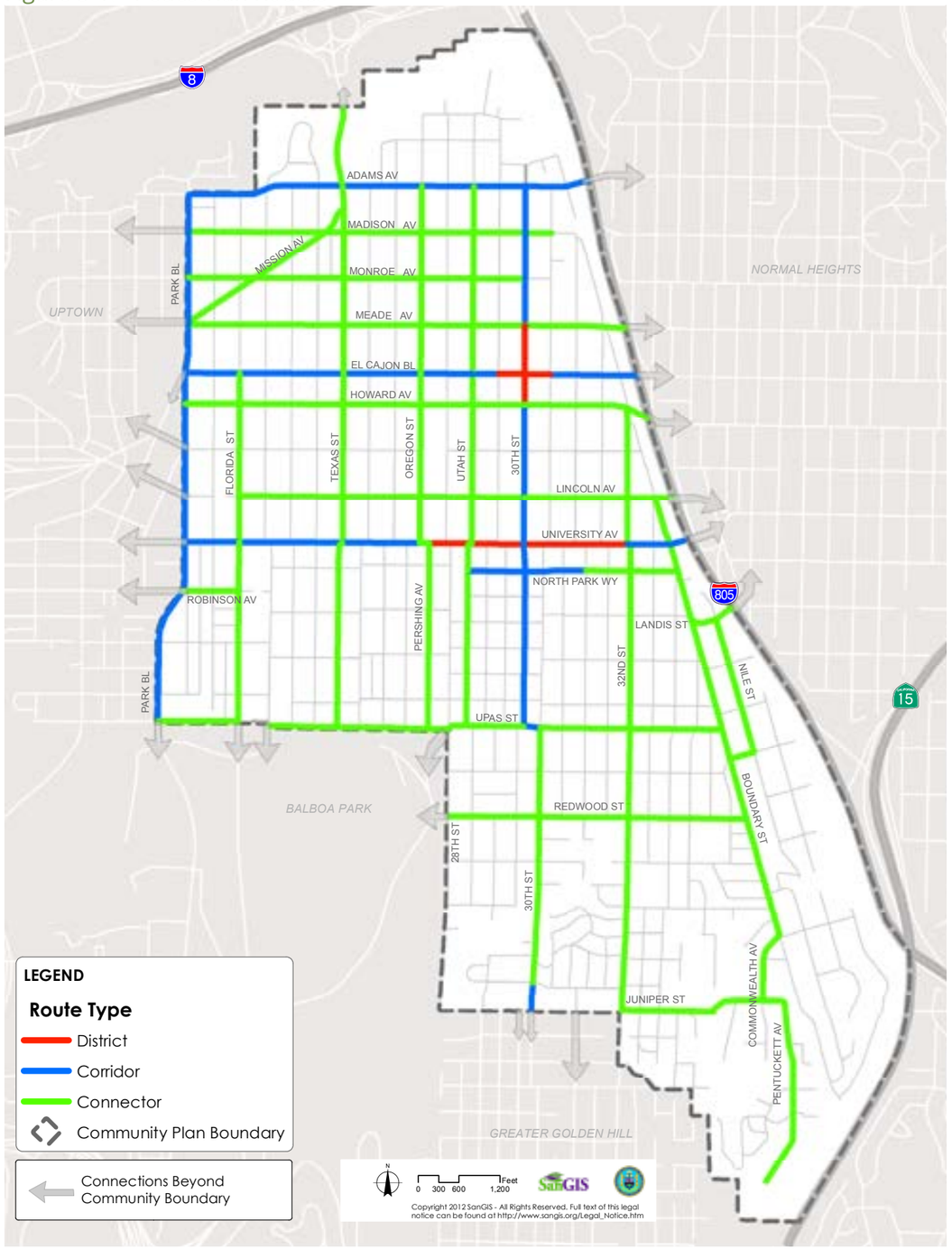
ME-1.4 Encourage the installation of corner bulb-outs to accommodate public gathering spaces and promote pedestrian/bike safety wherever possible, including but not limited to the following pedestrian corridors:

a. University Avenue at the intersections with Arnold Avenue and Pershing Avenue.
b. Park Boulevard at the intersections with Upas Street and Myrtle Avenue.
c. Texas Street at intersections between Wightman Street and Meade Avenue.
d. 30th Street at the intersections with Howard Avenue, North Park Way, and Dwight Street.
e. North Park Way at the intersections with 29th Street and Granada Avenue taking into consideration the North Park Mini Park and Streetscape Improvements project.
f. The intersection of Adams Avenue and Oregon Street.

ME-1.5 Support the implementation of pedestrian facility improvements and increase connectivity within the community and to Balboa Park by removing barriers to accessibility and adding sidewalks, curb ramps and crosswalks at locations including but not limited to the following:

a. The intersection of Upas Street and 30th Street.
b. Along the north side of University Avenue between Park Boulevard and Florida Street.
c. Across Pershing Drive at 28th Street and Redwood Street, as well as sidewalks on both sides of Pershing Drive.
d. In Morley Field and the East Mesa areas of Balboa Park adjacent to North Park including Morley Field Drive.

Figure 3-1: *Pedestrian Routes*



ME-1.6 Install missing sidewalks and curb ramps and remove any other barriers to accessibility.

ME-1.7 Locate or relocate above-ground infrastructure, including but not limited to utility boxes and dumpsters outside of the pedestrian right-of-way so as not to obstruct a clear path of travel. Where possible they should be enclosed or screened from public view.

ME-1.8 Prioritize activities within the sidewalk and mobility functions such as pedestrian access, bicycle parking, and transit stops.

ME-1.9 Integrate pedestrian mobility enhancements in future transit and bicycle projects.

ME-1.10 Support implementation of North Park improvements identified in pedestrian planning efforts in the community and the Bicycle Master Plan.

ME-1.11 Implement the North Park Mini-Park and Associated Streetscapes Master Plan of July 2012.

ME-1.12 Implement traffic calming treatments on residential streets where appropriate.

ME-1.13 Encourage walking and bicycling to reduce obesity rates and prevent chronic health problems by increasing daily physical activity.

BICYCLING

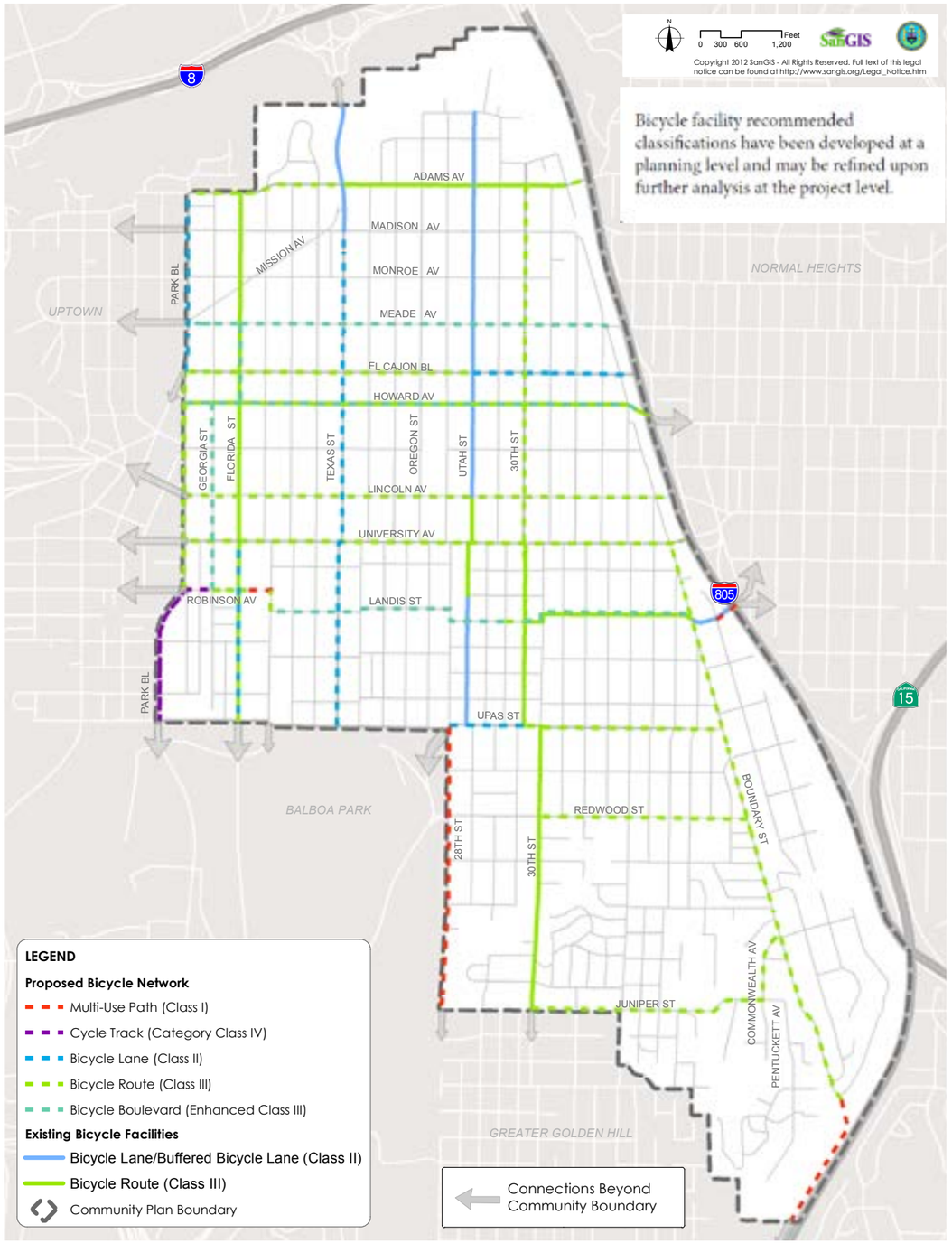
The development of a well-connected bicycle network with protected bicycle lanes where feasible will help to meet the community's mobility vision. North Park's grid pattern streets create a connectivity that encourages the use of a bicycle for recreational trips, light errands, and work trips. The construction of additional bicycle facilities that are separated from vehicular traffic could encourage more people to choose bicycles for their preferred mode of travel. Separated facilities require more street space to be implemented.

The planned bicycle facilities for the community are shown in Figure 3-2. Implementation of the North Park bicycle network will provide access to community attractions and regional destinations such as Balboa Park and adjacent communities. Downtown San Diego is outside of a comfortable walk to work trip for most residents, but well within the distance commonly traveled using a bicycle.

General Plan Policies ME-F.1 through ME-F.6 as well as the following community-based policies should be considered for guidance.

Bicycling promoting events like CicloSDias act as a means for communities to connect and provide a break from the stress of car traffic.

Figure 3-2: *Planned Bicycle Facilities*



POLICIES

ME-1.14 Support and implement bicycle priority streets and facilities that connect North Park to neighboring communities with emphasis on constructing missing bikeways in the bikeway network, including but not limited to.

a. Normal Heights and City Heights including connections along the following roadways: Adams Avenue, Meade Avenue, El Cajon Boulevard, Lincoln Avenue, and University Avenue.

b. Multi-use paths to Greater Golden Hill including new connections along 28th Street adjacent to Balboa Park and between Boundary Street and Ash Street.

c. Multi-use paths to Downtown and Balboa Park including new connections across and along Pershing Avenue, Florida Drive and Morley Field Drive. Consideration should include a protected bike lane on Pershing Drive.

ME-1.15 Coordinate with SANDAG on the planning and implementation of regional bicycle facilities along Meade Avenue, Howard Avenue, Robinson Avenue, Landis Street, Georgia Street, Park Boulevard, 30th Street, and Utah Avenue.

ME-1.16 Increase bicycle comfort and accessibility for all levels of bicycle riders with improvements such as signage, marking, and wayfinding for bicycles, directing them to points of interest within North Park and adjacent communities, actuated signal timing for bicycles, priority parking for bicycles, wider bike lanes and, where feasible, separated bicycle facilities.

ME-1.17 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient, and attractive bicycle facilities.

ME-1.18 Support the installation of bike corrals within commercial corridors to support bike and foot traffic and enhance neighborhood identity.

North Park is linked to the regional transit system via the Mid-City Rapid Bus.

ME-1.19 Encourage the installation of bike share stations in areas of heavy bicycle use, commercial corridors, parks, and public facilities.

3.2 TRANSIT

Expanding transit services to create a viable travel choice in North Park is an essential component to the North Park Mobility Element. Transit improves community livability by increasing access to civic, commercial and employment destinations. Transit in North Park should be attractive, convenient and act as a viable choice of travel, reducing dependence on the automobile. Linking transit and land use is an essential component of the community plan's vision, with transit stations integrated into walkable, transit oriented neighborhoods and centers. North Park has a high transit ridership. Improvements will provide a faster and more efficient service. Coordination with MTS to enhance the transit waiting experience by providing additional amenities such as shade structures or shade producing trees and lighting around transit stops would improve safety as well as the overall transit experience for riders.

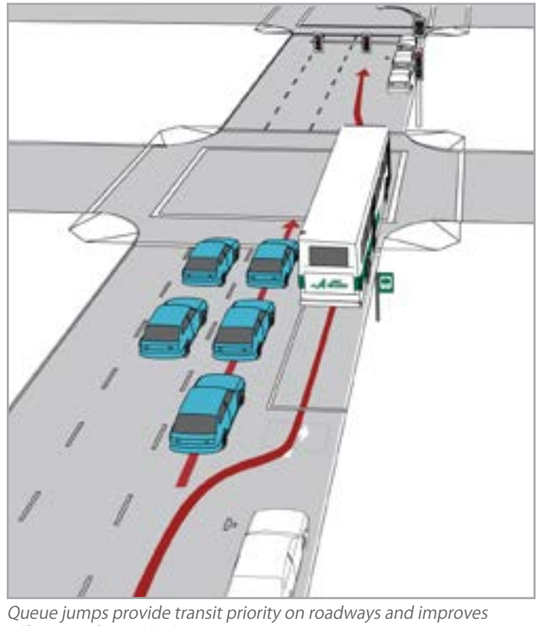
Future transit service is identified in the Regional Transportation Plan (RTP). The 2050 RTP identifies Rapid Transit, Trolley (also known as light rail transit), and Streetcar service within North Park. The planned transit

system will improve the type of service, frequency of service and areas to which patrons can reach using transit. The following summarizes some of the transit service enhancements contingent upon future funding within North Park as shown in Figure 3-3.

Rapid Bus

The route is similar to local service bus route 2, but with fewer stations, quick boarding operations, and transit priority treatments at signalized intersections, resulting in faster travel times as compared to the local buses. The service operates throughout the day at 10-minute frequencies. Connecting routes to the Mid-City Rapid Bus line would also include Route 10 from La Mesa to Ocean Beach via North Park, Hillcrest, and Old Town along University Avenue.

Rapid bus service is planned between the 32nd Street Trolley Station and the Golden Hill and North Park areas. The route is planned to include El Cajon Boulevard, Park Boulevard, and 30th Street. The route would have limited stations, quicker boarding operations, and transit priority treatments at signalized intersections, resulting in faster travel times as compared to local buses. The expected year for completion is 2035.



Queue jumps provide transit priority on roadways and improves efficiency of travel by bus.

Streetcar

This streetcar service is planned to connect North Park with a variety of areas including but not limited to: the Golden Hill, Hillcrest, Petco Park, Balboa Park, and the Gaslamp district of downtown. Streetcar routes would operate within a travel lane shared with vehicular traffic and would have stops every two to three blocks. The service will strengthen the connection between Greater Golden Hill, Downtown, and North Park, with a primary target of serving retail and tourism activities. With frequent stations, the streetcar will have slower operating speeds than Rapid Bus service. The expected year for completion is 2035.

The service will strengthen the connection between:

a. North Park, Downtown, and, Golden Hill
b. Hillcrest to Downtown via North Park and Balboa Park

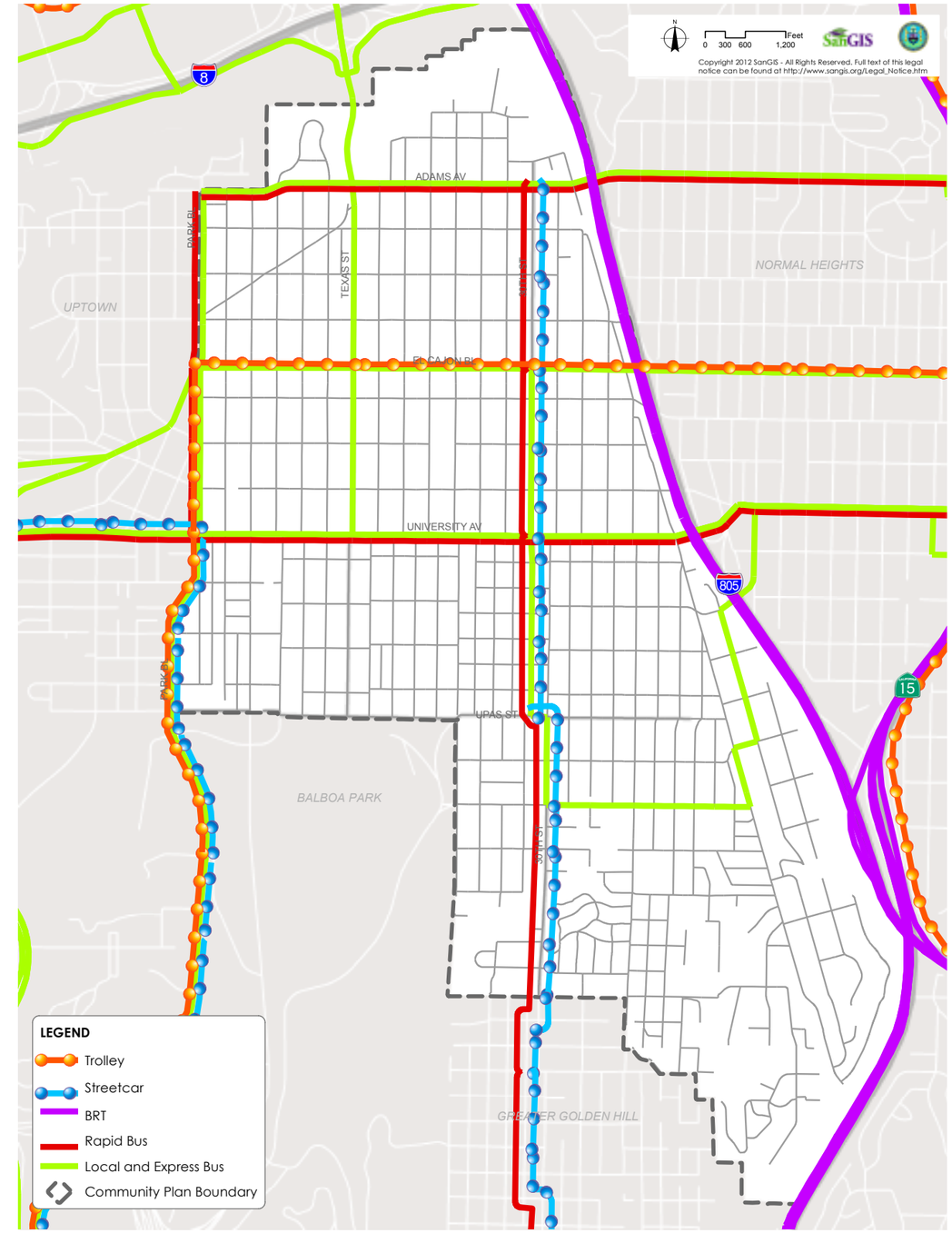
Mid-City Trolley Extension

SANDAG is planning the Mid-City Trolley Extension from Downtown to the Mid-City communities and San Diego State University via El Cajon Boulevard and Park Boulevard. The expected year for completion of this improvement is 2035. Figure 3-3 illustrates the transit network with the buildout of the 2050 Regional Transportation Plan.

General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.

A streetcar line between North Park and Downtown would provide another travel option in the community and serve as a tourism booster for the community.

Figure 3-3: *Planned Transit Service*



POLICIES

ME-2.1 Implement transit system priority for buses and queue jumps to improve the efficiency of travel by bus, where appropriate.

ME-2.2 Consider the use of exclusive or restricted transit lanes where there is sufficient ridership.

ME-2.3 Enhance the pedestrian and bicycle amenities around transit stops with curb extensions ("corner bulb-outs") , bicycle parking, shelters, additional seating, lighting, public art shade trees, and landscaping to increase the comfort and convenience for transit riders.

ME-2.4 Work with MTS to increase the transit rider experience by placing shade structures, benches and timetables at bus stops, where feasible.

ME-2.5 Work with SANDAG to implement electronic arrival schedules where appropriate and implement real-time transit schedule updates to provide timely and efficient loading.

ME-2.6 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.

ME-2.7 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

ME-2.8 Coordinate with MTS on bicycle and pedestrian infrastructure improvements to avoid adverse impacts to existing and planned bus services to the community.

Pedestrian and bicycle improvements along Texas Street provide mobility connections between North Park and Mission Valley.

ME-2.9 Ensure appropriate design of transit-oriented development and develop a balanced, multi-modal transportation network that provides for pedestrians, cyclists, public transit, and vehicles.

ME-2.10 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit and neighborhood commercial streets.

ME-2.11 Support the implementation of Streetcars along historic routes per SANDAG's Regional Transportation Plan in order to become a richly connected community while obtaining historic designation for refurbished historic Streetcars from the State Office of Historic Preservation.

ME-2.12 Create programs that incentivize the distribution of transit passes.

3.3 STREET SYSTEM

Most of North Park's existing street system is a grid pattern. However, residential areas, particularly to the north and south, are built around the natural canyon environment, leading to dead-ends and curvilinear streets. 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 College communities on the east. Adams Avenue also provides a connection to the east, linking North Park with the Mid-City neighborhoods of Normal Heights, Kensington, and Talmadge. The major north-south streets in the community are 30th Street, which provides a link with the Golden Hill community and Downtown; 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 Downtown. 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. Figure 3-4 illustrates the existing roadway classifications.

Figure 3-4: *Existing Roadway Classifications*

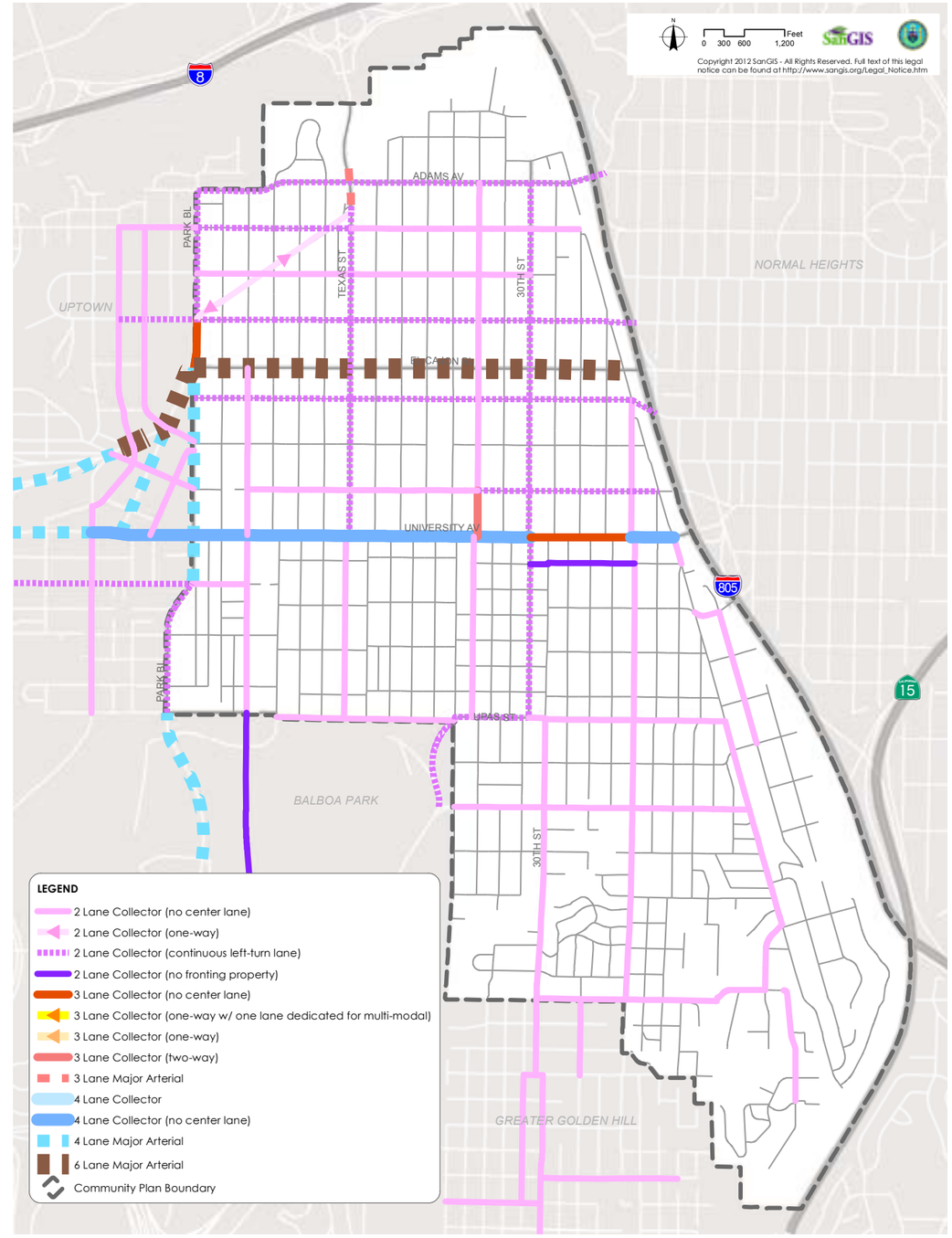
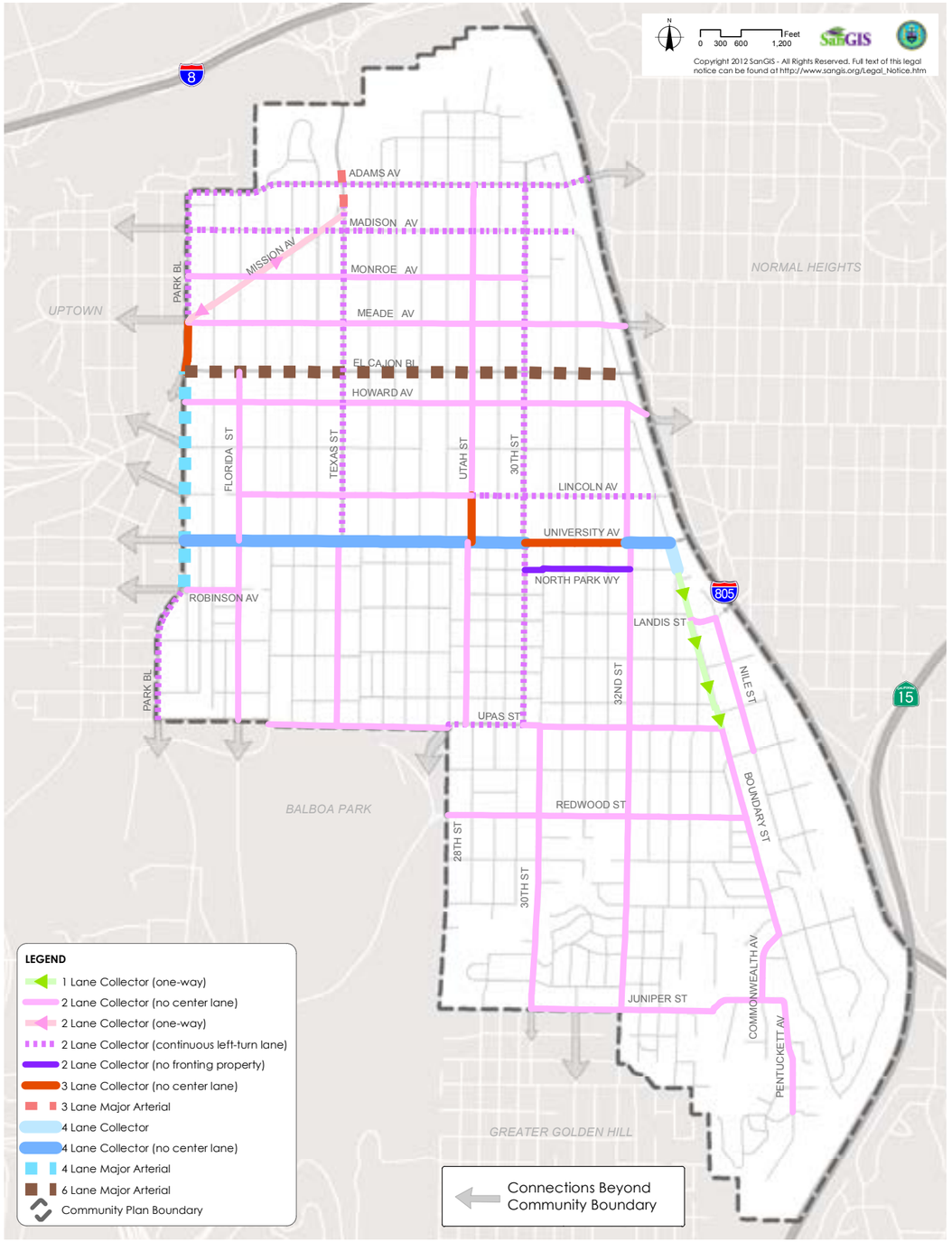


Figure 3-5: *Future Roadway Classifications*



The community plan envisions repurposing streets to incorporate multiple modes of travel and parking. By creating an efficient and attractive multimodal network, people can bicycle, walk, and use transit, which ideally can contribute to less automobile congestion and a more healthy community. Figure 3-5 illustrates the planned street classifications. Efficient and intuitive street improvements along North Park's street segments and intersections would facilitate easy understanding and use as well as enhance the user's experience throughout the community.

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

POLICIES

ME-3.1 Implement road diets (reduction in number of traffic lanes) or lane diets (narrowing traffic lanes) where appropriate to accommodate transit and bicycles within the existing street right-of-way.

ME-3.2 Provide a Complete Streets network that accommodates multiple modes of transportation throughout the community to accommodate all users of the roadway.

ME-3.3 Direct future transportation trips to walking, biking, and transit modes by creating a safe, effective multimodal network.

ME-3.4 Implement focused intersection improvements to provide safety and operations for all modes at major commercial intersections and destinations in the community and to and from Balboa Park.

ME-3.5 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements at North Park Way.

ME-3.6 Repurpose right-of-way to provide high-quality bicycle, pedestrian, and transit facilities while maintaining vehicular access

ME-3.7 Provide street trees, and street lighting, and implement a wayfinding program.

Facilities that promote biking should accommodate all cyclists regardless of skill.

Texas Street provides a continuous connection through North Park between Balboa Park and Mission Valley.

Repurposing right-of-way can provide opportunities not only for other modes of transit, but for public space as well.

ME-3.8 Incorporate balanced multi-modal concepts into planning, design, retrofit, and maintenance of streets.

ME-3.9 Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use areas.

ME-3.10 Discourage vacating streets and alleys or selling public rights-of-ways except in cases where significant public benefits such as linear parks, public art, joint use parks, etc. can be achieved.

ME-3.11 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

ME-3.12 Implement linear Passive Park trails in the public right-of-way.

ME-3.13 Add pedestrian safety measures where ever possible by.

a. Install pop-outs or other traffic calming measures where feasible at mid-block crossings to facilitate safe pedestrian crossing.

Bike corrals can accommodate more bicycle parking than typical sidewalk bicycle racks, especially where sidewalk widths are limited in width.

Reversed angled parking could provide opportunities for more parking in the community and safer streets.

b. Enhance signage and striping at offset and non-traditional intersections throughout North Park to increase safety for drivers, cyclists, and pedestrians.

ME-3.14 Support restricting curb-cuts wherever possible to increase parking.

ME-3.15 Support the enhancement of Florida Drive from North Park to Downtown to create an efficient and safe multi-modal Complete Street.

ME-3.16 Enforce truck deliveries to occur during off-peak hours on commercial streets and not on residential streets.

ME-3.17 Reestablish connectivity between North Park and Hillcrest along the east-west connection, impaired by the Mid-City Rapid Bus along Park Boulevard between University Avenue and Washington Street.

ME-3.18 Consider further analysis related to the reduction of auto lanes along El Cajon Boulevard to facilitate more space and improved conditions for pedestrians and cyclists.

ME-3.19 Support the construction of modern roundabouts at the following intersections:

a. El Cajon Boulevard/Park Boulevard/ Normal Street

b. Pershing Drive and Upas Street

c. Upas Street and 30th Street

d. Laurel Street and 30th Street

3.4 INTELLIGENT TRANSPORTATION SYSTEM

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems with the goal to maximize efficiency of services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public. The application of ITS technologies can influence choices across all modes of travel. General Plan Policies ME-D.1 through ME-D.6 as well as the following community-based policies should be considered when evaluating ITS improvements.

POLICIES

ME-4.1 Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.

ME-4.2 Encourage accommodation of emerging technologies such as car charging stations into future infrastructure and development projects.

ME-4.3 Utilize ITS technology such as traffic signal coordination and transit priority measures to move people safely and efficiently through the community, especially along major transit corridors such as El Cajon Boulevard and University Avenue, and other corridors such as 30th Street and Park Boulevard.

Carsharing programs can reduce the demand for parking spaces and help to reduce automobile congestion and pollution.

3.5 PARKING

Both on- and off-street parking are in high demand in North Park, especially in the Core area. The high parking demand is concentrated mainly in the Core area, bounded by North Park Way to Howard Avenue and from Hamilton Street to Iowa Street. The North Park Parking Structure provides convenient parking for the business patrons and visitors to the community. Other areas with high parking demand include 30th Street and University Avenue. Greater management of parking spaces can help achieve mobility, environmental, and community development goals.

POLICIES

ME-5.1 Encourage and support additional diagonal parking on various side-streets adjacent to the Core area and mixed-use corridors, and within multi-family neighborhoods to increase parking supply where feasible.

ME-5.2 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity where feasible.

ME-5.3 Include primarily parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.

ME-5.4 Limit driveway curb cuts to the extent possible to maximize the curb length available for on-street parking. Driveway access should be provided through alleys or shared driveways.

ME-5.5 Explore opportunities to incorporate reverse angle (i.e., back in) diagonal parking to improve safety for bicyclists, calm traffic and reduce conflicts with on-coming traffic. This is particularly appropriate in locations with generous street widths (50' or greater), where a narrower travel lane can accompany this configuration.

ME-5.6 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer must be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.

ME-5.7 Support the construction of additional parking structures near El Cajon Boulevard and 30th Street and in close proximity to mixed-use corridors.

ME-5.8 Support shared parking agreements with institutional uses, offices, and other businesses where associated parking could provide additional parking in the evening.

ME-5.9 Locate on-site parking in the rear of the buildings and encourage access from the rear alley when available.

ME-5.10 Use metered parking in commercial areas to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking.

a. Restrict time limits of 30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc.

b. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.

ME-5.11 Support implementation of innovative parking measures such as unbundled residential parking.

ME-5.12 Break up large surface parking areas with landscaped islands and apply landscaped borders to screen parking from view. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned paving as a means to enhance surface areas.

ME-5.13 On-street motorcycle parking should be provided in prominent, well-lit locations. Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street parking lane.

ME-5.14 Install bicycle corrals in the parking lane where pedestrian activity is heavy and sidewalk space limited. Bike corrals should be delimited with bollards to protect bicycles and cyclists.

ME-5.15 Preserve on-street parking in commercial areas to serve short-term shoppers.

ME-5.16 Support reducing minimum parking requirements for mixed-use projects in high-density transit corridors, which could include the utilization of tandem parking.

ME-5.17 Include dedicated spaces for car-sharing throughout North Park.

ME-5.18 Provide electric vehicle charging stations in parking garages, and near parks, public facilities, and mixed-use developments.

ME-5.19 Support opportunities for increasing parking within the community through shared parking opportunities for new development and a parking in-lieu fee to potentially fund parking structures within North Park.

ME-5.20 Implement employee and resident incentive programs including but not limited to: providing a parking space in a nearby parking structure or parking lot as well transit passes.

ME-5.21 Support the implementation of the Parking Management Plan for North Park.

ME-5.22 Encourage the function and enforcement of residential parking districts in high impact areas.

4

URBAN DESIGN

4.1 URBAN DESIGN FRAMEWORK

4.2 STREETSCAPE AND PUBLIC REALM

4.3 DEVELOPMENT DESIGN: CENTERS, CORRIDORS AND NEIGHBORHOODS

VISION

Interconnected neighborhoods, commercial districts, and corridors that provide the setting for new buildings with a high-level of design and allows North Park's distinctive character to continually evolve as well as protect the fabric of older buildings and neighborhood character.

Urban Design Element Goals

- *A built environment that enhances North Park's quality of life and community character.*
- *New buildings that protect and enhance a neighborhood's distinctive context and vitality and complement the character and scale of neighboring buildings.*
- *Preservation of the architectural variety and distinctive neighborhood character. Preservation, restoration and adaptive reuse of unique architecturally significant structures.*
- *Unique thematic districts that express culture and neighborhood identity through the built environment.*
- *Public spaces that evoke pride and enrich the lives of the community.*
- *A sense of arrival at major community gateways.*
- *A pedestrian oriented public realm with aesthetic quality, functionality, and sustainability through the design of buildings, public improvements, landscaping, and public art.*
- *Enhancement of the visual interface between Balboa Park/open space and the community. Sustainable street trees and landscaping in the public realm that contributes to community character.*

4.1 URBAN DESIGN FRAMEWORK

Urban Design addresses the defining features and relationships of new buildings, groups of buildings, spaces, and landscapes with those of existing neighborhoods, districts and corridors. It assimilates the relationships between buildings, streets, land use, open spaces, circulation, height, density, parking, and parks. The North Park community has demonstrated that new uses and development can be integrated into the existing and evolving community fabric of neighborhoods and districts, if they protect or build upon existing character defining features. North Park's original planning principles promoted human-scale, pedestrian oriented residential and commercial land uses with each of its older neighborhoods having their own diversity and character with representative traditional architectural styles such as California bungalow, Craftsman and Spanish/ Mediterranean architecture.

From the 1960s to the 1980s, North Park developed and grew with little regard to the scale, character, and the context of its original buildings and homes. Single-family homes were replaced with long, narrow apartment buildings with front parking lots that disrupted the scale, diminished the character, and reduced the walkability of neighborhoods. Similar intrusions occurred in the "Main Street" business districts, changing the walkable human scaled storefront character of these areas into strip commercial auto-oriented uses. As the community experiences infill development and building renovations, the community plan places an emphasis on new development to include innovative and dynamic forms while still being sensitive to adjacent neighbors. The Urban Design Element provides policies to protect, enhance and encourage quality design that takes into account the unique features of North Park while recognizing that there will be changes to the urban form and a need to respond to future urban design issues.

URBAN DESIGN FRAMEWORK

- **A** Community Villages with a vibrant mix of uses, entertainment, and a highly walkable streetscape focused around transit, centered around University Avenue and 30th Street, and El Cajon Boulevard and 30th Street.
- **B** An Arts and Culture District focused along Ray Street that promotes North Park as a center for the arts.
- **C** View corridors that are preserved and view sheds are oriented towards natural open spaces.
- **D** Iconic gateways at key locations in the community that generate a sense of place and arrival through the use of landmark structures and quality architecture, unique signs, public art, landscape features, and public space.
- **E** A respect and appreciation for the history and culture of the community as expressed in historic districts.
- **F** A "Green Street" focus on Oregon Street and Pershing Avenue that improves connections between schools, community parks, Balboa Park and commercial district by increasing the urban forestry canopy over the street, includes opportunities for stormwater capture, and improves pedestrian walkability.
- **G** Commercial nodes located at major intersections of the community where building storefronts define the street environment and support social activity.
- **H** Connections to Balboa Park that provide direct access from residential neighborhoods through biking and walking
- **I** Neighborhood Centers draw mainly from the immediate surrounding area that incorporates residential and office/commercial, including mixed use. These centers also focus activities around civic and cultural facilities as well as recreational amenities that are scaled to fit the surrounding neighborhoods.

Figure 4-1: *Urban Design Framework Map*

GENERAL PLAN CROSS-REFERENCE

The General Plan provides citywide urban design-related policies to be applied in conjunction with the urban design policies in the community plan. Policies may also be referenced further, emphasized or detailed in the context of a community to provide further community-specific direction. General Plan Urban Design Element policies particularly significant to the North Park community are listed as noted in Table 4-1.

Table 4-1: *General Plan-Related Urban Design Topics and Policies*

General Plan-Related Topics	Policies
Development adjacent to Canyons & Other Natural Features	UD-A.3
Landscape Guidelines	UD-A.8
Parking	UD-A.11, UD-A.12
Wireless Facilities	UD-A.15
Utilities	UD-A.16
Safety & Security (Crime Prevention through Environmental Design – CEPTED)	UD-A.17
Residential Design	UD-B.1 – UD-B.8
Mixed-Use and Commercial Development	UD-C.1 – UD-C.8
Public Spaces & Civic Architecture	UD-E.1 – UD-E.2
Public Art & Cultural Amenities	UD-F.1 – UD-F.5
Urban Runoff & Stormwater Management	CE-E.1 – CE-E.7
Urban Forestry	CE-J.1 – CE –J.5
Sustainable Development Practices	CE-A.5 – CE-A.12
Streetscape Design	UD-C.7
Pedestrian Access to Developments	UD-A.5, UD-A.9
Site Design & Building Orientation	UD-A.3 – UD-A.6
Building Compatibility & Transitions	UD-B.2
Building Quality, Durability, Materials & Colors	UD-A.4, UD-A.5 & CE-A.9

4.2 STREETSCAPE AND PUBLIC REALM

The public realm includes all the spaces between buildings that can be freely accessed, it encompasses all outdoor areas including roads, parks, squares, pedestrian and bicycle routes. Through intentional design, the roadway, parkways, sidewalks, and areas immediately next to the building can create opportunities for social interaction, business activation, and an attractive pedestrian area.

Streetscape elements are all those functional and decorative elements that are placed, planted or built within the public realm. They include public utilities and amenities, visible elements of service infrastructure, street lights, traffic signs and signals, street trees, general public furniture, advertising signs and decorations.

How buildings interface with the sidewalks and parkways and enhance multi-modal connectivity is a focus of this urban design element. Sidewalks can incorporate pedestrian access, gathering space, unique design, and public art. The community plan envisions transforming auto-oriented streets into shared public spaces that accommodate all users while also incorporating elements of sustainability. This vision will be accomplished through a combination of design strategies including reduction in impervious surfaces, expansion and enhancement of parkways, sidewalks, and public spaces.

The network, pattern and design details for streets, sidewalks and abutting public spaces is fundamental to the perception of the community's urban design framework. Therefore, features and improvements within these spaces need to include urban design features as well as provide mobility functions.

New Development Public Interface Policies

UD-2.1 Create public accessible plazas and paseos as part of new development.

UD-2.2 Accentuate key focal points, entrances, and corners of a development with art, signs, special lighting, and accent landscaping.

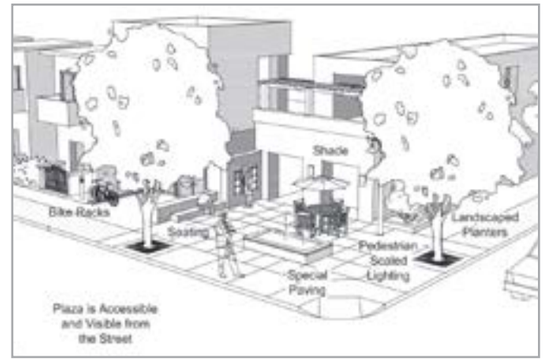
UD-2.3 Define the edges, boundaries and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates and paving materials.

UD-2.4 Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees and/or by providing consistent building setbacks.

UD-2.5 Provide continuous and consistently designed right-of-way improvements, so that a development project reads as one unified project. Create a seamless connection of landscape improvements between properties and across streets.

UD-2.6 Use streetscape elements, including kiosks, walkways, street furniture, street lighting and wayfinding signage to enhance the appearance and function of commercial developments.

Community Villages within North Park can create a vibrant mix of uses and will be enhanced by pedestrian oriented features.



Public spaces incorporating outdoor seating and pedestrian scale lighting enhance the public realm.

UD-2.7 Provide continuous storefronts that face the street, are contiguous to the sidewalk and, where possible, support the use of sidewalks for outdoor seating, dining and cafes.

UD-2.8 Provide waste receptacles in villages, nodes and high pedestrian areas in conjunction with building entries and/or outdoor seating areas, without impeding the pedestrian path of travel.

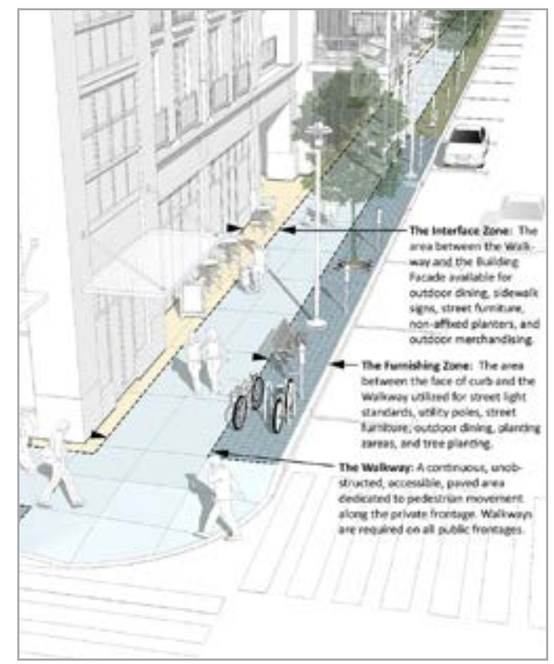
UD-2.9 Incorporate planted walls, planting containers, and seating as a part of the on-site open space within buildings to help define public or semi-public spaces.

UD-2.10 Encourage sidewalk widening in front of commercial, mixed-use buildings to create pockets of gathering and sitting areas and outdoor sitting for cafe and restaurants. Refer to the Noise and Light Element.

SIDEWALKS AND PEDESTRIAN PATHS

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

Figure 4-2: *Sidewalk Zones*



Sidewalks should enable active public space and accessible pedestrian travel. Amenities such as landscaping, lighting, and seating work to activate the street. These amenities should be properly organized to ensure safe and accessible travel through the organizing logic of a set of zones.

Sidewalks and Pedestrian Paths Policies

UD-2.11 Incorporate public seating, cafe and restaurant spaces, patios, and plazas along the sidewalk to activate the public realm along the street.

UD-2.12 Provide fixed in place benches and other forms of seating (e.g. low walls, planter edges, wide steps) throughout the community, particularly in pedestrian-oriented commercial areas and near transit stops.

UD-2.13 Improve pedestrian environments in the community with wider sidewalks where needed, enhanced crosswalks and paving, better access and connectivity, shade-producing street trees, street furnishings and amenities that support walking.

UD-2.14 Keep the pedestrian zone and street corners within sidewalks clear of obstructions and visual clutter.

UD-2.15 Preserve and incorporate the traditional scoring pattern, color, texture, and material of the community's older sidewalks, when replacing sidewalks and enhancing streetscapes.

UD-2.16 Preserve the original sidewalk contractor date stamps in place.

Utilities Policies

UD-2.17 Locate and design utilities outside of the sidewalk to maintain a clear path of travel.

UD-2.18 Screen above ground utility equipment by being integrated in a building's architecture, placed underground, and/or screened by landscaping where feasible.

Figure 4-3: *Activation of the Public Realm*

Public seating and plazas along sidewalks help activate the public realm. Wider sidewalks allow the incorporation of these spaces, street furnishings and pedestrian amenities. (UD-2.1, UD-2.3)

1. Street Trees With Large Canopy
2. Planters
3. Movable Seating
4. Parklet Design
5. Umbrellas to provide Shading

Figure 4-4: *Improved Pedestrian Environment*

Preserving original sidewalk characteristics, such as scoring, pattern and colors helps maintain the community's character. (UD-2.5)

1. Wider sidewalks along commercial streets offer pedestrians enough space to walk at their chosen pace, shop, socialize, or enjoy their surroundings.

2. High quality paving materials should be used to establish an area's identity.

Lighting Policies

UD-2.19 Utilize lighting to enhance the building's character by highlighting architectural features and landscaping treatments Lighting should be designed as an integral part of the building that is consistent with its architectural character.

UD-2.20 Incorporate lighting that helps ensure public safety, and enhance nighttime activities.

UD-2.21 Utilize appropriate levels of illumination responsive to the type and level of anticipated activity withouth under- or over-illuminating. Generally, higher illumination is desired on buildings and areas with higher levels of nighttime use. Refer to the Noise and Light Element.

UD-2.22 Install lighting to meet or exceed City Standards throughout the community for added safety, visibility and comfort. Refer to the Economic Prosperity Element.

a. Provide pedestrian-scaled lighting, as well as ambient lighting, along all walkways, internal corridors, common areas and garages within a development.

b. Support the creation of Landscape Lighting and Maintenance District to sustain community amenities exceeding the City Standard or of a particular aesthetic design consistent with the community character.

Signage of standarized design within a single development allows for uniformity and consistency with the overall site's architectural character.

Pedestrian scaled lighting designed as an architectural feature of the building.

Signage Policies

UD-2.23 Design high quality signage that contributes to community identity, improves wayfinding, and is highly visible and legible.

a. Provide clear, legible and professionally designed building signage to identify the development and improve wayfinding and circulation.

b. Standardize the format and design of multiple signs within a single development for uniformity and consistency.

c. The design, selection and placement of all site signage should be consistent and compatible with the overall site design and architectural character of the development.

d. Encourage and promote street banners and logos along all commercial corridors in the community.

URBAN FORESTRY

Street trees are encouraged throughout North Park. A consistent street tree palette will enhance neighborhood identity, unify corridors, add visual interest, reduce the heat island effect, and provide shade and street tree coverage within the public realm. Street trees also serve are a powerful stormwater tool due to their ability to absorb water through its root systems and transpire water vapor directly back to the atmospehere. However, the desire is to establish a hierarchy of street based on level of use, size, and function. These policies are used in conjunction with Table 4-2: Street Tree Selection Guide and Figure 4-5: Recommended Street Trees, which shows street locations. All other areas should utilize guidance from the City of San Diego Tree Selection matrices based on planting widths and add tree species that already existing in the area. Consistency of street trees is not imperative on all streets, given existing conditions where there is already a mixture trees.

Urban Forestry Policies

UD-2.24 Retain mature and health street trees when feasible.

UD-2.25 Utilize street trees to establish a linkage between blocks.

UD-2.26 Maximize tree shade canopy by planting the largest tree species at maturity that are appropriate for the street size, existing infrastructure, community needs, and environmental limitations.

UD-2.27 Space trees consistently at an equal interval to provide rhythm and continuity.

UD-2.28 Maximize growth space by increasing tree well and parkway sizes and soil volumes through the use of suspended pavements or structural soils.

UD-2.29 Utilize structural soils over compacted soils, open planters with shrubs and groundcover over tree grates, and deep tree well pits with corner subsurface drainage options over low permeable soil types typical of North Park.

UD-2.30 Create a network of green streets that provides urban greening features that enhance the pedestrian and bicycle environment, storm water management features, and opportunities for additional street trees.

UD-2.31 Look for more opportunities to plan more street trees in North Park as part of the Citywide effort to implement green infrastructure.

Street trees along parkways help create a physical barrier between pedestrian areas and vehicular areas, and provide shaded areas along sidewalks.

Tree lined streets add another dimension to the built environment, providing shade, visual relief and more.

Table 4-2: *Street Tree Selection Guide*

Key	Street	Segment	Primary Tree	Secondary Tree
A	University Avenue	Park Boulevard to Ray Street		
		2' - 4' Parkway	Crape Myrtle	Guadalupe Fan Palm
		4' - 6' Parkway	Chinese Pistache	Hesper Palm
B	University Avenue	Ray Street to Boundary Street		
		2' - 4' Parkway	Crape Myrtle	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Chinese Pistache	Holly Oak
		6' - 10' Parkway	Chinese Flame (koelreuteria elegans)	Glossy Privet
C	30th Street	Meade Avenue to Redwood Street		
		2' - 4' Parkway	Crape Myrtle	Guadalupe Fan Palm
		4' - 6' Parkway	Chinese Pistache	Hesper Palm
		6' - 10' Parkway	Chinese Flame (koelreuteria elegans)	Pindo Palm
D	30th Street	Redwood Street to Juniper Street		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	California Sycamore	Glossy Privet
E	El Cajon Boulevard	All		
		2' - 4' Parkway	Sweetshade	Catalina Ironwood
		4' - 6' Parkway	Coral Gum	Jacaranda
		6' - 10' Parkway	Red-Flowering Gum	Chinese Elm
F	Park Boulevard	Meade Avenue to Robinson Avenue		
		2' - 4' Parkway	Sweetshade	Guadalupe Fan Palm
		4' - 6' Parkway	Brisbane Box	Hesper Palm
		6' - 10' Parkway	Silver Dollar Gum	Pindo Palm
		> 10' Parkway	Sweet Gum	
G	Park Boulevard	Robinson Avenue to Upas Street		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Holly Oak	Marina Madrone (Arbutus 'Marina')
		6' - 10' Parkway	London Plane	California Bay Laurel
H	Adams Avenue	All		
		2' - 4' Parkway	Sweetshade	Guadalupe Fan Palm
		4' - 6' Parkway	Cassia	Hesper Palm
		6' - 10' Parkway	Sweet Gum	Pindo Palm
I	Dwight Street	All		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Guadalupe Fan Palm
		4' - 6' Parkway	Holly Oak	Hesper Palm
		6' - 10' Parkway	Glossy Privet	Pindo Palm
J	Illinois Street	All		
		2' - 4' Parkway	Sweetshade	Guadalupe Fan Palm
		4' - 6' Parkway	Brisbane Box	Hesper Palm
		6' - 10' Parkway	Southern Magnolia 'Samuel Sommer	Pindo Palm

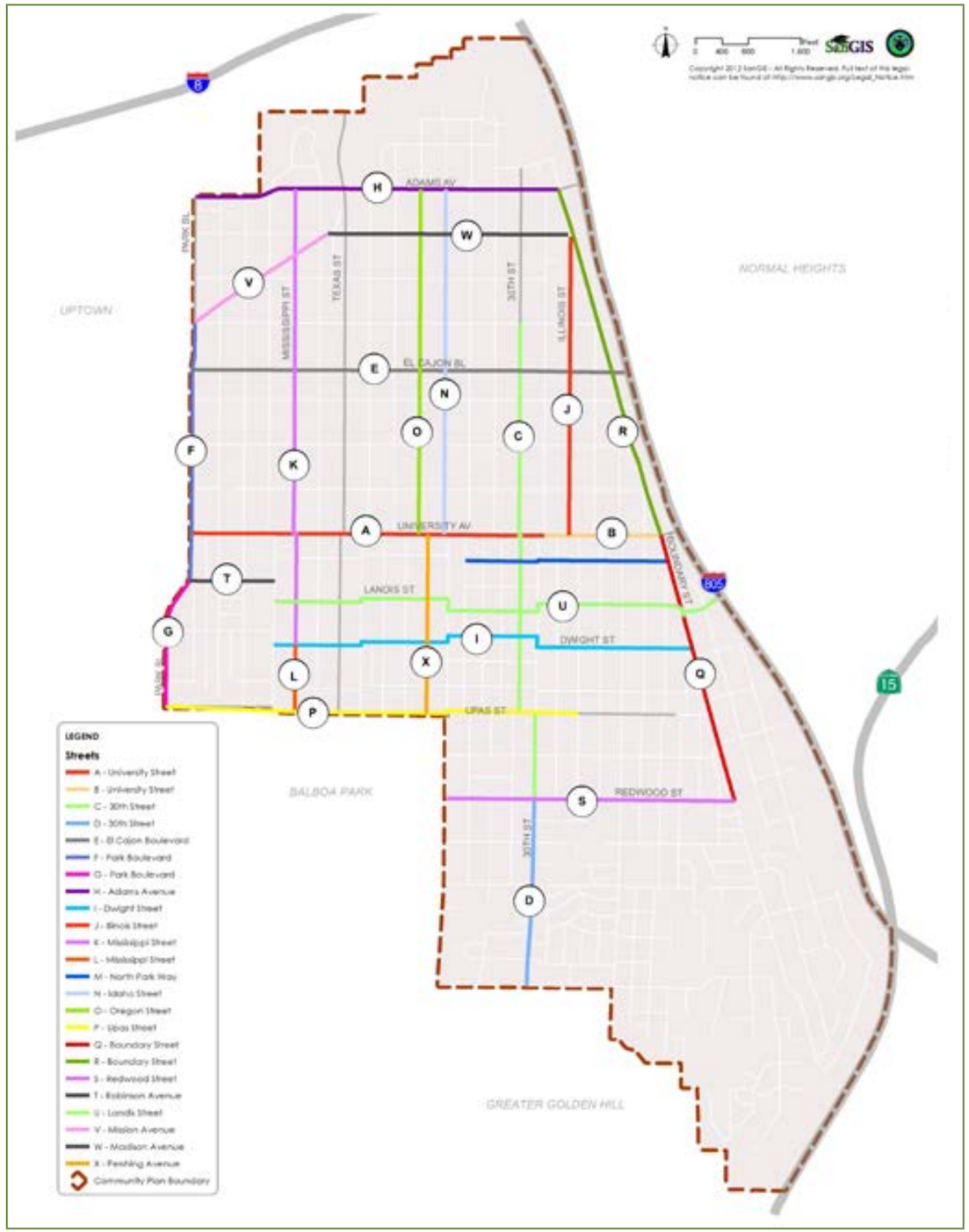
Table 4-3: Street Tree Selection Guide (Continued)

Key	Street	Segment	Primary Tree	Secondary Tree
K	Mississippi Street	Adams Avenue to Dwight Street		
		2' - 4' Parkway	Western Redbud	Guadalupe Fan Palm
		4' - 6' Parkway	White Orchid Tree	Hesper Palm
		6' - 10' Parkway	Australian Bottle Tree	Pindo Palm
L	Mississippi Street	Dwight Street to Upas Street		
		2' - 4' Parkway	Catalina Ironwood	Western Redbud
		4' - 6' Parkway	Holly Oak	White Orchid Tree
		6' - 10' Parkway	California Sycamore	Australian Bottle Tree
M	North Park Way	All		
		2' - 4' Parkway	Catalina Ironwood	Crape Myrtle
		4' - 6' Parkway	Jacaranda	Chinese Pistache
		6' - 10' Parkway	Chinese Elm	Chinese Flame (koelreuteria elegans)
N	Idaho Street	Adams Avenue to University Avenue		
		2' - 4' Parkway	Silk Tree	Guadalupe Fan Palm
		4' - 6' Parkway	Australian Willow	Hesper Palm
		6' - 10' Parkway	Olive "fruitless" - Fruitless Var. Only	Pindo Palm
O	Oregon Street	Adams Avenue to University Avenue		
		2' - 4' Parkway	Silk Tree	Guadalupe Fan Palm
		4' - 6' Parkway	Australian Willow	Hesper Palm
		6' - 10' Parkway	Olive "fruitless" - Fruitless Var. Only	Pindo Palm
		> 10' Parkway	Tipu Tree	
P	Upas Street	Park Boulevard to 31st Street		
		2' - 4' Parkway	Sweetshade	Guadalupe Fan Palm
		4' - 6' Parkway	Brisbane Box	Hesper Palm
		6' - 10' Parkway	Southern Magnolia 'Samuel Sommer'	Pindo Palm
Q	Boundary Street	Redwood Street to University Avenue		
		2' - 4' Parkway	Strawberry (Arbutus unedo)	Western Redbud
		4' - 6' Parkway	Marina Madrone (Arbutus 'Marina')	White Orchid Tree
		6' - 10' Parkway	California Bay Laurel	Australian Bottle Tree
R	Boundary Street	University Avenue to Adams Avenue		
		2' - 4' Parkway	Catalina Ironwood	Strawberry (Arbutus unedo)
		4' - 6' Parkway	Jacaranda	Holly Oak
		6' - 10' Parkway	Chinese Elm	California Sycamore
S	Redwood Street	Pershing Drive to Boundary Street		
		2' - 4' Parkway	Catalina Ironwood	Western Redbud
		4' - 6' Parkway	Brisbane Box	White Orchid Tree
		6' - 10' Parkway	Southern Magnolia 'Samuel Sommer'	Australian Bottle Tree
		> 10' Parkway	Coast Live Oak	Tipu Tree

Table 4-3: Street Tree Selection Guide (Continued)

Key	Street	Segment	Primary Tree	Secondary Tree
T	Robinson Avenue	Park Boulevard to Alabama Street		
		2' - 4' Parkway	Catalina Ironwood	Western Redbud
		4' - 6' Parkway	Holly Oak	White Orchid Tree
		6' - 10' Parkway	London Plane	Australian Bottle Tree
U	Landis Street	Alabama Street to Nile Street		
		2' - 4' Parkway	Catalina Ironwood	Western Redbud
		4' - 6' Parkway	Holly Oak	White Orchid Tree
		6' - 10' Parkway	California Sycamore	Australian Bottle Tree
V	Mission Avenue	All		
		2' - 4' Parkway	Toyon	Catalina Ironwood
		4' - 6' Parkway	Yew Pine	Holly Oak
		6' - 10' Parkway	Italian Stone Pine	Mexican Sycamore
		> 10' Parkway	Torrey Pine	Sweetgum
X	Pershing Avenue	All		
		2' - 4' Parkway	Toyon	Catalina Ironwood
		4' - 6' Parkway	Yew Pine	Strawberry (Arbutus unedo)
		6' - 10' Parkway	Italian Stone Pine	Marina Madrone (Arbutus 'Marina')
		> 10' Parkway	Torrey Pine	California Bay Laurel

Figure 4-5: *Recommended Street Trees*



PUBLIC VIEWS

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

Public Views Policies

UD-2.32 Preserve and enhance public views and view corridors. Encroachments into front or street sideyard setbacks over 42 inches high should not be allowed where public view corridors are affected.

UD-2.33 Restrict development encroachments when the public-right-of-way crosses or terminates at parks or designated open space. Only allowing those necessary for primary access to abutting properties, with minimal disturbance to existing landforms.

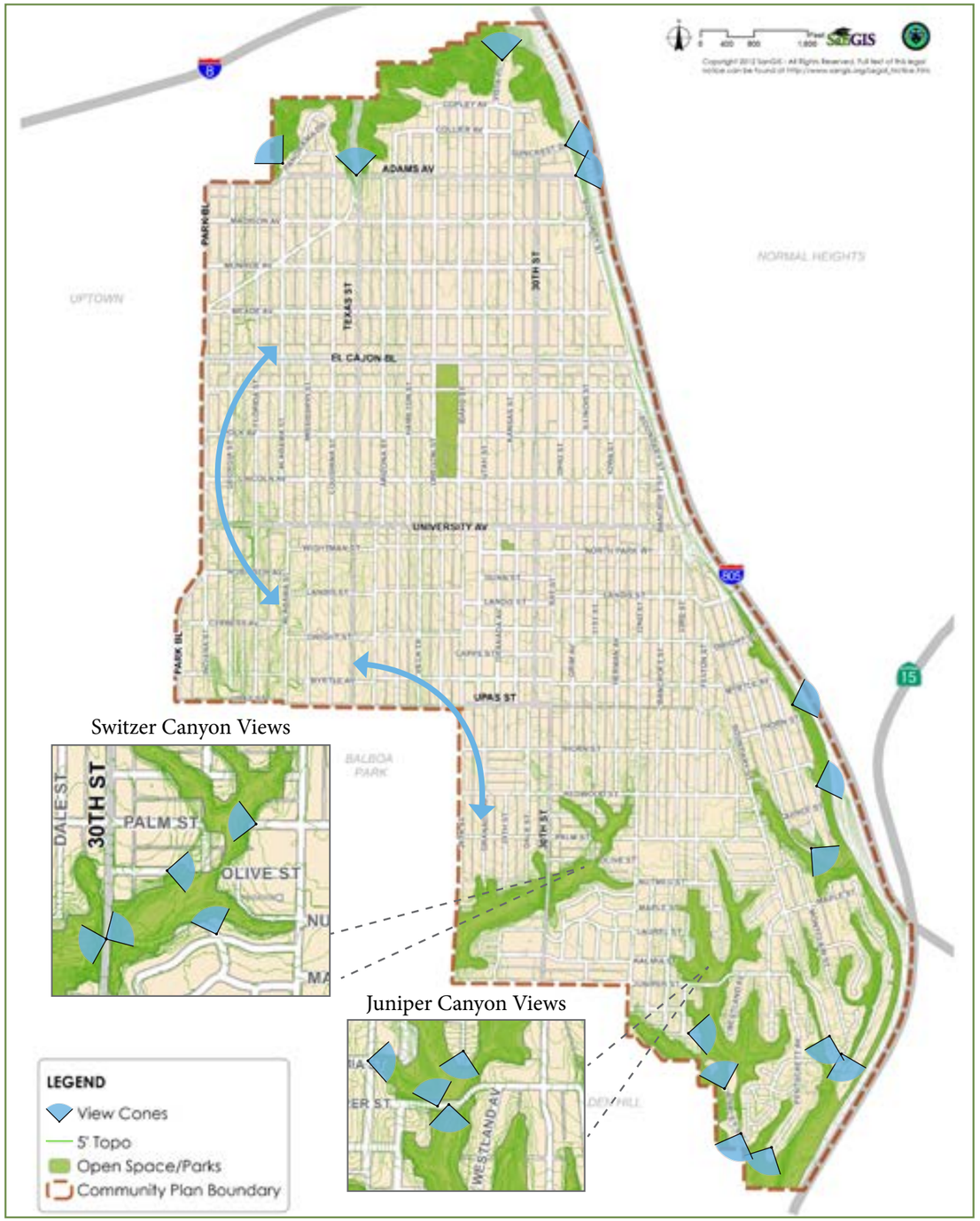
UD-2.34 Respect required setbacks for buildings along view corridors identified on Figure 4-6.

UD-2.35 Develop corner lots along view corridors by designing tall landscape material to be set back, truncated or terraced from the corner portion of a lot to allow views.

UD-2.36 Design low-scale, primarily residential neighborhoods to not impair visual access to canyons and other prominent views. Buildings should respect the traditional scale and form of lots and not overwhelm the site, potentially impacting views enjoyed by neighbors.

View from the crossing of Switzer Canyon on 30th street.

Figure 4-6: *Public Views*



PUBLIC ART AND CULTURAL AMENITIES

Promoting public art and celebrating artistic culture are widely acknowledged facets of North Park's community identity. Within the community's commercial environment, the emphasis on art and culture can be seen in murals, art installations, in galleries, public events, and as a result of the growth in the local craft food and beverage establishments. The infusion of art and culture within the urban environment has created exciting and interesting places in the community and has contributed to North Park's attraction as a destination. Refer also to policies located in the Arts and Culture Element.

Public Art and Cultural Amenities Policies

UD-2.37 Provide and incorporate places, spaces, carefully planned details, and building materials to craft valuable and interesting experiences for people walking through new developments, public streets, and civic spaces.

UD-2.38 Design public art installations as works on permanent and/or temporary display with extensive communication about art to those experiencing the installation.

UD-2.39 Encourage new development to contribute public art to serve as an interface between art, buildings, parking structures, spaces, people, and culture such as the incorporation of monuments, sculptures, fountains, building details and artful decorations to communicate beauty, monumentality, remembrance, and celebration.

UD-2.40 Provide for new art opportunities on Ray Street by providing spaces for temporary and permanent public art as a part of all new developments along the commercial portions of the street.

GATEWAYS

Gateways mark significant entry points into the community, the incorporation of gateway elements at key points should announce the entry into centers, and neighborhoods to alert pedestrians, bicyclist, and drivers to the presence of pedestrians, shoppers, or historical buildings of cultural and visual importance.

Gateways Policies

UD-2.41 Enhance the gateways into North Park within the community by utilizing signage, landscaping, other public improvements, iconic architecture, monuments, plazas, and public art. (Refer Figure 4-1 for their location).

UD-2.42 Coordinate gateway improvements at Centers, Corridors, and/or Neighborhood locations. For example, Gateways in low-speed, low-intensity areas should be reflective of these factors, while Gateways in high-speed auto-oriented should be reflective of that factor in order to be seen and recognized by those passing into the new area.

UD-2.43 Design gateways to be reflective of either historical values or future aspirational values.

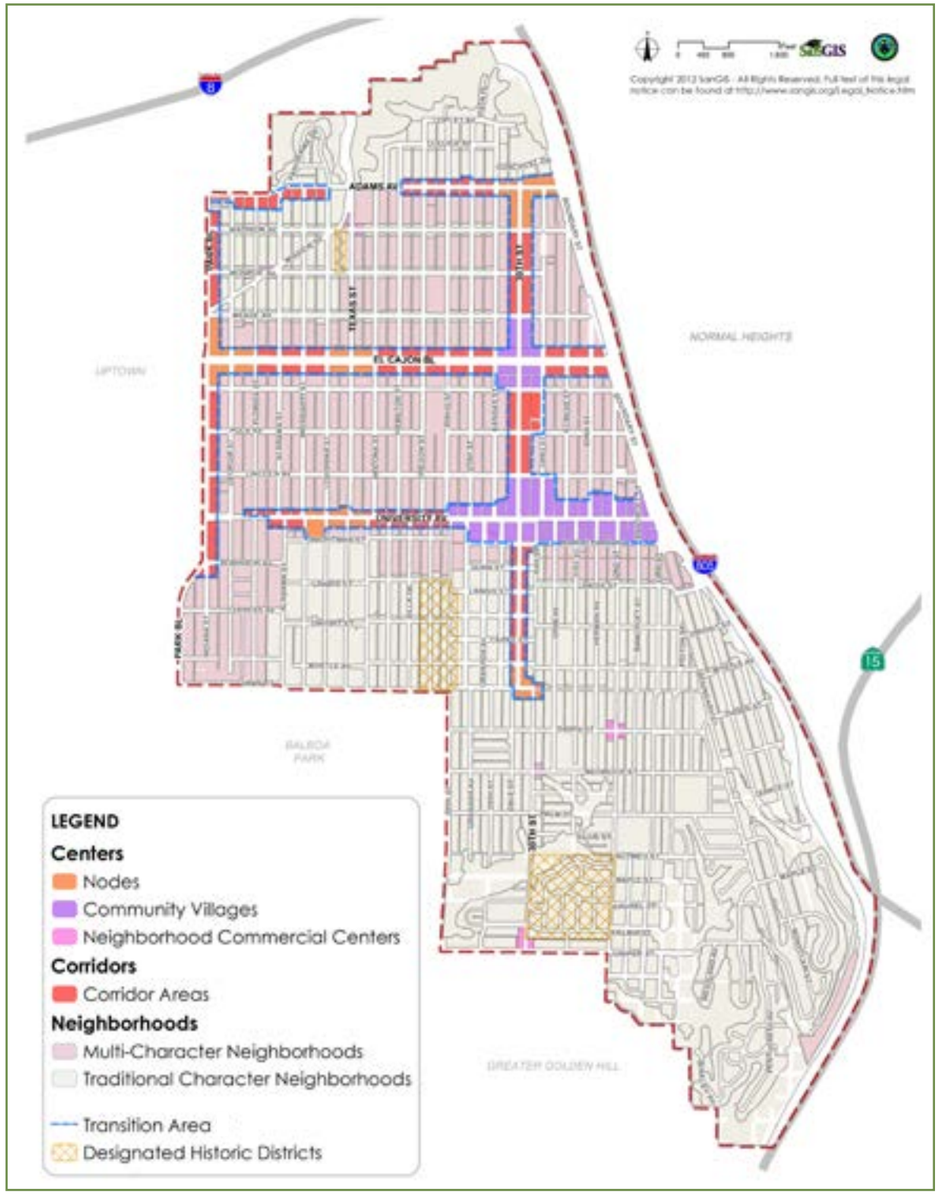
UD-2.44 Incorporate appropriate Gateways elements including architectural, sculptural, and/or signage, or a combination of these.

Gateways can always be respresented at a more pedestrian scale, as shown by the above image to represent gateways into different neighborhoods.

4.3 DEVELOPMENT DESIGN: CENTERS, CORRIDORS AND NEIGHBORHOODS

This Urban Design Element identifies development design areas based in the built environment: Centers, Corridors and Neighborhoods. These areas are meant to be broad enough to allow for diversity and individuality in the built form, while still recognizing dominant characteristics as well as respecting existing neighborhood context and details already present in each area. Refer to Figure 4-7: Centers, Corridors and Neighborhoods for location.

Figure 4-7: *Centers, Corridors and Neighborhoods*



CENTERS AND CORRIDORS

North Park's Centers and Corridors correspond to the mixed-use commercial areas within the community along transit corridors.

VISION

Mixed-Use Centers and Corridors will maintain and foster the pedestrian-oriented design and defined street wall typically found in traditional commercial corridors. Existing traditional buildings within Centers and Corridors will be preserved and reused. Infill development designed with ground level pedestrian-oriented commercial uses, an active interface with the public realm and a continuous street wall will be incorporated.

Building and site design will encourage pedestrian interaction by incorporating public space opportunities, human-scaled storefronts with pedestrian-oriented entrances and ground floor transparency. Centers and Corridors will need to address adjacent lower intensity areas with design that transitions in scale and massing.

Centers

Nodes

Nodes are the community's major activity areas at and around prominent intersections, well-served by transit and with high levels of pedestrian activity. These Nodes are found along El Cajon Boulevard at Park Boulevard, Texas Street and 30th Street; along University Avenue at Texas Street and 30th; and, along 30th Street at Adams Avenue and Upas Street.

Neighborhood Centers

Neighborhood Centers draw mainly from the immediate surrounding area that incorporates residential and office/commercial, including mixed use. These centers also focus activities around civic and cultural facilities as well as recreational amenities that are scaled to fit the surrounding neighborhoods. The desired building types include low- to mid-rise buildings within ¼ mile radius of a transit station or connecting transit service. Neighborhood Centers are located around the intersections of 30th Street and Juniper Street, 30th and Redwood Street, Thorn Street and 32nd Street, Texas Street and Madison Avenue, Monroe Avenue and Mission Avenue.

Community Villages

The Community Plan identifies the blocks around the intersection of 30th Street and University Avenue, and around El Cajon Boulevard and 30th as Community Villages. The visibility of this locations has been mantained and established throughout the community's history. Many distinctive features contribute to the unique character of the village, including a vibrant arts district, a mini park and an abundance of historic properties and high density mixed-use development.

Corridors

Corridors are multiple-use linear commercial areas along the major east-west and north-south streets of the community that often connect Nodes. These Corridors are El Cajon Boulevard, University Avenue, 30th Street, Adams Avenue and Park Boulevard.

Centers and Corridor Policies

General

UD-3.1 Design buildings to incorporate modulation, facade articulation and offseting planes to help reduce their visual bulk and to provide visual interest by avoiding monotonous facades.

UD-3.2 Avoid uninterrupted blank walls along all building facades.

UD-3.3 Incorporate accent landscape plantings along building facades that highlight architectural features and help create inviting pedestrian-oriented frontages.

Pedestrian-Oriented Design

UD-3.4 Design building frontages at the property line creating a consistent defined street wall along mixed-use corridors and nodes.

UD-3.5 Design buildings emphasizing their pedestrian orientation by differentiating the first floor from the upper floors by providing a changes in massing and a greater degree of material textures, articulation and transparency.

UD-3.6 Design buildings to provide street wall articulation by the incorporation of plane changes, varying materials, textures and/or transparencies.

a. Incorporate elements such as recessed storefront entrances, alcoves, sidewalk cafes, and pedestrian passages at the ground level.

b. Incorporate stepbacks, projecting bay windows, balconies, and other elements at upper levels.

UD-3.7 Incorporate high quality building materials, textures, and detailing at the ground level, and into building features such as plane changes, entries and corners.

Facade articulation and offseting planes, avoiding monotonous facades.

Differentiate first floor from upper levels providing changes in massing. Street wall articulation by incorporatting plane changes and outdoor areas.

UD-3.8 Design buildings with pedestrian-oriented ground floor entrances.

a. Design entrances to be clearly accessible from sidewalks, and avoid entryways below street level.

b. Incorporate chamfered or recessed entrances.

c. Incorporate awnings, porches, pergolas, arcades, and/or other building projections that highlight entrances.

d. Incorporate transparency by using non-reflective window coatings, and avoid exterior mounted gates and security grills.

UD-3.9 Encourage building design that incoporates storefronts at ground level which provide pedestrian-oriented entrances and stret wall articulation.

a. Design storefronts that convey individual expression, creating facade variation and rythm along the street.

b. Design storefronts emphasizing transparency to create a visual connection between the interior and exterior.

c. Incorporate a solid base for storefront windows by utilizing high quality durable materials such as masonry or stone.

d. Provide distinct storefronts and entrances every 30 to 50 feet on the ground floor.

UD-3.10 Design building ground floors with a minimum 15-foot finished floor to ceiling height to incorporate high quality design and accomodate the potential for changing commercial uses over time.

UD-3.11 Support live-work and shopkeeper units with studios, offices, work areas, and/or retail at ground level.

a. Design live-work and shopkeeper ground level to incorporate the appearance of commercial storefronts at the ground level with transparency at a minimum of 60 percent of their front facade length.

b. Incorporate high ceilings at the ground level to accomodate the potential for changing uses over time.

Parking and Circulation

UD-3.12 Design parking areas to minimize impact on the public realm, by locating parking at the rear of lots and behind buildings.

a. Encourage underground parking whenever feasible.

Storefronts that convey individual expression, facade variation and rythm.

b. Provide access through secondary streets or alleys.

c. Minimize the number of curb cuts utilized for access and egress.

d. Screen surface parking lots and parking structures with buildings oriented towards the primary street frontage.

e. Consider public art to add articulation to the building facades of above ground parking structures to minimize bulk and scale from secondary streets.

UD-3.13 Encourage the consolidation, removal of driveways and curb-cuts and their relocation from mixed-use corridors to secondary streets or alleys.

UD-3.14 Maintain existing alleys parallel to mixed-use corridors for access.

UD-3.15 Encourage existing food and beverage establishments to locate drive thru access on secondary streets to promote undisturbed pedestrian access, walkability, and prevent pedestrian-automobile conflicts.

Figure 4-8: *Centers*

CENTERS

Centers Policies

The following policies apply specifically within the Centers: Nodes, Neighborhood Centers and Community Villages.

UD-3.16 Design buildings to address corners as focal points with features that encourage pedestrian activity and accentuate the community's major intersections.

a. Incorporate a dedicated entry court, public plaza, and/or public art element.

b. Incorporate distinct building forms, accentuated building corners and frontages.

c. Provide a change in materials, or increased building transparency.

d. Provide a sense of building verticality or a tower element at corners.

UD-3.17 Encourage the use of underground parking or partially below grade parking.

UD-3.18 Design new buildings and public spaces to provide a positive interface with transit stops on adjacent sidewalks.

a. Incorporate increased transparency at the ground level, and windows in upper stories that provide eyes on the street at transit stops.

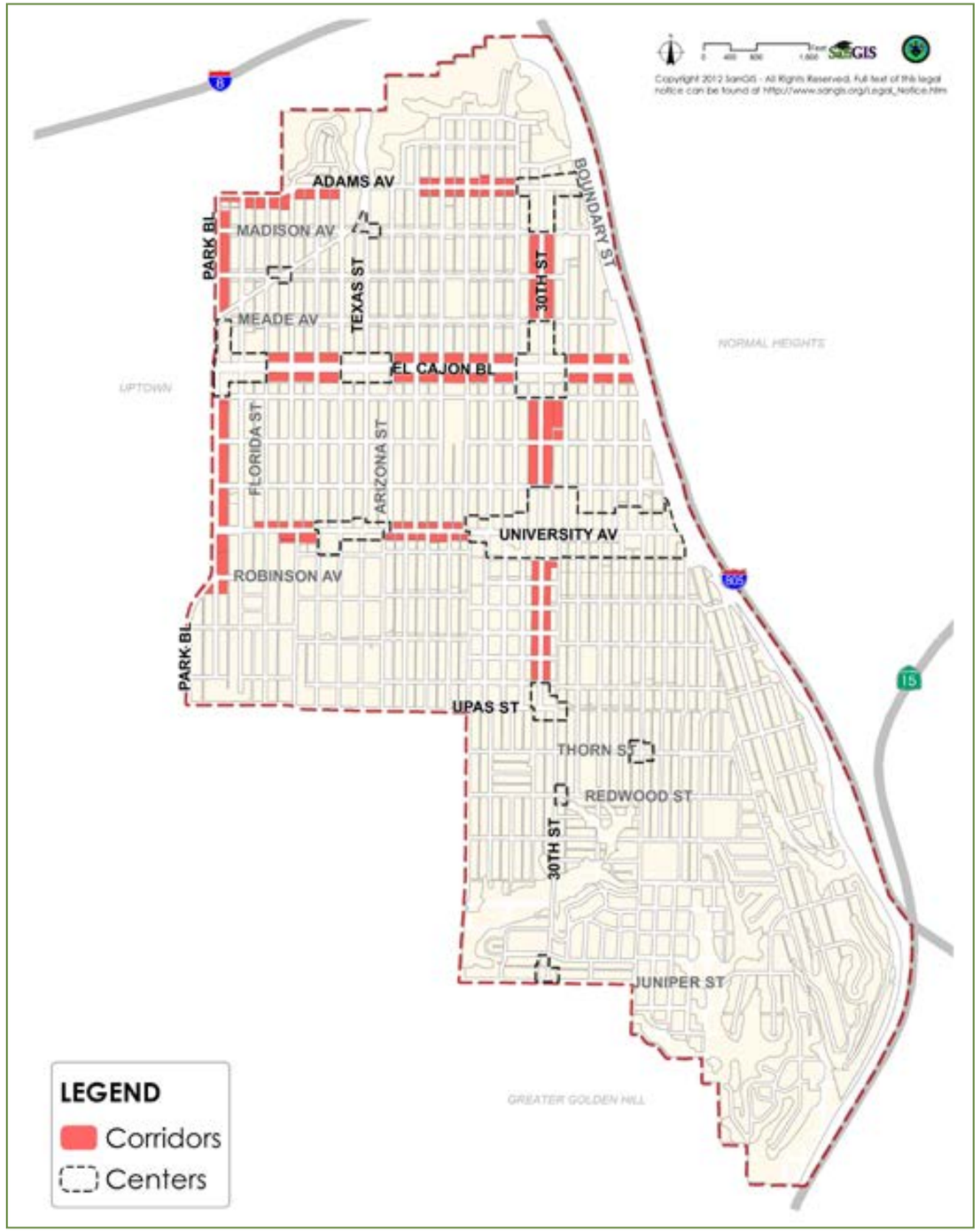
b. Incorporate seating areas, public spaces and/or public art features oriented towards transit stops.

UD-3.19 Encourage new development to enhance adjacent transit stops at the community's major intersections by providing shelters and benches of unique design, and/or incorporating public art features as part of them.

Neighborhood Center at 30th Street and Juniper Street .

Community Village transit stop at 30th Street and University Avenue.

Figure 4-9: *Corridors*



CORRIDORS

Corridors Policies

El Cajon Boulevard

UD-3.20 Enhance the Boulevard's regional significance as well as it's designation as a Community Village at 30th Street as a walkable, mixed-use center that includes high-density housing, hotels, entertainment, and office to complement retail uses.

UD-3.21 Emphasize gateways along El Cajon Boulevard at Park Boulevard and Boundary Street, with street improvements, district identification signs, neighborhood identification features, major landscaping statements, coordinated colors, and iconic architecture.

UD-3.22 Maintain a consistent streetwall along El Cajon Boulevard and only grant deviations for public plazas, public spaces, and other amenities that can be enjoyed by the public.

UD-3.23 Promote a strong pedestrian and bicycling orientation along El Cajon Boulevard.

a. Highly discourage the creation of new curb-cuts along the boulevard to prevent automobile conflicts with pedestrians and bicyclists, preserve on-street parking.

b. Support the removal of existing curb-cuts and the utilization/creation of alley access as infill development occurs, so that the pedestrian streetscape along El Cajon Boulevard is uninterrupted between side streets.

c. Encourage and support commercial uses that incorporate building elements or site designs that are conducive to creating and enhancing pedestrian activity, facilitates walkability, and accommodates bicycling.

University Avenue

UD-3.24 Develop the Community Village at 30th Street as a walkable, mixed-use center that includes high density housing, hotels, entertainment, and office to complement retail uses.

UD-3.25 Encourage design unification within the Community Village through signage and branding, wide sidewalks and street trees, and the continuance of a consistent street wall along University Avenue.

UD-3.26 Encourage pedestrian street activity through pedestrian-oriented business activity and public events such restaurants, theaters, sidewalk cafes, street fairs, farmers' markets, music festivals, and other gathering places.

UD-3.27 Develop coordinated street improvement programs including street trees, landscaped islands, unified paving, and public art.

UD-3.28 Devote building frontages within the Community Village to retail uses to promote pedestrian circulation.

UD-3.29 Restrict office uses to side streets and upper stories of mixed-use developments and not preempt retail space.

UD-3.30 Allow commercial development on the ground floor as an option for new development along University Avenue between Mississippi and Arizona Streets.

30th Street

UD-3.31 Incorporate building transitions towards adjacent multi-family areas through upper- story step-backs, clustering density towards the corridor, and utilizing lower density housing product types in association with any redevelopment associated with the supermarket site.

UD-3.32 Incorporate context sensitive design to development along 30th Street, south of North Park Way to achieve compatibility with surrounding single-family residences.

Adams Avenue

UD-3.33 Create compatible design relationships with new development by considering existing design themes taken from the Trolley Barn Park site, the former Mission Cliffs Park, and adjacent single-family residential development.

UD-3.34 Preserve and encourage the continued enhancement of the Adams Avenue "Antique Row" and commercial center.

UD-3.35 Encourage a diversity of businesses along Adams Avenue and residential development.

UD-3.36 Provide improvements such as public art, monuments, decorative signage to enhance the entryway into North Park on Adams Avenue.

Park Boulevard

UD-3.37 Design gateways that enhance the arrival experience of pedestrians, bicyclists and motorists along Park Boulevard at Adams Avenue, El Cajon Boulevard, Howard Avenue, Lincoln Avenue, University Avenue and Upas Street.

UD-3.38 Establish mixed-use development along Park Boulevard at Howard and Polk Avenues that includes innovative design and development features that reflect its status as an entryway into Balboa Park.

UD-3.39 Coordinate improvements with the adjacent Uptown Community to provide a consistent character.

Enhancement of Antique Row on Adams Avenue.

DEVELOPMENT TRANSITION AREAS

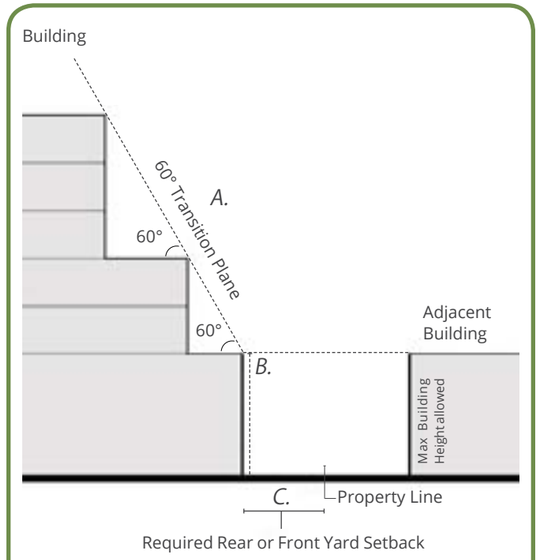
It is essential that new development be sensitively designed so that buildings transition from higher density areas to lower density areas. This is most essential in centers, corridors and neighborhoods where maximum building heights differ between adjacent properties or alleys as a result of zoning. Creating gradual development transitions can be done most successfully through design that addresses setbacks and upper-story stepbacks for the portion of the building over a certain threshold. Refer to Figure 4-7 for Transition Area locations.

Development Transition Areas Policies

UD-3.40 Design buildings to create compatible transitions when they are located adjacent to areas designated at a lower density. Compatible transitions between higher and lower density areas should not exceed a 60 degree transition plane explained in Figure 4-10.

UD-3.41 Consider the dominant architectural style of adjacent buildings including roof forms, architectural features, and materials.

Figure 4-10: *Rear or Front Building Transitions*

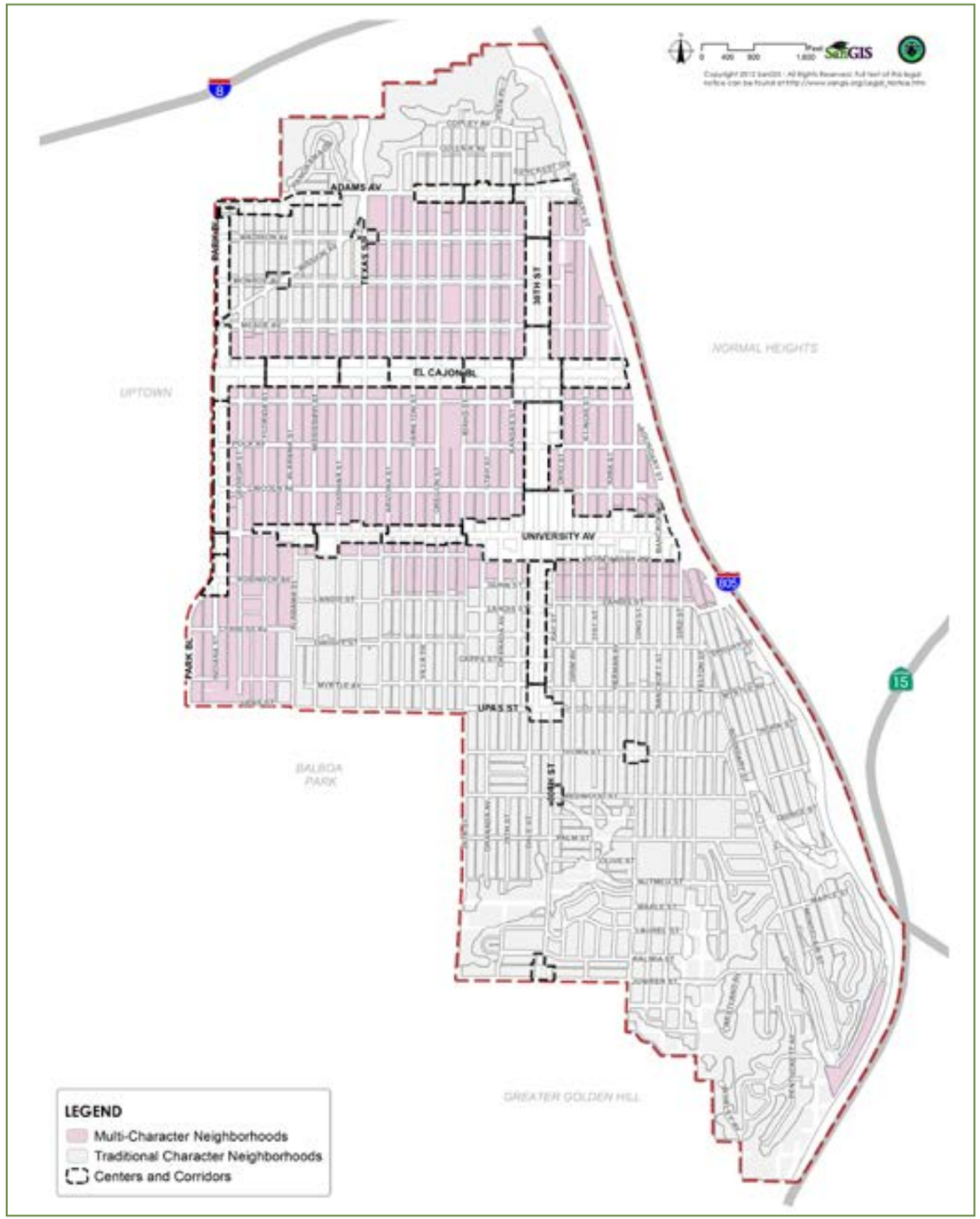


A. Buildings should not exceed the 60° Transition Plane. The Transition Plane starting point is established by B and C (see below)

B. A height equivalent to the maxiumum allowed building height of the adjacent building

C. The required rear or front yard setback

Figure 4-11: *Neighborhoods*



NEIGHBORHOODS

Multi-Character Neighborhoods

Multi-Character Neighborhoods contain buildings that contrast with North Park's traditional design origins as well as some remaining buildings that reflect the community's original character. Buildings from the 1960s to 1980s were not especially sensitive to North Park's character and its traditional architectural and design treatments. North Park's original character is no longer dominant in the Multi-Character Neighborhoods which have experienced diverse changes in building scale, style, form and materials that are in contrast with the community's neighborhood origins.

VISION

The vision for the Multi-Character Neighborhoods is to preserve and enhance traditional architectural and design themes, and the redesign or replacement of buildings from the 1960s to the 1980s with buildings that are consistent with the pedestrian orientation and scale of the original design character. The Community Plan envisions design flexibility and innovation, while ensuring compatibility with the traditional character buildings.

New buildings will incorporate site and building design features that provide gradual physical transitions between new and existing buildings, increase the interaction between public and private space, and provide transparency on street-facing facades. New buildings within the Multi-Character Neighborhoods will have scale and character compatibility to adjacent buildings within the Traditional Character Neighborhoods.

Multi-Character Neighborhoods Policies

UD-3.42 Design residential buildings to relate to North Park's traditional existing and evolving high quality design by ensuring scale compatibility, pedestrian orientation, street-facing facades transparency, and gradual physical transitions between new and existing traditional buildings. (Refer to Policy UD-3.42 and Figure 4-11)

UD-3.43 Incorporate building façade articulation to provide visually interesting human-scaled building design.

UD-3.44 Design building's street-facing facade to provide transparency and a gradual transition between public realm and private space.

a. Incorporate multiple windows in the street-facing facade of the building.

b. Consider open street-facing facades with a central courtyard.

c. Discourage fencing on the front yard that exceeds three feet in height.

UD-3.45 Provide visual and physical transitions between new and existing traditional buildings by incorporating multiple pedestrian-oriented features oriented to the front street.

a. Design buildings to include pedestrian-oriented architectural features such as main entries, windows, balconies, porches, yards, and enclosed patios.

b. Design front yards to include pedestrian-oriented architectural features trellises, wing walls (attached to building), garden walls (free standing), porches, fencing, and arbors.

Traditional Character Neighborhoods

The Community Plan identifies Traditional Character Neighborhoods as those areas of the community that mostly contain buildings of traditional and historic architectural styles laid on similar lot patterns. A high level of design quality and detailing was largely consistent from the 1910's through the 1950's. Though design and style variations occur within the Traditional Character Neighborhoods, buildings are perceived as being part of the same historic period and are typically of the same scale, have similar setbacks from the street, and use similar materials and design detail. While traditional architectural styles display a great diversity in detailing, these showcase a common sense of scale unifying neighborhoods blocks.

The most consistently observed styles within the Traditional Character Neighborhoods are California Bungalows, Craftsman and its variations, including neoclassical row homes. Other common styles include Spanish Colonial Revival, Mission Revival, and Minimal Traditional. While traditional and historic architectural styles are present throughout North Park, historic residential architecture, in particular, is valued within these areas. Refer to the Historic Preservation Element for reference on historic structures and districts.

VISION

The vision for the Traditional Character Neighborhoods is the preservation and renovation of character-defining buildings, and the continuation of the unifying sense of scale among the neighborhood blocks. The community plan envisions and encourages context-sensitive design when designing new buildings near traditional structures. New buildings must respect and enhance the defining character that dominates these neighborhoods, incorporating the scale and design features characteristic of North Park's traditional architectural styles.

Traditional Character Neighborhoods are a series of character defining neighborhoods, and each one should continue to express their pride and history through entry or gateway treatments, educational signage and the preservation and application of streetscape and lighting improvements that expresses the history of these areas.

Victorian

Neoclassical Rowhomes

California Bungalow

Craftsman

Prairie Style

Spanish Colonial

Spanish Revival

Egyptian Revival

Box 4-1: *Traditional Character Features*

Human Scale. Building elements including mass and overall height designed proportionally to a human context.

Orientation to the street. Entries, porches, living rooms, family rooms, and multiple windows oriented to the public street.

Transitions between Public and Private Space. Parkways, yards, enclosed patios, stoops, porches, and alcoves that transition the public street to the private interior.

The de-emphasis of vehicular parking. Garages with long driveways to the side and garages at the end of these driveways leading into the alley.

Attention to detail. Design details are expressed in window, door, and exterior finishes. Include windows divided with mullions, sashes, and insets; doors with glass, insets and ornamentation; and exterior cladding with articulation of joints, scoring, overlapping materials, or plaster ornamentation.

Variations in roof forms and building mass. Roof lines that are simple in geometry and silhouette against the sky are common in North Park.

Simple building materials. Mostly wood and stucco with troweled smooth finishes.

A horizontal orientation. Horizontal articulation, multiple side by side window sets, building siding with horizontal lines, window sets that stretch to form a horizontal orientation.

Porches serve as transitions between private and public space.

Reduced visual appearance of garages.

Traditional Character Neighborhoods Policies

UD-3.46 Design buildings that complement and enhance North Park's traditional character's building and site design features described in Box 4-1.

a. Design buildings of comparable scale of character-defining buildings on the same block.

b. Articulate building façades by incorporating transitions between public and private space, such as enclosed patios, stoops, porches and alcoves.

c. Provide roofline variation, using roof lines that are simple in geometry and silhouette.

d. Utilize windows and doors of the same sizing and proportion to wall than those used in character-defining buildings on the same block.

UD-3.47 Preserve and retain the existing character-defining lot patterns within Traditional Character neighborhoods.

UD-3.48 Maintain the prevailing front yard setbacks within Traditional Character neighborhoods in order to maintain the historical development patterns.

UD-3.49 Incorporate building materials consistent with those used in North Park's traditional character buildings.

a. Utilize common materials such as wood, stone, stucco, plaster and clear glass, with clay tile roofs or wood or wood like shingles.

b. Discourage the use of materials not commonly used in North Park's traditional buildings, such as galvanized metal, perforated metals, precision cut block, split face block, masonry units, tinted windows and steel framed windows.

UD-3.50 Incorporate building orientation and design that enhances visual access to canyons and Balboa Park. Delineate parkways within the public realm with plants, gravel, pavers/bricks, stone or other decorative groundcover while discouraging the concrete paving.

UD-3.51 Activate the streetscape and provide surveillance of the public realm through the placement of windows, providing main entry access, porches, sitting areas, etc. along the street fronting facade of the building.

UD-3.52 Reduce the visual presence of garages as part of site and building design.

a. Locate garages along the rear property line to access from the alley.

b. Locate garages along the side yard when lots are not adjacent to alleys, setback parking from the front façade to be accessed through a driveway.

c. Provide a level of detailing and materials in the garage door which relates to the main building.

d. Articulate garage doors with a multi-panel design, colors, or varying materials.

e. Discourage the use of metal, aluminum or vinyl garage doors. When any of these materials are use they must be painted to match other colors of the primary building.

CANYONS AND OPEN SPACE PRESERVATION

Canyons providing open space features that shape the community identity and built form. Open space areas provide visual relief within the urbanized environment. Building design will be responsive to the community's unique canyon environment and steep slopes.

Canyons and Open Space Preservation Policies

UD-3.53 Maintain the scale and character of the canyon and hillside neighborhoods and landforms by designing new buildings to minimize bulk and be low-scale.

UD-3.54 Maintain views from public vantage points and streets as well as public access to canyon areas.

UD-3.55 Design buildings along the canyon edge to conform to the hillside topography and limit encroachment. (See figure 4-13).

a. Cluster development on level and less sensitive surfaces of site.

b. Provide a stepped foundation down the slope, to accommodate a reasonable building size for lots with limited flat area.

c. Grading should be minimized by using the building types, such as houses on stilts, which avoid the typical grading of slab/construction and have limited environmental impact.

d. Incorporate landscape screening.

e. Design roof pitches to mimic the slope.

f. Align vehicle access and other improvements to conform to existing slopes and minimize grading.

UD-3.56 Step development with the canyon and hillside landforms to maximize view opportunities, allow for decks and patios, and protect the views of adjacent properties where possible.

UD-3.57 When all or a portion of a property is within designated open space, locate structures within the least visually prominent portion of a lot, and outside or toward the edge of designated open space. Maintain views as appropriate by respecting development setbacks.

Figure 4-12: *Building Design Along Canyon Edges*

Illustration of policy UD-3.57(a) Cluster development on level

Illustration of policy UD-3.57(b) Provide a stepped foundation

Illustration of policy UD-3.57(c) Minimize grading

Context Sensitive Design

SUSTAINABLE BUILDING DESIGN

Sustainable building design is an essential element to reduce energy and resource consumption. North Park can be a model of sustainable development that demonstrates how to build responsibly within the limits of our resources. See also policies contained in the Sustainability and Conservation Element related to sustainable development and natural resource conservation and the Historic Preservation Element.

Sustainable Building Design Policies

UD-3.58 Incorporate building features that allow natural ventilation, maximize day-light, reduce water consumption, and minimize solar heat gain.

UD-3.59 Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.

a. Incorporate architectural treatments such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows.

b. Shade exposed south and west facing facades using shrubs and vines.

UD-3.60 Incorporate inset windows with well-designed trims and details that provide shading and reduce solar heat gain.

UD-3.61 Incorporate green and vegetated roof systems along with gardens to help reduce solar heat gain.

UD-3.62 Incorporate white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.

UD-3.63 Incorporate elements to reduce the use of non-renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit visiability from the street or glare to adjacent properties.

UD-3.64 Minimize impervious surfaces that have large thermal gain.

UD-3.65 Encourage recycled, rapidly renewable, and locally sourced materials that reduce impacts related to materials extraction, processing, and transportation.

UD-3.66 Incorporate sustainable landscape treatments such as drought-tolerant, and climate-appropriate plant species, planting materials, and light-colored paving materials.

UD-3.67 Orient buildings to minimize the extent of west facing facades and openings.

UD-3.68 Use internal courtyards to trap cool air. Courtyards visible from the street will also encourage interaction with on-site open space.

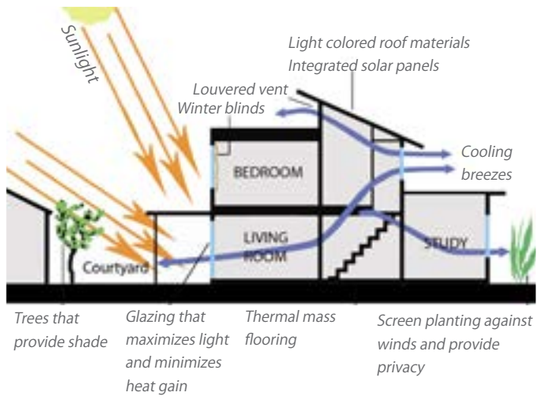
UD-3.69 Utilize decorative vertical shading and fins on east and west facing building facades as integrated design features with a sustainable benefit.

UD-3.70 Design buildings to allow for cross ventilation and minimize solar heat gain.

a. Provide vents or windows with low openings on western facing facades to capture cooler breezes into a building.

b. Provide vents or clerestory windows on eastern facing facades to naturally allow warmer air that collects near ceilings to escape.

UD-3.71 Provide groundcover plantings to keep ground surfaces cooler near building facades particularly in place of concrete and other reflective surfaces.



Access to Light and Air Policies

UD-3.72 Design the orientation and configuration of new development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

a. Avoid building configurations that rely solely on narrow side yards for access to air and light.

b. Provice courts, niches, alcoves, and other spaces as part of new residential and mixed-use development to allow access to air, light, and ventilation from two or more sides if possible.

UD-3.73 Design new residential and mixed-use development maximizing access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

a. Locate windows and balconies so that they not face or overlook each other.

b. Encourage the use of balconies as part of residential development.

Historic Preservation and Adaptive Reuse Policies

UD-3.74 Promote the preservation and adaptive reuse of historic districts and historic structures to reinforce the history of the area and reinvest in existing resources.

UD-3.75 Incorporate local history and heritage into the public realm through elements including signage, information placards, historic plaques, murals, gateway features, and unique pavers.

UD-3.76 Encourage the restoration and maintenance of older structures that may not be historically designated but nonetheless contribute to the unique character and flavor of North Park.

Designing for Defensible Space Policies

UD-3.77 Position windows to allow residents to have visible sight lines or "eyes on the street" toward public spaces, parking areas, and entrances to dwellings.

UD-3.78 Design common spaces and entryways to be visible from the street, allowing clear vision by neighbors and law enforcement officers.

UD-3.79 Locate sidewalks and paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.

UD-3.80 Provide night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.

UD-3.81 Buffer parking areas from the street with planting while allowing for surveillance if low shrubs and ground covers are used.

UD-3.82 Design fencing to be an architectural feature integrated into the overall design of the project.

Windows positioned to maintain sight lines towards the street, and clearly visible entryways help create security through design.

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5

ECONOMIC PROSPERITY

5.1 BUSINESS DISTRICTS

5.2 RETAIL AND DINING

5.3 COMMUNITY REVITALIZATION

5.4 BUSINESS ATTRACTION

5.5 INFRASTRUCTURE IMPROVEMENTS AND FINANCING

Introduction

The Community Plan envisions "creative placemaking" to transform North Park into a vibrant location that supports and enhances the needs of the community and businesses by designing places people want to live work and visit. The Economic Prosperity Element furthers this vision by outlining ways to:

- Foster thriving commercial areas supporting locally owned small businesses in a pedestrian, accessible and bicycle friendly environments;
- Implement multimodal transportation solutions to preserve the pedestrian-oriented environment of village-style commercial areas;
- Preserve historic buildings for future generations to encourage heritage tourism;
- Recognize North Park's Arts and Entertainment districts as a destination for residents and tourists;
- Enhance the experience in the commercial areas and improved circulation patterns with streetscaping and traffic calming measures.
- Improve community infrastructure to support commercial and residential pedestrian activity; "sustainable" neighborhoods and commercial areas.

In 1890, North Park was first area connected to downtown San Diego by an electric streetcar system. The expansion of the affordable streetcar transportation, installation of utilities in the area, and the City's substantial growth in population, prompted a subdivision of land in North Park beginning in the late 19th century and continuing into the early 20th century. The initial development in North Park occurred during the 1920s and 1930s, and continued following the end of World War II into the 1940s and 1950s.

Expanded streetcar service began in parts of North Park in 1907. Tourism was at an all-time high as this streetcar system was able to link North Park with people from all parts of San Diego. Individuals would come to shop, eat, and even reside in the residential communities which began to grow in 1924. Due to the streetcar services, University Avenue and 30th Street became the primary business district in North Park. As automobiles became affordable and were the primary mode of transportation, this caused a decline in streetcar usage. Streetcar service was discontinued in 1949.

Economic Prosperity Element Goals

1. *Promote arts and culture, and entertainment/hospitality districts which appeal to both residents and tourists.*
2. *Expand the neighborhood commercial districts where the residents purchase a significant share of their basic needs and services from within the community.*
3. *Promote collaboration between the Business Improvement District association in "greater" North Park area to strengthen the connection between the northern, southern and eastern commercial districts.*
4. *Increase the diverse mix of business types in North Park to support daytime and night time activities*
5. *Enhancement of commercial corridors appearance and upgraded infrastructure.*
6. *Acquire funding for successful local economic development and revitalization actions.*

El Cajon Boulevard (formerly El Cajon Avenue) developed more as a result of the automobile. The development of El Cajon Boulevard, started as bus service began in the 1920s and automobile usage steadily increased in the 1930s and 1940s. The development of El Cajon Avenue began with gas stations, auto repair stores, and retail establishments which favored the automobile. By 1940 El Cajon Boulevard was designated a part of U.S. Highway Route-80. The explosion in auto usage after the end of World War II coupled with suburban growth reinforced El Cajon Boulevard's popularity as a commercial district. The subsequent auto orientation turned this commercial corridor into a classic 1950s commercial strip.

The portions of Adams Avenue and Park Boulevard which run through the North Park Planning area were first developed to serve the buildout of the surrounding communities of Normal Heights and University Heights. The number 1 and 11 trolley lines began service to these areas about the same time that the North Park trolley lines began operations in the early part of the 20th century. The North Park portion of Adams Avenue is unique from University Avenue and El Cajon Boulevard in that it is maintains a more residential feel with smaller scale housing and less commercial development.

By the early 1960s, commercial activity along University Avenue and El Cajon Boulevard began to decline, due in part to: 1) the construction of Interstate-8, which drew vehicular traffic away from El Cajon Boulevard's and 30th and University's shopping districts; 2) the opening of nearby shopping centers – such as College Grove, Mission Valley Shopping Center, and Grossmont Center –which provided new competition for the retail outlets along North Park's commercial corridors.

The historic, village-style commercial areas in North Park provide a sense of place. Throughout the Economic Prosperity Element there are policies that related to historic North Park. North Park has buildings that are designated historic and two historic districts, the Burlingame Historic District and North Park Dryden District. Refer to the Historic Preservation Element for more information about historic resources in North Park and established and potential historic districts.

5.1 BUSINESS DISTRICTS

Commercial activity in North Park tends to be emphasized at key nodes or intersections, such as Park Boulevard and Adams Avenue; major intersections along 30th Street at Adams Avenue, El Cajon Boulevard, University Avenue, and 32nd Street and Upas Street, and, at El Cajon Boulevard at Park Boulevard and Texas Street. Commercial activity dominates corridors between these nodes, especially on El Cajon Boulevard, University Avenue, 30th Street, and Adams Avenue.

North Park's commercial areas are distinct compared with suburban shopping centers because of the unique offerings and pedestrian-orientation. However, El Cajon Boulevard is distinct from North Park's other commercial areas. While El Cajon Boulevard can be as pedestrian-oriented as other grand commercial boulevards, it also has a tradition of auto-orientation associated with its historical role as U.S. Highway Route-80, higher traffic volume, and larger lots.

El Cajon Boulevard, from Florida Street to Texas Street, has emerged as a concentration of ethnic restaurants and The Lafayette Hotel has undergone renovation to restore its reputation as a visitor and regional event destination. University Avenue and 30th Street business district has a concentration of restaurants and nightlife activities. Adams Avenue also has many restaurants, nightlife activates and offers neighborhood commercial services.

Professional service firms are attracted to North Park because of its emergence as a community for creativity, its amenities, diversity and centrality in the region. The North Park office inventory occupies a small share of the regional market; however, this office space provides a needed foundation for business and professional services in the community.

POLICIES

EP-1.1 Develop a North Park Gateway Signage Plan and Neighborhood Identifying Signage Plan.

EP-1.2 Support historic resources, historic districts, and Business Improvement Districts (BIDs), which creates a sense of placemaking and results in heritage tourism.

EP-1.3 Attract unique commercial businesses that are reflective of the diverse economic commercial areas history and strengthen North Park's village-style environments which are pedestrian-oriented.

EP-1.4 Identify and implement nationally recognized best practices which promote and inclusive approach to addressing hospitality businesses and near-by residents (e.g. personal behavior issues, accountability and enforcement of noise, trash management, cigarette, food packing, litter, parking issues and public rest room access).

EP-1.5 Ensure adequate network of transportation services to meet the needs of nightlife patrons (e.g. safe ride, taxis, car services, extended hours for public transit).

EP-1.6 Position and expand North Park's Arts District on Ray Street to attract national patrons throughout all commercial districts.

EP-1.7 Support efforts to promote the use of the North Park public garage, including the addition of signage to make visitors to this commercial district aware of this parking facility.

The North Park community has the benefit of having four business district organizations looking after the success of its commercial areas.

The University Heights – Park Boulevard Business District is shared by both the North Park and Uptown communities.

The Adams Avenue Business Improvement District which runs through Normal Heights, Kensington, Antique Row, and University Heights annually plays host to the Adams Avenue Street Fair and Adams Avenue Unplugged which are the City's largest free music festivals.

5.2 RETAIL AND DINING

North Park has a robust and diverse retail base ranging from national chain stores to locally owned and operated boutique services.

The neighborhood offers a unique combination of:

- Small-town atmosphere
- Historic storefronts with architectural integrity
- Freeway access
- Proximity to Downtown San Diego
- Residential blocks surrounding the retail districts, providing a large and loyal customer base
- Surrounding residential neighborhoods of South Park, Hillcrest, City Heights and Normal Heights, expanding the customer base
- Economic and cultural diversity
- Compact, distinct, walkable retail districts
- An entrepreneurial orientation which encourages a wide range of retail services

North Park is also a nationally- recognized dining, entertainment, arts and cultural center which attracts destination diners, "foodies" and tourists. Dining options range from fast / casual to formal and include locally-sourced, farm-to-table, vegan / organic / vegetarian, ethnic and farmers' market choices. Socializing and entertainment centers around the neighborhood's diverse craft beer, wine bar and artisanal coffee culture, earning North Park further national accolades. The neighborhood's retail and dining economies are actively supported by the local Business Improvement Districts which sponsor events such as Taste of North Park, Festival of the Arts, seasonal / holiday / evening "shop hops" and flash mobs, a farmers' market, Bike the Boulevard, Roots Music Festival, and Art.

POLICIES

EP-2.1 Recapture a greater share of local expenditures with improved basic retail and commercial services.

EP-2.2 Promote pedestrian-oriented retail and outside dining establishments that appeal to a broad demographic range including high quality restaurants.

EP-2.3 Activate the alleys in commercial mixed-use corridors and nodes to improve urban design and allowing commercial shops and services while respecting the transitional nature of commercial development to residential development.

EP-2.4 Introduce more diversified housing choices with a mixture of household incomes to enhance the buying power of North Park, particularly along University Avenue and El Cajon Boulevard.

Street trees and landscaping can be a major economic generator for commercial districts by attracting pedestrians.

5.3 COMMUNITY REVITALIZATION

North Park's many businesses are known to produce what they sell, whether it's food, arts and culture, hospitality entertainment, or services. North Park has repositioned itself in the regional market and capturing a dedicated share of the local market. Private and public investment in historic landmarks, such as the North Park Theater on University Avenue and the Lafayette Hotel on El Cajon Boulevard, are recreating anchors of performing arts and leisure and hospitality businesses. The cluster of restaurants and entertainment on University Avenue and Adams Avenue are also capturing a dedicated share of the local market. With efforts in the community such as the Sustainable North Park Main Street Program and North Park Eco District, which emphasize resource conservation and efficiency, North Park is emerging as center for sustainability and is a setting for the green economy.

The Business Improvement District (BID) associations in North Park have been contributing to economic revitalization of the main commercial areas over the years. The Adams Avenue, El Cajon Boulevard and University Avenue commercial areas all have BID associations. BID associations are geographic areas, established by the City where the businesses have voted to self-assess, to fund activities and services, which promote the business district and are up-beyond what the services City provides. North Park BID association has a National Main Street designation; however, all BID association in North Park practices the National Mainstreet's Four-Point Approach, National Main Street Organizations. Economic development strategies that all BID associations located in North Park implement are: organized special events; social media marketing; membership communication (see box below).

ECONOMIC DEVELOPMENT STRATEGIES

- Organized Special Events fill these BID areas with consumers, increases members' sales, markets and brands the area and supplies the BID associations with profits/ discretionary income. The Adams Avenue BID association currently is managed by the Adams Avenue Business Association. Special events in this BID area include the Adams Avenue Street Fair and Adams Avenue Unplugged which are the City's largest free music festivals.
- Social Media Marketing in today's culture the use of social media is the best way to directly address many consumers and interested parties about business in their neighborhood or in the region. The North Park BID is currently managed by North Park Main Street. This BID sends an on-line newsletter to registered users, including members of North Park Main Street.
- Membership Communication can be both electronic and also graphic based guides that bring information to the members and the general public detailing the uniqueness of a business area. The El Cajon Gateway BID association and El Cajon Central BID association are currently managed by the El Cajon Business Association, a.k.a., The Boulevard. This BID produces "The Boulevard Guide", which highlights a sample of the unique businesses that can be found along the Boulevard.

Commercial areas do not stop at the borders of community planning areas. The Adams Avenue BID association's boundaries begin in North Park and continue into the Mid-City neighborhoods of Normal Heights, Kensington and Talmadge. El Cajon Boulevard BID association's boundaries begin in North Park and continue into the Mid-City. The North Park BID association's boundaries include a portion of University Avenue in North Park; however, the City Heights BID also covers the portion of University Avenue in the Mid-City neighborhood of City Heights. As these BID associations boundaries are not exclusive to North Park the Economic Revitalization goals lead by the BID association must include the adjacent Mid-City neighborhoods which are part of the Adams Avenue, El Cajon Boulevard, and University BIDs.

POLICIES

EP-3.1 Encourage the Business Improvement District associations in North Park to develop a "greater" North Park Economic Development Strategy by building upon the City's Economic Development Strategy. This would include the Adams Avenue BID association, El Cajon Boulevard BID association, and the North Park BID business association. As two of these BID associations continue into the Mid-City, the BID associations which are not fully contained within North Park must be consulted about the areas and Mid-City and how these areas interface with North Park's Economic Development Strategy.

EP-3.2 Encourage the Business Improvement District associations in North Park and Mid-City areas, noted above, to develop a Retail Market Analyst to include a Business Attraction Plan which takes into consideration comments from the three "greater" North Park commercial areas.

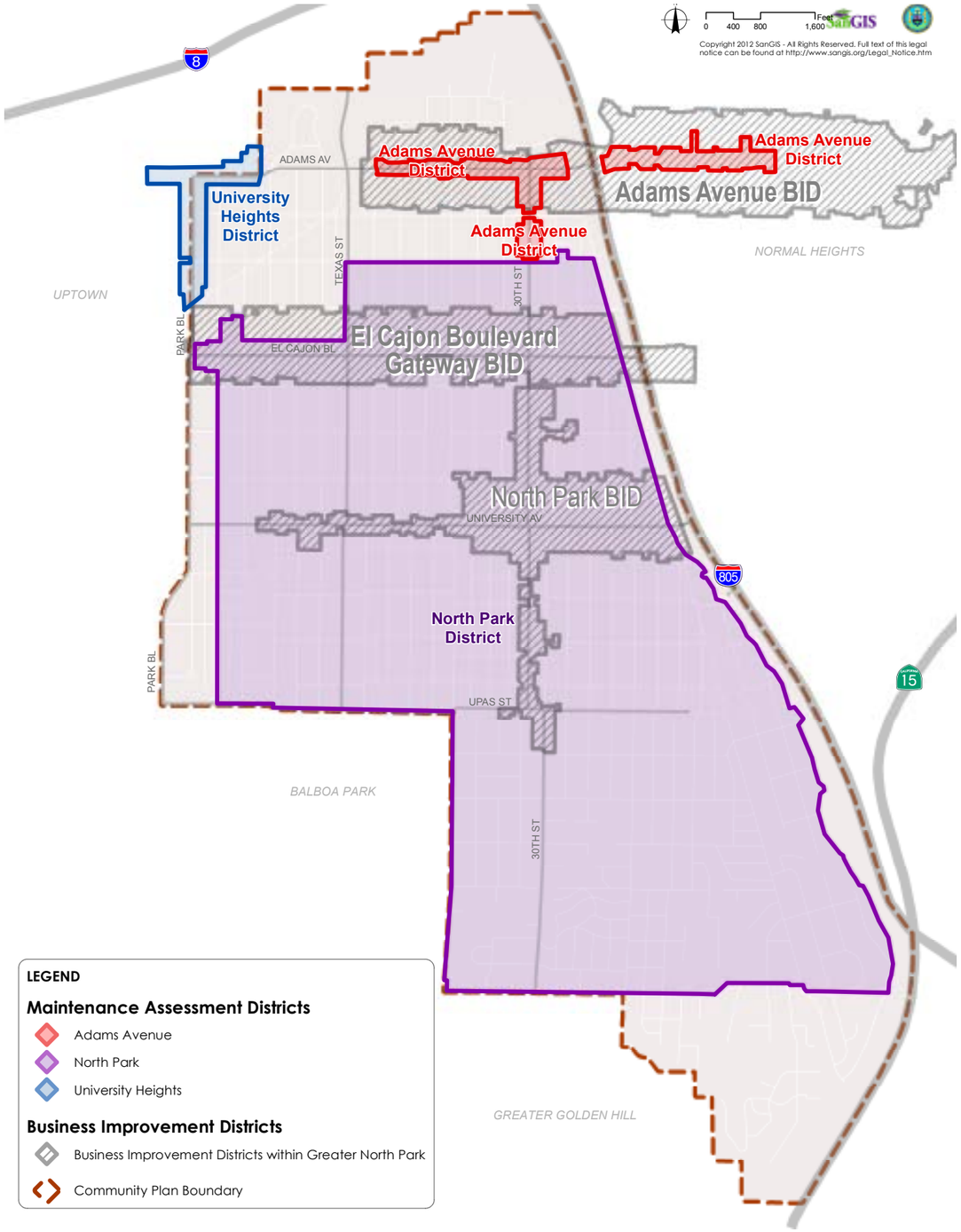
EP-3.3 Encourage the City to reestablish the Ombudsman Program to assist small businesses, through the permit process and code enforcement issues.

EP-3.4 Encourage the BID associations to consider a North Park BIDs "branding strategies" and "signage strategy" to market the respective commercial areas, while respecting each BID associations unique character.

EP-3.5 Promote and maintain the following efforts and revitalization tools; specifically, in the main commercial areas and BID associations boundaries within North Park's mixed use corridors and nodes, to enhance and create competitive commercial destination.

The growth and popularity of North Park's art, culture, and entertainment district has been major a contributing factor in North Park's revitalization.

Figure 5-1: *Business Improvement and Maintenance Assessment Districts*



5.4 BUSINESS ATTRACTION

A component of economic revitalization is the attraction of businesses that provide activity in the commercial area during the day-time and night-time. A commercial area is more attractive to residents and nonresidents, when it active, has a verity of commercial services available, has adequate lighting, and is safe pedestrian environment for consumers. North Park has a reputation as an Arts, Culture, and Entertainment District, organically evolving from Ray Street, due to the efforts of community organizations. Businesses that promote the arts in commercial areas stay open after normal business hours enhance the atmosphere of a commercial area.

POLICIES

EP-4.1 Encourage pedestrian-oriented uses including art establishments which generate activity after normal business hours. These businesses also attract and support lifestyle personal services (e.g. yoga, dance, Pilates, health clubs, rock climbing, martial arts, and art classes).

EP-4.2 Position North Park as a desirable national location for creative business, knowledge based industries and the green economy.

EP-4.3 Attract and support destination restaurants (non-chain franchised restaurants) that draw consumers from inside and outside the community.

EP-4.4 Attract restaurants that serve breakfast and lunch.

EP-4.5 Promote infill development, along main commercial areas for the purposes of increasing employment opportunities in Village Centers.

EP-4.6 Support the Business Improvement District associations working with the City to standardize leases on City property and special events permits to encourage the creation of a template for "pop-up retail" leases on City and privately owned vacant properties.

EP-4.7 Promote development of physical space such as shopkeeper units, co-work space, and business incubators that support targeted commercial uses and start-up businesses and entrepreneurial enterprises.

EP-4.8 Front commercial activity on mixed use corridor intersections, with pedestrian-orientation to distinguish nodes at Adams Avenue and 30th Street, University Avenue and 30th Street, and Upas Street.

5.5 INFRASTRUCTURE IMPROVEMENTS AND FINANCING

Infrastructure improvements in our urban commercial areas of North Park are needed. In North Park the roads, sidewalks, and other infrastructure needs repairs. Street lighting is also in need repaired and more bicycle transit infrastructure in North Park's commercial areas is needed. Adding open public space to commercial areas is also a catalyst to economic and community revitalization.

Community dedication to quality of life in North Park is demonstrated by the different self-assessment districts, which residents, property owners and business owners have approved for their community. The Business Improvement District associations and Maintenance Assessment District funds continue to be invested in the North Park community to revitalize the area and increase economic prosperity. Figure 5-2 shows the location of the assessment districts. The City's Economic Development Department and Planning Department will continue to work with the residents, community and business organizations in North Park for continued successful revitalization.

POLICIES

EP-5.1 Improve pedestrian, bicycle and transit infrastructure in North Park's commercial districts and areas to position North Park as one of the most sustainable communities nationally.

EP-5.2 Install and maintain high quality streets, sidewalks, well landscaped medians with drought tolerant plants, enhanced pedestrian crossings, pedestrian-oriented historic street lighting, creative streetscaping amenities (e.g. street furniture, planters for drought tolerant plants, public art and street signage.

EP-5.3 Expedite the implementation of mobility improvements developed to lessen traffic congestion, encourage the use of public transit, Improve parking conditions and provide pedestrian friendly streetscape along commercial mixed-use corridors.

EP-5.4 Consider shared parking options in Village Centers.

EP-5.5 Develop attractive and unique gathering space, such as mini-parks, pocket parks, parklets, interior and exterior plazas, which include public art and visitor friendly seating areas.

EP-5.6 Promote the Downtown and Balboa Park visitor trade and improve convenient transportation linkages from those destinations to North Park, including re-establishing the historic streetcar line.

EP-5.7 Create new financing districts and/or expand existing district and financing mechanisms to generate funds for construction and maintenance of public improvements (e.g. Infrastructure Financing Districts, Community Assessment Districts, new or expanded Maintenance Assessment Districts, Property Business Improvement Districts, and promote the use of New Market Tax Credits.)

EP-5.8 Identify new funding sources for local economic development and revitalization efforts in North Park to support the Business Improvement District associations' programs and revitalization efforts.

EP-5.9 Include social equity and environmental justice in all economic development and commercial revitalization projects.

EP-5.10 Promote fund management operation to ensure maintenance programs for infrastructure improvements.

Parklets are an innovative way to transform parking into unique gathering spaces within commercial districts. The City's first parklet is located at 30th Street and University Avenue.

Older buildings can be retrofitted to create new indoor - outdoor experiences.

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6

PUBLIC FACILITIES SERVICES & SAFETY

6.1 PUBLIC FACILITIES & SERVICES
6.2 HEALTH & SAFETY

INTRODUCTION

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

As an older, urbanized community, North Park is often faced with infrastructure and facilities that do not meet current standards. The remaining service life and maintenance needs of aging infrastructure is a persistent issue in an older community. Therefore, meeting the community's future public facilities needs should focus on expansion of existing facilities or re-use of existing buildings within the community suitable for this purpose. To better accommodate the sharing of facilities located within adjacent communities such as libraries, improved transit and bicycle access should be provided to facilities nearby, particularly those within Downtown and Balboa Park.

KEY GENERAL PLAN POLICIES

The North Park Community Plan Public Facilities, Services & Safety Element further develops the policies contained in the General Plan. Policies related to this element involve pursuing diverse funding sources for new facilities, considering development's impact on addressing public facility needs as well as continuing to pursue joint use opportunities for shared facilities with the School District. The General Plan is an overarching document with goals and policies that apply broadly to all of the City's community planning areas; these broad policies remain in the General Plan, but are listed on Table 6-1 as reference in this plan to avoid redundancy.

Public Facilities, Services & Safety Goals

1. A high level of sustainable public facilities and services to meet the diverse needs of North Park
2. Public facilities that are located near one another to improve access and to take advantage of interconnecting public uses
3. Incentives to provide privately funded facilities for public use
4. Public facilities sized proportionately to the density of North Park's population
5. Timely maintenance, repair and replacement when needed to maintain or improve the serviceability of North Park's older infrastructure.
6. Replacement of aging facilities at the North Park Community Park.
7. Expansion or replacement of the North Park Library
8. Public meeting spaces and facilities for civic engagement.
9. Reunification of North Park under one San Diego Police Division
10. Public facilities that provide free and accessible WIFI
11. A safe community with a crime rate no greater than the City Median

Table 6-1: *General Plan-Related Public Facilities Topics and Policies*

General Plan-Related Topics	Policies
Public Facilities Financing	PF-A.2
Public Facilities and Service Prioritization	PF-B.3
Evaluation of Growth, Facilities, and Services	PF-C.1 & PF-C.3
Water Infrastructure	PF-H.3.c
Libraries	PF-J.3 & PF-J.5
Schools	PF-K.6 & PF-K.9

The North Park community is served by the Mid-City Neighborhood Division of the Police Department.

Fire Station 14 located at 32nd Street and Lincoln Avenue provides fire and life safety service to the North Park community.

The North Park Library located 31st Street and North Park Way is one of two libraries serving residents within the North Park community.

6.1 PUBLIC FACILITIES & SERVICES

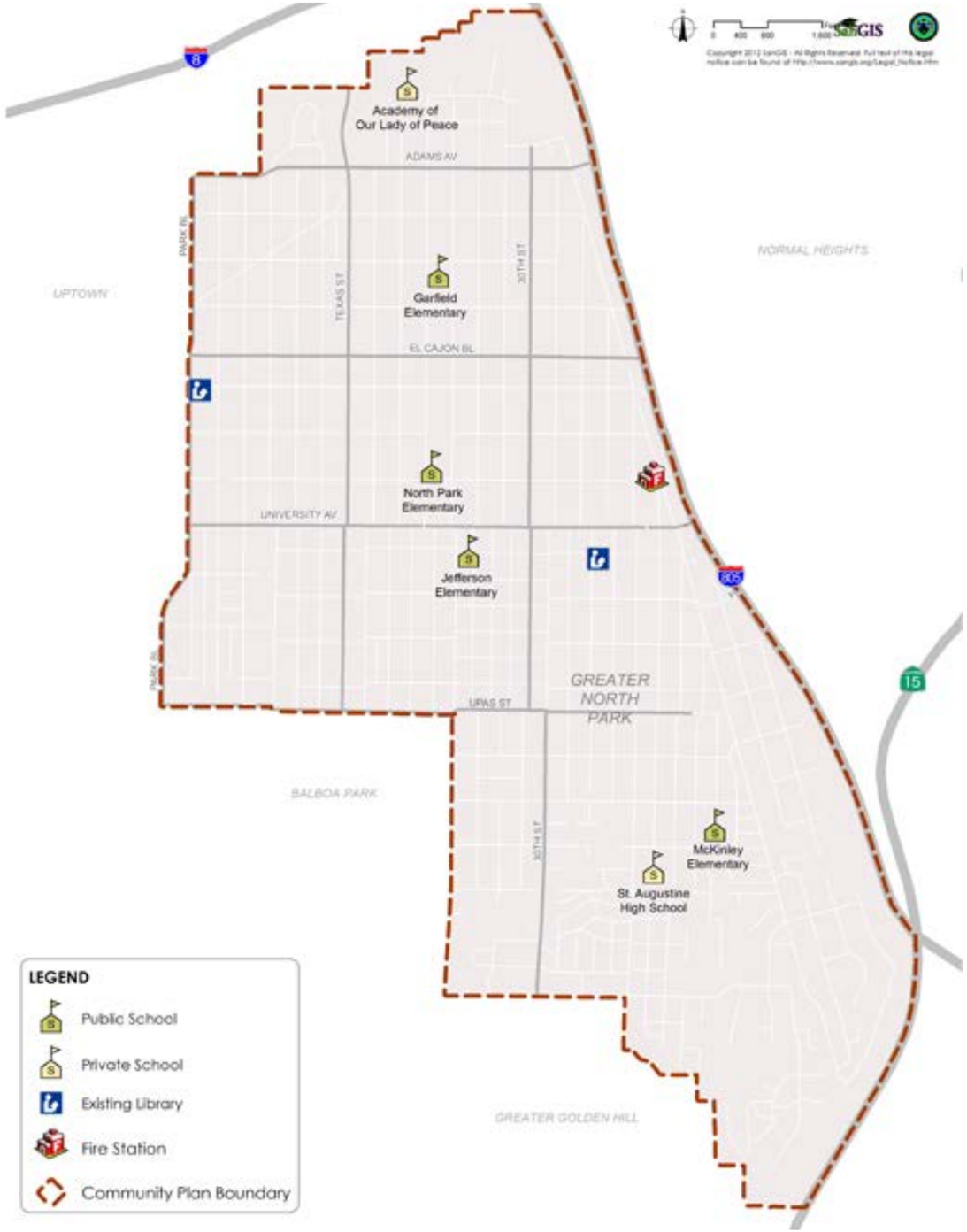
PUBLIC FACILITY NEEDS & PRIORITIZATION

As an urbanized community, North Park is faced with aging infrastructure and facilities that need to be maintained and upgraded to meet current standards. Figure 6.1 illustrates where current facilities exist and identifies sites for future facilities. The City's two main funding sources for providing and improving facilities include Development Impact Fees (DIF) and the General Fund. DIF collects a proportional fair share of capital improvements needed to offset the impact of development. The General Fund is relied on for facility improvement and upgrades and operational and maintenance costs.

Development Impact Fees and the General Fund have helped to alleviate growing facilities needs, but a significant deficit is expected to remain, leaving the City and community with the challenge to find alternative means of funding public improvements.

To address limited funding for annual capital improvements, the City has instituted a prioritization and ranking strategy that integrates community input. This effort allows the City to strategize funding and to be more responsive to the community's facility and infrastructure priorities. Although the City is making incremental changes in how Capital Improvement Program (CIP) projects are funded to provide more timely improvements, in reality the facilities and infrastructure deficit is expected to continue in North Park and Greater San Diego. There are a number of obstacles in alleviating the infrastructure deficit, including, the increased costs in acquisition and construction, lack of available land, and funding constraints and competing needs. It is up to the City and the community of North Park to work together, to find creative solutions for meeting facility and infrastructure needs, and ultimately improve the quality of life. Solutions such as clustering facilities, land value recapture, providing broader community serving facilities, offering equivalences, seeking City wide or regional initiatives for new sources of revenue, and exploring public-private opportunities are just some ways that may make it possible to accommodate new facilities for the next generation.

Figure 6-1: *Existing and Proposed Public Facilities*



POLICE

Facilities for police and fire emergency services affect planning goals for livability and safety. The City provides these services through geographic service areas that take into account community plan boundaries but may also cover more than one community. The Police Department groups neighborhoods within the city into nine divisions. The North Park community is served by the Mid-City and Western Neighborhood Divisions of the Police Department. The Mid-City area station is at 4310 Landis Street in the City Heights community east of Interstate 805. Western Division is located at 5215 Gaines Street and includes that part of North Park from Texas Street west and Lincoln Street north to the rim over Mission Valley. North Park will achieve better coverage, communication, and reduce confusion by reunifying under one police division, preferably Mid-City.

FIRE

Fire protection for the community is provided primarily by four fire stations. Station 14 is located within North Park at 32nd Street and Lincoln Avenue and provides fire protection for the majority of the community. Station 18 in Normal Heights services the northern end of the community. Station 11 in Golden Hill serves the southern end of the community and Station 5 in Hillcrest serves the western portion of the community. Maintaining a successful fire service system is a challenge due the City's topography, fiscal constraints, and an ever growing population. The City has recognized the value of fire prevention measures to reduce pressure on the overall response system in the long term. Measures include adopting strenuous safety codes and an aggressive brush management program. Citywide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the Fire-Rescue Services Department's Fire Service Standards of Response Coverage Deployment Study. Although no new fire stations are planned within the community boundaries of North Park, a new station is proposed on Home Avenue and 805/Fairmount in City Heights which would serve portions North Park and Golden Hill.

LIBRARY

The existing North Park Branch Library, originally built in 1959, is 8,000 square-foot and is located at 3795 31st St. There are plans to build a new approximately 25,000 square feet new library depending on the site selected. The University Heights library located on Park Boulevard at Howard Avenue also services the North Park Community. However the long time vision shared by the North Park Planning Committee and the Uptown Planners is for the University Heights Library to move into the historically designated Teacher's Annex in the Uptown Planning area. See General Plan policies PF-J.3 and PF-J.5 support larger service areas for library facilities.

University Heights Branch Library in 1926.

The University Heights Library in 2015.

POST OFFICE

North Park is served by the Post Office located in Hillcrest in the Uptown Community Planning Area and is also in close proximity to the Post Office on Adams Avenue in the Normal Heights Planning Area.

SCHOOLS

One of the most important public services is the provision of schools and the offering of quality education to the residents of the community. The North Park community is served by three public elementary schools: Garfield, Jefferson and McKinley; one middle school: Roosevelt, and two high schools: San Diego and Hoover. In addition, there are charter schools, private schools, and neighboring community schools which help to serve the community. Schools in North Park are centrally located near other facilities and services and walking distance to transit. All public school sites are also joint use facilities providing additional recreational opportunities. If opportunities arise to acquire school district property or that of private schools within the community the City should make every effort to preserve the property for public use.

PUBLIC UTILITIES AND UNDERGROUND UTILITIES

Gas and electricity are provided by the San Diego Gas & Electric Company and several gas and electric lines traverse the area. San Diego Gas and Electric Company has a number of programs related to conservation, including commercial and residential energy audits, low interest loan programs for energy conservation, retrofit installations and rebates for solar water heaters. The City has a long-term City-wide program for utility providers to underground overhead power and communication lines.

MAINTENANCE ASSESSMENT DISTRICT AND PROPERTY AND BUSINESS IMPROVEMENT DISTRICT

Maintenance Assessment District (MAD) is a tool property owners use to assess themselves to receive enhanced maintenance, landscaping, and lighting services. These services are above and beyond the City's baseline general services.

A Property and Business Improvement District (PBID) is a tool available to property and business owners to improve a commercial area and is a special benefit assessment district designed to raise funds within a specific geographic area. Funds may be raised through a special assessment on real property, businesses, or a combination of both, and are used to provide supplemental services beyond those provided by the city. See Figure 5-1 of the Economic Prosperity Element for the boundaries of the Business Improvement and Maintenance Assessment Districts.

Bio-filtration techniques can work together with storm drain infrastructure to treat storm water and reduce storm water pollution.

OVERHEAD UTILITIES AND STREETLIGHTS

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

Portions of the community lack adequate street lighting. Street lighting is important to improve safety for pedestrians, vehicles, and property at night. Street lighting is to be strategically added in the community. The community has expressed a strong desire that the installation of new streetlights utilize the historic design already used within portions of the community. See Noise & Light Element for additional policies.

North Park residents and business are aware of the need for, and support expansion of, Wireless Communication Facilities in the community, However, concern exists about the potential for visible blight with inappropriate installations. The community requests that efforts be made to integrate Wireless Communication Facilities into the surroundings in a sensitive manner in order to minimize negative visual impact on North Park's community character, open space, view corridors and historic architecture and elements.

WATER, SEWER AND STORMWATER INFRASTRUCTURE

On average, San Diego must import nearly 90 percent of its water from other areas, specifically northern California and the Colorado River. Potential water supply offsets such as conservation and water reclamation have only recently entered the water supply picture, but even the most optimistic projections credit those offsets with no more than 20 to 25 percent of total demand. San Diego will therefore continue to rely heavily upon imported water for its water supply needs far into the foreseeable future.

The City of San Diego Public Utility Department's Capital Improvement Program Guidelines and Standards provides the framework for the design and construction of new water facilities and addresses water efficiency, conservation, recycled and reclaimed water, cost effectiveness and timely construction.

The community's water, wastewater and stormwater infrastructure has issues with aging, insufficient capacity and outmoded design. Some pipelines have been in operation for a hundred years and are in urgent need of replacement. Beginning in 2007, the City increased water and sewer rates to fund replacement and improvement of both the cast iron water mains and concrete wastewater systems infrastructure. The City schedules many of these water and sewer main replacement projects for the same time and location to minimize the impact on the community. Replacement is currently scheduled based on breaks or blockages in the mains. As incidents mount, main replacement is scheduled for accomplishment through the annual Capital Improvements Program.

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

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

POLICIES

GENERAL FACILITIES AND SERVICES

PF-1.1 Provide educational facilities, law enforcement, fire protection, libraries and public utilities in accordance with City standards.

a. Consider locating and clustering public facilities such as a library, post office, and transit oriented Development-amenities together to create an active center and take advantage of shared uses like parking and open space areas.

b. Incorporate art in public facilities.

PF-1.2 Provide facilities that accommodate a full range of City programs to serve residents and cultivate civic involvement.

a. Encourage the school district to participate in this community process.

b. Maintain joint-use agreements to increase recreational opportunities and activate school sites with residents after hours.

c. Locate free public meeting spaces in easily accessible locations throughout North Park, including but not limited to facilities that are to be rebuilt at the North Park Community Park.

Maintenance Assessment Districts (MAD's) and Business Improvement Districts (BID's) are fund enhancements that are both beneficial to pedestrian, consumers, and businesses alike.

d. Establish a City of San Diego Police Community Relations Office in the hub of the community near 30th Street and University Avenue and/or a to be determined location on El Cajon Blvd.

e. Support the introduction of free or low cost Wi-Fi access to the core, high traffic pedestrian areas in the community.

FIRE

PF-1.3 Maintain the high level of fire protection throughout the North Park community.

a. Support efforts by the City to educate and inform the community regarding fire prevention techniques.

b. Support regular upgrading of North Park fire stations as necessary to adequately respond to fires and emergencies.

POLICE

PF-1.4 Reduce incidence of criminal activity within North Park's neighborhoods. (Refer to General Plan section PF-E related to policy service and Urban Design section UD-A for crime prevention through design).

a. Continue Neighborhood Watch Programs and Citizen Patrols.

b. Encourage North Park organizations to maintain a close relationship and have a continuing exchange of information with patrol officers.

c. Promote the development of Community Alert Programs where they do not presently exist.

d. Maintain a community relations program between police and residents.

e. When feasible, introduce foot patrols to districts of high crime.

f. Maintain, and expand as needed, City of San Diego Police Bicycle Patrols in commercial areas with significant night time activities.

g. Encourage development projects that provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.

LIBRARY

PF-1.5 Seek community input and participation in all future decisions concerning the development or expansion of library facilities serving the North Park community.

PF-1.6 Support the relocation of the University Heights Library to the Normal Street Teachers Annex.

PF-1.7 Support the extension of hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of published materials.

SCHOOLS

PF-1.8 Improve public education facilities in North Park and maximize their use so families stay in the community and send their children to neighborhood schools.

a. Encourage full-time use of school facilities, including community use during non-school hours for educational, recreational and cultural needs.

b. Maintain joint use agreements with North Park's public schools

c. Coordinate CIP projects with school facility upgrades to improve the interface between the public realm and the facility.

d. Consider strategic street closures as a method of adding needed land area for additional parks space next to schools and to help activate areas within the community.

Historic "acorn" style street lighting not only improves safety for pedestrians, vehicles, and properties at night; it is also an integral component of North Park's historic character.

Use of "purple pipe" or reclaimed water is ideal for irrigation along sidewalks, streets, medians, and other right-of-way.

e. Explore the possibility of joint use buildings that would provide a public benefit. .

f. Acquire excess school district property within the North Park community to reserve the property for public use.

PUBLIC UTILITIES & UNDERGROUNDING

PF-1.9 Program the undergrounding of telephone and electric power lines to underground all utilities and boxes. (Refer to General Plan policy section PF-M).

a. Evaluate the prioritization of undergrounding with the North Park community in order to address priority streets and future projects that may need to be expedited in the future.

PF-1.10 Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening, while maintaining access to energy facilities for repair and maintenance.

PF-1.11 Enhance the streetscape and encourage building façade improvements to utility facilities such as telecommunication buildings with prominent street frontage.

PF-1.12 Support the City's program to reduce the visual impact of wireless communication facilities.

PF-1.13 Maintain historic street scoring patterns and contractor stamps as part of utility undergrounding projects.

Increasing brush management awareness especially for resident's residing adjacent to North Park hillsides and canyons assists in brush fire prevention.

PF-1.14 Support the implementation of high speed internet technologies, including fiber optics.

WATER, SEWER, AND STORMWATER INFRASTRUCTURE

PF-1.15 Implement water improvements programs so there are systematic improvements and gradual replacement of water and wastewater facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.

a. Replace facilities and infrastructure as required to maintain or improve the serviceability.

b. Improve energy and water conservation in the design, location, and operation of new facilities.

c. Collaborate with the North Park community and other entities when funding and siting improvements to coordinate timing and replacement of infrastructure.

d. Consider non-invasive means when replacing wastewater facilities in the urban canyons.

e. Implement Green Infrastructure strategies to address storm water runoff throughout North Park.

f. Provide water recycling opportunities throughout North Park.

MAINTENANCE ASSESSMENT DISTRICT & BUSINESS IMPROVEMENT DISTRICT

PF-1.16 Support, in concept programs in North Park where property owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limed to: landscape, lighting, streetscape improvements and maintenance, security, signage and banners, street furniture and public art.

6.2 HEALTH & SAFETY

GEOLOGICAL AND SEISMIC HAZARDS

Geological considerations relate to drainage systems and seismic safety (earthquake fault zones and steep areas of unstable soil). The geology affects open space areas since geological criteria is important in relating land use to seismic risk zones, with the protection of particularly sensitive geological areas from the safety hazards resulting from development encroachment. Major fault lines in North Park run along the eastern portion of the community stretching from Mission Valley to the north, to Balboa Park and the Golden Hill Community to the south.

The General Plan provides also policy support for disaster preparedness and Seismic Safety in the Public Facilities, Services & Safety Element sections PF-P and PF-Q. Design considerations with regards to safety are located in the Urban Design Element.

FIRE HAZARDS

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

POLICIES

PF-2.1 Maintain a high level of fire protection throughout North Park, particularly in the neighborhoods adjacent to natural open space.

PF-2.2 Modernize and/or replace facilities and equipment to meet the needs of North Park as fire fighting technology improves.

PF-2.3 Support efforts by the City to educate and inform the North Park community regarding fire prevention techniques, particularly those related to brush management and wild land fires.

PF-2.4 Maintain appropriate and timely brush management in North Park's publically owned canyons.

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7

RECREATION

7.1 PARKS AND RECREATION FACILITIES

7.2 PRESERVATION

7.3 ACCESSIBILITY

7.4 OPEN SPACE LANDS AND RESOURCE-BASED PARKS

INTRODUCTION

The Recreation Element includes goals and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility, and Open Space Lands and Resource-based Parks. These goals and recommendations, along with the broader goals and policies of the General Plan and the Balboa Park East Mesa Precise Plan (BPEMPP), provide a comprehensive parks strategy intended to accommodate the community at full community development. In addition to soliciting public input through various stakeholder meetings and the community plan update advisory committees, in 2011, the City commissioned a Park and Recreation Needs Assessment for the Golden Hill, North Park and Uptown Communities. The assessment was conducted by an independent research company to determine how and where the communities currently recreate, their priorities and preferences for future recreational uses and facilities within their communities, as well as consideration of Balboa Park as a recreational resource. The survey results, which were representative of the broad and demographically-diverse communities' recreational use patterns and opinions, were contained in a report presented to each community, and have been incorporated into this plan where appropriate. (See Appendix A for a summary of the Park and Recreation Needs Assessment.)

Montclair Neighborhood Park provides children's play areas and multi-purpose turf areas.

Recreation Element Goals

1. Creation of a sustainable park and recreation system that meets the needs of North Park residents and visitors and serves a variety of users, such as children, persons with disabilities, pet owners and the underserved teenage and senior populations.
2. Provision of parks and recreation facilities that aggressively keep pace with North Park population growth through timely acquisition of available land and development of new facilities.
3. Increase the quantity and quality of recreation facilities in North Park through the consideration of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.
4. Preservation, protection and enhancement of the integrity and quality of parks, open space, and recreation programs.
5. A sustainable park and recreation system that meets the needs of North Park residents by using "green" technology and sustainable practices in all new and retrofitted projects.
6. Preservation, protection management and identification of the natural, cultural, and historic resources that serve as recreation facilities in the North Park Community.
7. Enhance access to recreation facilities in North Park by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.
8. Design all new recreation facilities to be part of an inter-connected park and open space system that is integrated into and accessible to North Park Community residents.
9. Retrofit all existing park and recreational facilities to meet the 1990 Americans with Disabilities Act (ADA) to accommodate persons with all disabilities as funding becomes available.
10. Provide a balance of recreational facilities in North Park that are available for both programmed and non-programmed uses (i.e. passive and active recreation).
11. Creation of comprehensive pedestrian and bicycle networks between parks and open space lands within and adjacent to North Park, as well as to surrounding communities.
12. Provision of an open space and resource-based park network in North Park that provides for the preservation and management of significant natural and man-made resources.
13. Preservation and protection of the natural terrain and drainage systems of North Park's open space lands and resource-based parks that preserve the natural habitat and cultural resources.
14. Providing for a network of pedestrian paths and bikeways linking population-based parks with resource-based parks and open space lands within North Park.
15. Rebuild and expand existing facilities.

7.1 PARKS AND RECREATION FACILITIES

PARKS AND RECREATION FACILITIES STANDARDS

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

There are six categories of population-based parks: 1) Major park; 2) Community park; 3) Neighborhood park; 4) Mini-park; 5) Pocket park or Plaza; and 6) Special activity park. A recreation center, typically 17,000 square feet in size, should be provided for every 25,000 residents, and an aquatic complex should be provided for every 50,000 residents. The General Plan Recreation Element, Table RE-2, Parks Guidelines, provides the descriptions and minimum standards for these park and recreation facilities.

North Park Community Park Recreation Center to be expanded to provide additional multi-purpose community rooms.

EXISTING AND FUTURE POPULATION-BASED PARKS AND RECREATION FACILITIES

The household population for the North Park Community Plan at build out is estimated to be 73,170 residents. Based on the General Plan standard for population-based parks and recreation facilities, the community should be served by a minimum of 204.88 useable acres of park land. The projected population warrants almost three recreation centers equivalent to 49,810 total square feet, and approximately one and one-half aquatic complexes.

Opportunities for additional park land and recreation facilities within North Park are anticipated to come primarily through development of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or is cost-prohibitive, the General Plan allows for the application of park equivalencies to be determined by the community and the City through a set of guidelines.

General Plan Guidelines

Parks:

73,170 people divided by 1,000 = 73.17 x 2.8 acres = 204.88 acres of population-based parks

Recreation Center:

(17,000 square feet) Serves population of 25,000 people: 73,170 people divided by 25,000 people = 2.93 Recreation Centers = 49,810 square feet total

Aquatic Complex:

Serves population of 50,000: 73,170 people divided by 50,000 people = 1.46 Aquatic Complexes

Facilities that may be considered as population-based park equivalencies include:

1. Joint use facilities;
2. Trails through open space;
3. Portions of resource-based parks;
4. Privately-owned, publicly-used parks;
5. Non-traditional parks, such as rooftop or indoor recreation facilities; and
6. Facility or building expansion or upgrades.

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

Tables 7-1 and 7-2 summarize the existing and future parks, park equivalencies and recreation facilities that have been selected by the North Park Community to supplement their existing population-based park and recreation facilities inventory. The table also includes recommendations contained in the Balboa Park East Mesa Precise Plan for the Neighborhood Edge, including the Morley Field Area, where appropriate, as well as recommendations generated by the community and City staff for facilities outside of Balboa Park. Identification of private property as a potential park site does not preclude permitted development per the underlying land use or zone.

Table 7-1: *Population-Based Parks and Recreation Facilities Inventory and Recommendations*

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Major Parks - None				
Community Parks				
North Park Community Park	7.90		Existing park and recreation facilities consisting of a recreation center, a teen center, an adult center, a comfort station, a lighted ball field, multipurpose turf areas, a children's play area, three tennis courts, handball courts, walkways, seating and picnic tables. Of the 7.90 acres, 2.84 acres is part of the joint use area with ALBA school.	Replace natural turf on ball field with synthetic turf and provide new sports field lighting to increase use.
Neighborhood Parks				
Montclair Park	4.97		Existing park consisting of passive recreation amenities, including multi-purpose turf area, children's play area, seating, picnicking, walkways, and landscaping.	
Mini Parks - None				
Pocket Parks/Plazas				
34th Street Pocket Park		0.15	Proposed pocket park is within the street-right-of-way and is the official trailhead to Juniper Canyon Open Space.	Vacate the street right-of-way, acquire site, design and construct park amenities to support passive recreation, such as a children's play area, seating, picnicking, walkways, and landscaping.
Cedar Ridge Park	0.27		Existing park consisting of passive recreation amenities, including multi-purpose turf area, children's play area, seating, walkways, and landscaping.	
North Park Mini-Park		0.50	Proposed park on City-owned property, on an undeveloped site.	Construct the park amenities consistent with the approved General Development Plan.
Lincoln Avenue Pocket Park		0.21	Proposed park on undeveloped street right-of-way, from Georgia Street to the existing alley, to accommodate passive recreational uses.	Vacate street right-of-way, acquire site, design and construct park amenities to support passive recreation, such as pathways, overlooks, seating, interpretive signs, and landscaping.
Switzer Canyon and 30th Street Pocket Park		0.16	Proposed park within City-owned open space in Switzer Canyon to accommodate passive recreational uses.	Design and construct park amenities to support passive recreation, such as seating, walkways, and interpretive signs.
Teresita & Maple Streets Pocket Park		0.17	Proposed pocket park on undeveloped street right-of-way to accommodate passive recreational uses, including a trailhead into Juniper Canyon Open Space.	Vacate street right-of-way, acquire site, design and construct park amenities to support passive recreation, such as a children's play area, seating, picnicking, walkways, landscaping, and a trail system staging area.
Special Activity Parks - None				

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Recreation Centers				
North Park Recreation Center	N/A	N/A	Existing facility consisting of 11,232 square feet provides an indoor gymnasium, teen center and multi-purpose/arts & crafts rooms housed in three separate buildings; facilities are outdated to fully serve the community.	Replace and expand the existing recreation center to provide a 17,000 sq.ft.square feet recreation facility (possibly add second story); provide improvements and ADA upgrades. In the interim, redesign current foyer to serve as lobby area for recreation center; install additional outdoor security lighting, and extend security system into multi-purpose/arts & crafts room.
Adult Center at North Park Community Park	N/A	N/A	Existing facility consisting of 1,706 square feet provides meeting rooms, kitchen and outdoor game rooms; facilities are outdated to fully serve the community.	Replace and expand the existing adult center to provide 3,000 square feet, with recreation facilities designed to accommodate a variety of community oriented meeting and recreation programs for adults.
Morley Field Recreation Center (within Balboa Park)	N/A	N/A	Proposed 28,262 square feet Recreation Center to be located within the Morley Field area of Balboa Park.	Design and construct a new 28,262 square feet recreation center to accommodate community meetings, gymnasium, recreation and fitness programs, and restrooms, consistent with the recommendations in the BPEMPP.
Morley Field Pétanque Center (within Balboa Park	N/A	N/A	The existing Pétanque Center (formerly a senior center) was built in 1933 and is approximately 1,548 square feet and provides community meeting rooms and play areas.	Preserve and restore the existing historic Pétanque Center for community use.
Aquatic Complexes				
Bud Kearns Aquatic Complex (within Morley Field area of Balboa Park)	N/A	N/A	The existing historic Bud Kearns Pool and Clubhouse were built in 1933 and provide one community swimming pool and a building with changing rooms, showers and restrooms.	Preserve and restore and renovate the existing historic Bud Kearns pool facility to serve the Golden Hill and North Park Communities. Provide additional swimming facilities such as children's play pool, therapeutic pool and additional clubhouse pool building facilities to meet the needs for the community. The new facilities would augment and be complimentary to the existing pool and clubhouse without compromising the historic character of the original pool and clubhouse.

Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Joint Use Facilities				
ALBA Charter School (formerly North Park Elementary School)	0.12		Existing joint use facilities consisting of kindergarten play area, amphitheater, and outdoor lunch area pursuant to long-term joint use agreement. The total joint use acreage is 2.96, of which 2.84 acres is located on North Park Community Park and 0.12 acres is located on School District property.	
Birney Elementary School	0.96		Existing joint use facilities consisting of turf multi-purpose playfield, multi-purpose courts, and hardscape for court games pursuant to long-term joint use agreement. Facility is a total of 1.82 acres and is shared with; North Park (0.96 acres) and Uptown (0.86 acres).	
Garfield Elementary School	0.70		Existing joint use facilities consisting of turf multi-purpose fields pursuant to long-term joint use agreement.	
Jefferson Elementary School	1.45		Existing joint use facilities consisting of multi-purpose synthetic turf playfield, multi-purpose courts, and hardscape for court games pursuant to long-term lease agreement.	
McKinley Elementary School		2.67	Joint use facilities consisting of multi-purpose turf playfield, multi-purpose courts, and hardscape for court games pursuant to long-term joint use agreement.	
Trails; Useable acres credit for trails was determined by multiplying the linear footage of trail by 12'-0" width and dividing by one acre in square feet (43,560)				
Juniper/34th Streets Canyon Open Space Trails		2.12	Approximately 7,700 linear feet of existing and proposed trails located in Juniper/34th Streets Canyon Open Space (City-owned, MHPA-designated) which provide passive recreation.	Expand the existing 6,600 linear feet of trails by designing and constructing approximately 1,100 linear feet of new trails and provide trail improvements, such as interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Switzer Canyon Open Space Trails		1.80	Approximately 6,500 linear feet of existing and proposed trails located in Switzer Canyon Open Space (City-owned, MHPA-designated) which provide passive recreation.	Expand the existing 5,400 linear feet of trails by designing and constructing approximately 1,100 linear feet of new trails and provide trail improvements, such as interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.

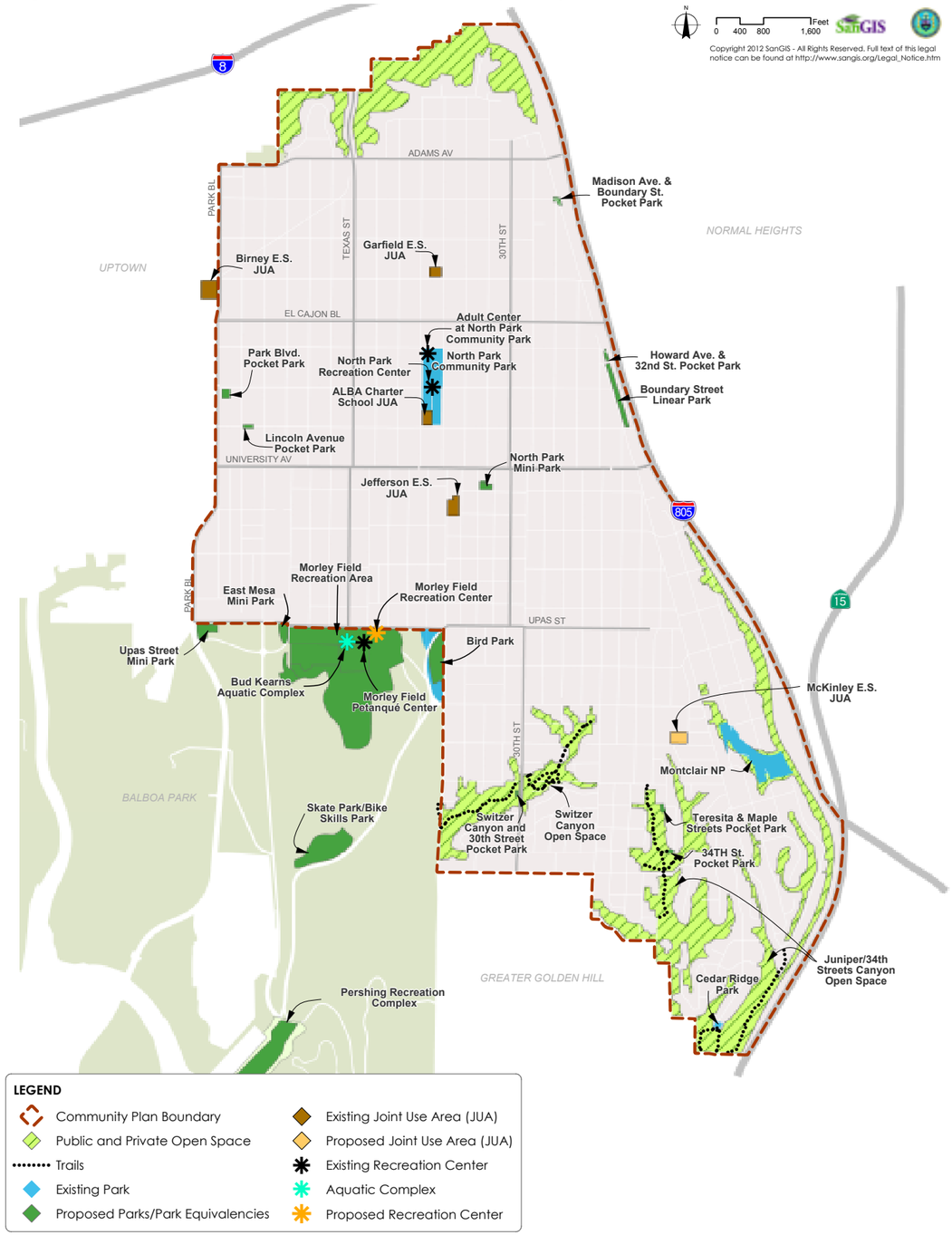
Table 7-1: Population-Based Parks and Recreation Facilities Inventory and Recommendations

Parks/ Recreation Facilities	Existing Useable Acreage	Future Useable Acreage	Parks and Recreation Facilities Descriptions	Parks and Recreation Facilities Recommendations
Portion of Resource-Based Parks				
Bird Park (within Balboa Park)		5.39	Existing park located in the northeast corner of Balboa Park which provides passive recreational uses, such as a children's play area, multi-purpose turf area, walkways, landscaping, and public art.	Design and construct additional amenities to implement the General Development Plan for Bird Park.
East Mesa Mini-Park (within Balboa Park)		1.00	Proposed mini-park located between Florida Canyon Dr., Upas St., Alabama St. and Morley Field Dr.	Design and construct passive park amenities, such as a children's play area, seating/picnicking, security lighting, walkways, landscaping, and community gardens consistent with recommendations in the BPEMPP.
Morley Field Recreation Area (within Balboa Park)		57.00	Proposed recreation complex located on Upas Street in the Morley Field Recreation Area, which provides active and passive recreation, including organized sports (baseball and softball), tennis, swimming, senior center, bocce ball, picnicking, children's play area, dog off-leash area, archery, and multi-purpose turf areas.	Design and construct additional active and passive recreational and support facilities and upgrades, such as parking lots for expanded uses, multi-purpose turf fields, ball fields, children's play areas, sky plaza/ promenade, concession building/ comfort station, group picnicking, security lighting, upgrades to the dog off-leash area, path of travel and ADA upgrades consistent with the recommendations in the BPEMPP.
Pershing Recreation Complex (within Balboa Park)		4.54	Proposed community park/sports complex located at the corner of Pershing Drive and 26th Street. This site is currently used by City Central Operations Station facilities. This 15 acre facility will be shared with North Park, Golden Hill, Uptown and East Village in Downtown.	Design and construct community park/ sports complex with active recreation facilities consistent with the recommendations in the BPEMPP, subsequent to relocation of non-park, City facilities.
Skate Park / Bike Skills Park (within Balboa Park)		10.00	Proposed above-ground skate park and/ or Bike Skills/BMX track, located along Pershing Drive on the Arizona landfill. Facility will be shared with Golden Hill.	Design and construct above-ground skate and/or Bike Skills park, and support facilities, such as parking lot and portable restrooms. Amendment to the BPEMPP may be necessary.
Upas Street Mini Park (within Balboa Park)		1.58	Proposed mini-park located at the corner of Upas St. and Park Blvd.	Design and construct passive park amenities, such as a children's play area, seating/picnicking, security lighting, walkways, and landscaping.
Privately-Owned Park Sites - None				
Non-Traditional Park Sites				
Boundary St. Linear Park		0.75	Proposed linear park located along Boundary St. between Howard and Lincoln Aves., on City and Caltrans right-of-way.	Pursue acquisition or a lease agreement with Caltrans; design and construct passive recreation amenities such as seating, walkways, and landscaping.
Howard Avenue Pocket Park		0.30	Proposed pocket park located at the southeast corner of the intersection of Howard Ave. with 32nd and Boundary Streets, on City and Caltrans right-of-way.	Pursue acquisition or a lease agreement with Caltrans; design and construct passive recreation amenities such as seating, walkways, and landscaping.
Madison Avenue Pocket Park		0.11	Proposed pocket park located at the intersection of Madison Ave. with Illinois and Boundary Streets, on City right-of-way.	Design and construct passive park amenities, such as seating, walkways and landscaping.
Facility or Building Expansion or Upgrade - None				

Table 7-2: Summary of Existing and Proposed Population-Based Parks and Recreation Facilities

Population-Based Parks	Useable Acres
Existing Population-based Parks and Park Equivalencies	16.37 acres
Proposed Population-based Parks and Park Equivalencies	88.45 acres
Total Existing and Proposed Population-based Parks and Equivalencies	104.82 acres
Population-based Park Requirements at full community development	204.88 acres
Population-based park deficit at full community development	100.06 acres
Recreation Centers	**Square Feet**
Existing North Park Recreation Center Building, 11,232 square feet, to be replaced with a new facility for a total of 17,000 square feet.	17,000 SF
Existing Recreation Center: Morley Field Pétanque Center	1,548 SF
Existing North Park Adult Center Building, 1,706 square feet existing, to be replaced with a new facility for a total of 3,000 square feet.	3,000 SF
Proposed Recreation Center: Morley Field Recreation Center	28,262 SF
Total Existing and Proposed Recreation Centers	49,810 SF
Recreation Center Requirement at full community development	49,810 SF
Recreation Center Deficit at full community development	*No Deficit*
Aquatic Complexes	**Unit**
Existing Aquatic Complex: Bud Kearns Community Swimming Pool	1.00
Proposed Aquatic Complex adjacent to Bud Kearns Community Swimming Pool	0.94*
Total Existing and Proposed Aquatic Complexes	1.94*
Aquatic Complexes Requirement at full community development	1.46*
Aquatic Complex deficit at full community development	*No Deficit*
**Bud Kearns Community Swimming Pool Complex will be shared. Greater Golden Hill requires 0.48, and North Park requires 1.46, aquatic complexes. The existing historic pool facility and the proposed new pool facility will satisfy the combined requirements (1.94 aquatic complexes) for both communities.*	
Note: Identification of private property as a potential park site does not preclude permitted development per the designated land use.	

Figure 7-1: *Parks, Recreation Facilities, and Open Space*



The plan identifies projects that will provide all of the recreation center space and the aquatics complex facilities required to serve the community at full projected development. These proposals represent significant achievements towards implementing the community's goals. Staff will continue to work with community members to seek future opportunities for provision of parks and recreation facilities. In addition to the inclusion of these projects in the North Park Impact Fee Study, identification of potential donations, grants and other funding sources for project implementation will be an ongoing effort. Figure 7-1 depicts the approximate locations of existing and proposed open space, parks, recreation facilities and park equivalencies.

Children's play area within North Park Community Park.

North Park Community Park children's play area Frog.

POLICIES

RE-1.1 Pursue the land acquisition, design and construction of new public parks and recreation facilities prioritizing them in park deficient areas of the community, and include facilities that can accommodate multiple uses. Seek opportunities to increase park land through urban infill and redevelopment proposals and acquisition of available private property.

RE-1.2 Consider park equivalencies as identified in Table 7-1, Population-Based Parks and Recreation Facilities Inventory and Recommendations, and as opportunities arise.

RE-1.3 Encourage proposed residential, commercial and mixed-use development to include recreational facilities to serve existing, as well as new residents. Consider non-traditional park and recreation amenities on rooftops of buildings and parking structures, and/or on the ground level within new buildings.

RE-1.4 Incorporate active or passive recreation into publicly owned buildings, support facilities (e.g., parking structures), or the surrounding exterior lands.

RE-1.5 Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations (paper streets), to provide for park and recreation uses.

RE-1.6 Promote safety of North Park parks to the public by providing park designs that incorporate the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17).

RE-1.7 Replace and expand the North Park Recreation Center (11,232 square feet existing) to provide a total of 17,000 square feet to accommodate the recreation needs of existing and future residents at community plan build out.

RE-1.8 Pursue lease agreements with public agencies (e.g., San Diego Unified School District, Caltrans, etc.) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.

RE-1.9 Replace and expand the existing North Park Adult Center (1,706 square feet existing) to provide a total of 3,000 square feet to accommodate the recreation needs of existing and future adults at community plan build out.

RE-1.10 Develop smaller neighborhood parks, mini parks, pocket parks and plazas throughout the community, especially in areas more distant from larger public park facilities with high density, mixed-use as a priority.

RE-1.11 Pursue opportunities to provide active use facilities for active uses for teenagers and young adults, such as BMX tracks, soccer fields, ballparks, skate parks, and paintball facilities.

RE-1.12 Ensure that the design of public parks provided on privately owned land complies with Council Policy 600-33, provides population-based park amenities per the General Plan, and that the hours of public use shall be consistent with typical publicly-operated parks and facilities.

RE-1.13 Implement recommendations contained in the Balboa Park East Mesa Precise Plan for the Mesa Rim and Neighborhood Edge which specifically serve the neighborhood and community park needs of the North Park Community, as follows:

a. Construct park improvements in the northeast corner along 28th Street to Redwood Street, including a children's play area, gateway and entry garden.

b. Renovate open lawn areas for multipurpose recreational uses.

c. Plant large canopy trees throughout the neighborhood edge, using care to maintain clear visibility across the area for security surveillance.

d. Construct a children's play area in the Eucalyptus grove across from the Morley Field Tennis Club (East Mesa Mini Park).

e. Provide enhanced pedestrian crossings at all intersections which enter into Balboa Park; engage community input for these designs.

f. Design and construct the proposed Pershing Recreation Complex to serve the North Park, Golden Hill, Uptown Communities and downtown East Village, when feasible to do so.

RE-1.14 Implement recommendations contained in the Balboa Park East Mesa Precise Plan for the Morley Field area which specifically serves the neighborhood and community park needs of the North Park Community, as follows:

a. Preserve and restore and renovate the existing historic Bud Kearns pool facility to serve the Golden Hill and North Park Communities. Provide additional swimming facilities such as children's play pool, therapeutic pool and additional clubhouse pool building to meet the needs for the community. The new facilities would augment and would be complimentary to the existing pool and clubhouse without compromising the historic character of the original poll and clubhouse.

b. Construct four rearranged lighted, ball fields and a common gathering area (sky plaza) for organized sports leagues, including support facilities, such as a concession/restroom building, spectator stands and enhanced pathways/promenades.

c. Construct one multipurpose lighted sports field east of the ball field complex.

d. Reconfigure parking to concentrate vehicles for safer and more convenient use.

e. Construct a group picnic area at the south end of Morley Field.

f. Construct a group picnic area and two children's play areas between the ball fields and the pool/recreation center area.

RE-1.15 Design and construct a skate park/bike skills park within the former Arizona Landfill area, if feasible, or elsewhere within the community at a location to be determined through a community planning process.

7.2 PRESERVATION

The demand for park and recreation opportunities will continue to grow as the population of North Park continues to grow. Undeveloped land for parks is difficult to find in North Park making preservation of park facilities essential to providing recreation opportunities in the community. Preservation can include improvements to existing facilities to increase their life span, or expand their uses and sustainability. The Morley Field Area of Balboa Park will continue to serve as the main recreation venue for the community. With increased demand and usage, the facilities will need to be reconstructed, upgraded and expanded with sustainable and green technology features.

Preservation can also include the enhancement of resource-based parks and open space lands that provide a balance between protecting the natural resources and allowing for a certain level of public recreation use. Within North Park this would include concentrating active recreational use improvements towards larger resource-based parks, such as at Morley Field, and focusing passive use improvements at open space areas, such as Switzer Canyon and Juniper/34th Streets Canyons Open Space areas which are within the Multiple Habitat Planning Areas (MHPA). Aside from trails, only passive uses are allowed in the MHPA, therefore, to protect the natural resources and still add recreation value, interpretive signs at open space parks can educate the public about the unique natural habitat, scenic value and the history of the place. (See Conservation Element for additional information on preservation of natural resources.)

Garfield Joint Use Facility features passive lawn areas and basketball courts.

Bud Kerns Pool House, within Balboa Park, to be expanded to provide an aquatic complex for the North Park community.

Morley Field, within Balboa Park, provides several ball fields and areas for soccer.

POLICIES

RE-2.1 Preserve, expand and enhance park and recreation facilities to increase their life span and to optimize their uses and sustainability.

RE-2.2 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas within North Park.

RE-2.3 Preserve and protect Switzer Canyon and Juniper/34th Streets Canyons Open Space areas by limiting public use to designated trails and providing interpretive signs describing the biologic and scenic value of the open space systems.

RE-2.4 Preserve, protect and restore canyons and hillsides as important visual features of community definition.

RE-2.5 Provide pocket parks with ecologically-sensitive recreational uses as enhanced trailheads to open space systems.

RE-2.6 Protect and preserve native species and the unique habitats they depend upon within the open space systems consistent with the MSCP guidelines. (See Conservation Element.)

RE-2.7 Create mini parks and pocket parks that preserve and protect view corridors (i.e. Switzer Canyon and Lincoln Pocket Park).

RE-2.8 Expand/upgrade the recreation facilities at Morley Field consistent with the Balboa Park East Mesa Precise Plan to meet existing and future demand. Use sustainable methods and materials (such as native and low-water using plants), and "green" technology that also respects any historical significance of the area.

RE-2.9 When existing Recreation Centers are upgraded to meet increased demand, the new improvements should, to the extent possible, reuse building materials; use materials that have recycled content; use materials that are derived from sustainable or rapidly renewable sources; and implement the purpose and standards of Council Policy 900-14.

7.3 ACCESSIBILITY

Accessibility to park and recreation facilities within North Park has three main components: 1) all facilities should be located within walking distance of neighborhoods and employment centers; 2) facilities should be accessible to the broadest population possible; and 3) facilities should be open for use by the general public with a balance between programmed and non-programmed activities. All parks and recreation facilities within North Park are planned to be linked by a network of existing and proposed transit routes, bikeways, and pedestrian paths. For a discussion of future accessibility and linkages to parks and open space see the Mobility Element.

All new and existing parks and recreation facilities within North Park are required to meet ADA requirements when they are constructed or retrofitted for improvements or upgrades. This could include adding accessible pedestrian ramps and provide paved pathways at acceptable gradients that lead from a public sidewalk or parking area to a children's play area or other park destination (referred to as the "path of travel"); other improvements include the provision of disabled parking spaces, remodeling of restrooms and building interiors.

Overview of the trail system in Switzer Canyon Open Space.

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

POLICIES

RE-3.1 Ensure all existing and future parks and recreation facilities meet local, state and federal accessibility guidelines.

RE-3.2 Provide connectivity to parks and recreational facilities with pedestrian and bicycle trails, paths or routes, in a manner that enriches the quality of life in North Park.

RE-3.3 Provide information kiosks and maps at key park sites and community gateways t provide way-finding information to pedestrians, bicyclists and transit users.

Kiosks in Morley Field provide way-finding information about pedestrian, bicycle and transit routes.

RE-3.4 Implement recommendations contained in the Balboa Park East Mesa Precise Plan which specifically aim to improve the existing and future accessibility to and from recreation facilities and North Park, particularly as follows:

a. Provide 8'-0" wide sidewalks with 10'-0" wide planted parkways and security lighting within the Neighborhood Edge of Balboa Park along 28th and Upas Streets, and provide parallel parking adjacent to the curb, to connect the Neighborhood Edge with the surrounding community.

b. Construct pedestrian/bicycle paths and bridges where necessary, within the Neighborhood Edge of Balboa Park to facilitate the park circulation system.

7.4 OPEN SPACE LANDS AND RESOURCE-BASED PARKS

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

In North Park, there are two open space canyons: Switzer Canyon (approximately 20.51acres) and Juniper/34th Street Canyons (approximately 51.44 acres, of which 32.06 acres are within North Park and 19.38 acres are within the Golden Hill Community) which provide low intensity recreational uses, such as hiking and bird watching. Trail locations shown in Figure 7-1 are approximate, and are provided to illustrate general trail alignments and connections to the community. Final alignments will be determined as specific trail improvement projects are implemented. Any proposed improvements to the trail systems shall be consistent with Natural Resource Management Plans, if any, or other governing documents.

Resource-based parks are located at sites of distinctive natural or man-made features and serve the citywide population and visitors alike. Balboa Park is an approximately 1,200-acre regional facility contiguous to the southwestern edge of North Park, as well as to Uptown and Golden Hill. Balboa Park features specialty gardens and horticultural interests, and houses numerous arts museums, educational, recreational, and social and sports organizations, primarily on the Central Mesa. The adopted Balboa Park Master Plan generally defers to the preparation of a precise plan for improvements within the Morley Field area and the Arizona Landfill; the adopted Balboa Park East Mesa Precise Plan addresses existing and future needs in the areas contiguous to North Park by expanding and enhancing park and recreation diverse uses and experiences, as well as preserving sensitive habitat.

POLICIES

RE-4.1 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and utilizing open wood fences, where needed, adjacent to very sensitive areas to provide additional protection while still allowing views into the area.

RE-4.2 Ensure all storm water and urban run-off drainage into resource-based parks or open space lands to be filtered or treated before entering the area.

RE-4.3 Provide recognizable entrances (trailhead) to the Juniper/34th Streets Canyons Trail system. The trailheads may include a kiosk that provides a map of how the canyon interfaces with North Park.

RE-4.4 Construct new trails on publicly-owned open space to connect with existing trails within Switzer Canyon and Juniper/34th Streets Canyons trail systems. Co-locate trails and utility access roads on publicly-owned open space, wherever possible.

RE-4.5 Pursue public access easements existing trails located on privately-owned open space, where appropriate within the Juniper/34th Streets Canyons Open Space system to maintain connectivity between trail segments.

RE-4.6 Provide a recognizable entrance (trailhead) to the Switzer Canyon Trail system at Redwood and 31st Streets. The trailhead should include a kiosk that includes a way-finding map that shows how the canyon interfaces with North Park.

RE-4.7 Provide interpretive signs at major trailheads to Switzer Canyon and Juniper/34th Streets Canyons Open Space trail systems to educate users on the sensitive natural habitat, cultural resources and/or scenic qualities of these areas.

RE-4.8 Evaluate utilization of paper streets as future park and open space opportunities by vacating street right-of-way, and acquiring the land for design and construction of park amenities to support passive recreation, such as a pathways, overlooks, seating, interpretive signs, and landscaping.

8

SUSTAINABILITY & CONSERVATION

8.1 SUSTAINABLE DEVELOPMENT

8.2 CLIMATE CHANGE

8.3 NATURAL RESOURCE CONSERVATION

8.4 AIR QUALITY AND HEALTH

INTRODUCTION

The City of San Diego General Plan and the North Park Community Plan strive to ensure that future generations will be able to use and enjoy resources to achieve and maintain a healthy and diverse environment and economy. The Community Plan supports sustainability through policies and land use guidance that give rise to economic resiliency, resource conservation, renewable energy, and enhancement of habitat and the urban forest. This element of the North Park Community Plan provides the conservation and sustainability goals and policies to effectively manage, preserve, and use the natural resources in the community.

The North Park community recognizes the importance of natural resources and the need for conservation. Many residents are proud of the community's environmental tradition, and actively participate in maintaining clean and healthy natural surroundings. The Sustainability and Conservation Element of the North Park Community Plan is intended to further express the General Plan's Conservation Element policies through the provision of community-specific recommendations, many of which derive from the Sustainable North Park Main Street Guidelines and the establishment of the North Park Eco District.

The Sustainable North Park Main Street Guidelines were developed to act as a catalyst for sustainable development of the North Park community and to serve as a model for other urban communities. The North Park Eco District is a community-based initiative committed to cultivating and celebrating North Park as a livable, mindful and inspiring neighborhood with a thriving green economy.

Through development project review, infrastructure investment, and individual action, the Sustainability and Conservation Element strives to conserve resources, minimize individual ecological footprints, reduce greenhouse gas emissions, reduce vehicle miles traveled, and promote health, well-being, a green economy, community identity and equity. In order to make North Park a more sustainable community, an optimal organizational structure that includes partnerships and strategies is needed to implement the various sustainability policies and components.

Community Sustainability and Conservation:

"To establish the North Park community as a leader in the creative design and implementation of urban community strategies and practices which emphasize environmental and cultural stewardship, sustainable green economies, and social equity, and which actively engage and connect local residents, businesses, and organizations."

Sustainability & Conservation Element Goals

1. Implementation of statewide greenhouse gas emission goals at the community level in a manner that enhances the quality of life, and supports the local economy.
2. A community that is supportive of regional and local initiatives to improve air quality in San Diego County.
3. An environment that encourages a healthy lifestyle for its residents.
4. Improved public health as a result of investment by residents, visitors, and businesses in North Park as a sustainable community.
5. Integration of economic, ecologic, and social equity considerations into North Park's land development policies and process.
6. North Park as a recognized leader in green lifestyles that embrace aspects of sustainability and conservation.
7. A rich social setting that connects people, promotes local culture, and supports the local economy.
8. North Park as an economically vibrant center for green businesses and jobs that protect, preserve, and sustain the environment.
9. An educated community that is less reliant on outside public sources for water and energy.
10. Community branding and promotion as a sustainable community.
11. Long-term programs that establish a more sustainable urban forest with tree species that meet aesthetic, city, and environmental standards.
12. Sustainable landscapes that are are re-generative, increase energy efficiency, and actively contribute to the development of a healthy North Park community.
13. Community gardens that preserve green space in the neighborhood, build a sense of community and social connection, restore unused property, and provide a catalyst for neighborhood and community development.
14. Restoration of disturbed canyons.
15. Protection of natural canyon habitat from building encroachment and incompatible uses while enhancing its ecological diversity.
16. Preservation and protection of natural open space networks to create corridors for wildlife habitation and passive recreation opportunities
17. Preservation and promotion of housing affordability and diversity that benefits all residents.
18. Equitable distribution of public investment throughout the community to ensure accessibility to all members of the community.
19. An organizational structure along with financial strategies to implement sustainability policies.
20. Partnerships and strategies to continue to make North Park a more sustainable community.

KEY GENERAL PLAN POLICIES

The City of San Diego General Plan establishes citywide policies to be cited in conjunction with a community plan. Policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan Conservation Element policies particularly significant to the North Park community are listed by their notation in cross-reference Table 8-1.

Table 8-1: *General Plan-Related Conservation Sustainability Topics and Policies*

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

8.1 SUSTAINABLE DEVELOPMENT

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

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

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

The Plan expands the General Plan sustainable development policies that focus on reducing dependence on the private automobile, protecting and enhancing the urban forest, and providing for storm water infiltration, water conservation and other green building practices. Applicable policies are located throughout the plan elements while specific policy direction is provided below.

POLICIES

SE-1.1 Design new development and build-up-on the existing community's street grid network to create a more functional environment for pedestrians and bicyclists to reduce local dependence on the automobile as a mode of transportation.

SE-1.2 Promote the continued use or adaptive reuse of buildings with important architectural or historic character as well as any needed upgrades to their energy use efficiency. Structures that meet the Historical Resources criteria for designation shall be preserved and repositioned if necessary to maintain their economic viability.

SE-1.3 Create a meaningful visually and functionally cohesive outdoor gathering space for each multi-family development by considering protection from excess noise, shadowing impacts, and maximizing the positive effects of prevailing breezes in order to reduce heat and provide natural ventilation to individual residences.

SE-1.4 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

SE-1.5 Provide and/or retrofit lighting within the public-right-of-way that is energy efficient. Use solar powered lights where practical.

SE-1.6 Seek small City-owned sites not suitable for recreation use as opportunities for community gardens.

SE-1.7 Encourage underdeveloped commercial/industrial lots and buildings for use as small farms with associated sale of agricultural products.

SE-1.8 Promote community initiatives for locally-sourced and more environmentally sustainable goods and services.

SE-1.9 Encourage the use of a recognized sustainability rating system on large-scale projects that have broad community impact and publicly post project ratings.

North Park's grid pattern street system provides a convenient foundation for encouraging non-motorized transportation such bicycling and walking.

Adaptive reuse of older buildings is not only an efficient use of existing buildings, but a way to preserve community history.

Community gardens provide locally sourced food and are spaces for community building and learning.

LOCAL "GREEN" INITIATIVES

Along with North Park's emergence as a center for arts, culture, and entertainment is an effort to promote revitalization of historic commercial districts and the support of small, independently-owned businesses through the development of a sustainable business district program – Sustainable North Park Main Street (SNPMS). The program's four overarching goals are to:

- Maintain the cultural and historic integrity of the built and social environment
- Increase resource efficiency and conservation within the business district
- Increase internal community connectivity
- Provide a setting for a sustainable green economy

SNPMS addresses the need for preservation of historically significant and contributing structures; and places a heavy emphasis on the reuse of materials and structures; and supports business practices which focus on energy and waste reduction. SNPMS's goals promote a shared vision of localism, historic preservation, and environmental stewardship, not only in an established business district, but community wide.

POLICIES

SE-1.10 Ensure that development within North Park comprehensively reflects all sustainability considerations –environmental, financial and cultural.

SE-1.11 Support community stakeholders in their efforts to promote North Park's emerging green business clusters and facilitate green business growth through data collection and incentive programs.

SE-1.12 Support the establishment of a Sustainability Resource Center to provide information and resources. These should include technical, financial, marketing assistance educational opportunities, job training and placement programs to residents, businesses, schools, nonprofits, developers, design and construction professionals.

SE-1.13 Encourage new commercial and residential development to provide electric vehicle charging stations.

SE-1.14 Encourage businesses to offer carpool/car share and transit incentives to customers and employees.

SE-1.15 Promote community stewardship of locally-sourced and environmentally friendly goods and services, such as green purchasing and eco-friendly take-out containers and reusable drink containers.

SE-1.16 Support North Park businesses in establishing a composting cooperative to facilitate waste recovery and contribute compost to community gardens.

SE-1.17 Encourage local artist-generated wall murals and other public art by local artists to enhance public spaces and continue to brand North Park as an inviting art and culture district for pedestrians and bicyclists.

SE-1.18 Provide solar-powered electrical outlets in tree wells that will accommodate lighting and convenient maintenance of the public realm.

SE-1.19 Support sustainable infill and adaptive reuse which preserves North Park's historic buildings and leverages energy efficient construction.

SE-1.20 Support the creation of an ad-hoc North Park Sustainable Community Task Force (NPSC) to assess North Park's strengths and weaknesses related to community sustainability partnerships, initiatives, outreach, funding and other resources.

SE-1.21 Promote efforts to form Eco-Districts throughout North Park's neighborhoods and commercial districts.

The Sri Chinmoy Peace Garden, established in February 2013 is an example of a privately-owned public space that utilizes drought-tolerant landscaping.

Opportunities exist for the installation of photo-voltaic systems atop the flat roofs of many businesses in North Park's business districts.

SE-1.22 Promote energy conservation as a means to lower the cost of energy bills for residents and businesses.

SE-1.23 Encourage the implementation of energy efficient measures that exceed California Code, such as:

- Energy-efficient machinery for laundry operations that use less water;
- Energy-efficient kitchens in restaurants and residential uses;
- Storefront shading;
- Laundry operations and that capture gray water for implementation in other uses;
- Skylights, solar tubes and other methods to reduce daytime energy consumption for lighting;
- Passive or zero net energy strategies in new building design.

SE-1.24 Encourage eco-friendly North Park community-oriented special events, such as parades, music and art festivals, bicycle rides, restaurant crawls, craft fairs, etc.

SE-1.25 Support local efforts to brand and market North Park as a sustainable community and a leader in water and energy resource management.

SE-1.26 Promote community projects, programs, and services that foster awareness of conservation and sustainability.

SE-1.27 Promote car and bicycle sharing programs as cost-effective alternatives to car ownership for residents and employees.

SE-1.28 Attract businesses serving unmet North Park consumer demands to encourage local sourcing of goods and services.

SE-1.29 Partner with public and private organizations promoting community sustainability to coordinate program development and delivery. Promote partnerships with local utilities to demonstrate green building practices, such as building energy audits and retrofits.

SE-1.30 Develop a financing strategy to support a comprehensive and sustainable community program, including pursuing new revenue streams and potential funding sources such as a special district to finance construction and/or maintenance of green infrastructure.

URBAN FORESTRY, URBAN AGRICULTURE, AND SUSTAINABLE LANDSCAPE DESIGN

Preservation, improvement and expansion of the urban landscape are essential in creating a sustainable community. San Diego's tree canopy is a major infrastructural element and provides many added benefits to the pedestrian environment and the overall quality of life in urban areas – such as visual relief and beautification, energy conservation, and the minimization of heat gain. The movement towards urban agriculture or "farm-to-table" food production has been supported Citywide with ordinances encouraging the creation of community gardens, beekeeping, raising chickens and goats, and farmers markets and has allowed communities such as North Park to develop local agriculture economies and increase healthy and organic food access to the public.

POLICIES

SE-1.31 Apply street tree policies to private development, community planting projects and to facilitate successful grant funding opportunities.

SE-1.32 Increase the community's overall tree canopy in North Park to cover to the citywide target goal of 20% in urban residential areas and 10% in commercial areas to provide air quality benefits and urban runoff management.

SE-1.33 New development should be designed and constructed to retain significant, mature and healthy trees located within required landscape setbacks, and within other portions of the site as feasible.

SE-1.34 Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.

SE-1.35 Encourage new development to retain existing significant and mature trees.

SE-1.36 Establish pilot programs and projects that demonstrate the benefits of drought-tolerant and native landscaping through collaboration with external agencies and organizations, such as local watershed organizations and utility districts.

SE-1.37 Encourage local nurseries to promote the use of drought-tolerant and native vegetation.

SE-1.38 Work with local organizations to develop a North Park Community Forest Master Plan, to include such elements as: tree preservation, tree placement, shade considerations, tree diversity, preferred tree list and planting specifications.

SE-1.39 Encourage the planting of native and/or drought –tolerant landscaping in medians, parkway strips, at public facilities, and as a replacement of private lawns.

SE-1.40 Locate community gardens in North Park where there is sufficient demand, appropriate land, and will not generate adverse impacts on adjacent uses.

SE-1.41 Encourage the marketing and sales of local agricultural products to local residents, vendors, and restaurants through farmers markets and other direct farm-to-table sales.

SE-1.42 Ensure that local development regulations allow for small-scale, compatible agricultural use of property, including edible landscaping, community gardens, and roadside food stands in appropriate areas of North Park.

SE-1.43 Support the various land use-related "interventions" developed as part of the Sustainable North Park Main Street Program and consider their potential incorporation within new development.

Given San Diego's arid climate, drought tolerant landscaping is an appropriate and cost-efficient measure for all new development.

In addition to community gardens, farmers markets provide local agriculture products to local residents.

Increasing North Park's tree canopy can provide multiple benefits from reducing summer heat temperatures to contributing to more pedestrian foot traffic in business districts.

8.2 CLIMATE CHANGE

The Conservation Element of the General Plan discusses climate change and provides a broad range of policies designed to promote sustainability and reduce greenhouse gas emissions (See General Plan policies CE-A-1 through CE-A-13). At the time of this Community Plan update, the City is also engaged in preparing a Climate Action Plan (CAP) that will address mitigation, as well as adaptation measures to proactively prepare for a range of anticipated climate change impacts. Although climate change is a global issue, individual communities can help reduce the emissions that contribute to climate change and devise local plans, policies, and efforts to adapt to anticipated changes.

POLICIES

SE-2.1 Ensure that new development is consistent with the General Plan and Community Plan sustainability policies and the City's Climate Action Plan.

SE-2.2 Preserve and enhance North Park's attributes as a walkable community to provide residents with attractive alternatives to driving especially by establishing multi-modal connections to local schools, North Park's commercial corridors and nodes, Balboa Park and local community and neighborhood parks.

SE-2.3 Preserve, protect, and enhance the community's carbon sequestration resources, also referred to as "carbon sinks" to improve air quality and reduce net carbon emissions.

SE-2.4 Support community organizations in their efforts to produce an inventory of North Park's natural resources, including a list of existing opportunities for carbon sequestration resources.

8.3 NATURAL RESOURCE CONSERVATION

Conservation efforts are important for the community's remaining open spaces, canyons, natural habitats and public views. Local community initiatives to reduce consumption of potable water and effectively manage storm water runoff can also help achieve important regional goals to reduce dependence on imported water and protect water quality within streams, beaches and bays. While the General Plan, this community plan, San Diego's Multiple Species Conservation Program (MSCP), and zoning regulations provide the primary legal framework for natural resource conservation, the community's residents play an important role in determining the ultimate success of preservation and restoration programs. The boundaries of many residential neighborhoods surround the canyon areas providing an opportunity for visual enjoyment of these unique areas and for protection, education and restoration efforts.

NATURAL RESOURCE MAPPING

As part of the community plan update process, the areas designated as open space in the 1988 Community Plan were reviewed using detailed maps available with Geographic Information Systems (GIS) software. The areas intended for preservation by the San Diego MSCP Subarea Plan were also reviewed. This mapping effort reviewed the following GIS data layers:

- Existing Multi-Habitat Planning Area (MHPA) and Community Plan Open Space boundaries
- 1992 and 2012 aerial maps
- Public ownership
- City dedicated and designated park and open space lands
- SANDAG conserved lands database
- Topography
- Vegetation types – 1997 and 2012

As a result, many areas designated Open Space in the previous community plan were found to contain a significant amount of existing development (e.g. houses, streets). The MHPA boundary was particularly affected and did not correlate well to either the community plan Open Space boundary nor to the actual location of sensitive biological resources intended for conservation. While the framework for open space conservation in the 1988 community plan allowed some development within open space, especially along canyon edges, the current framework established by the General Plan and MSCP maps open space for conservation of sensitive natural resources and restricts any type of development that impacts resources. Therefore, a comprehensive, systemic approach was developed in order to evaluate boundaries of community plan open space and the MHPA with respect to their protection of natural resources. This evaluation resulted in reconfiguring the Open Space boundary in the 1988 community plan to exclude most developed areas from Open Space due to their lack of natural resources as well as the long-established land use pattern in the community.

Open space and canyon areas are an integral part of North Park's single-family neighborhoods.

This MHPA boundary correction added 77.1 acres of land containing sensitive biological resources and steep slopes that were previously excluded from the MHPA and removed 48.3-acres of developed/Urban lands, resulting in a net gain of 28.8 acres of MHPA.

OPEN SPACE, LANDFORMS, AND NATURAL HABITATS

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

Canyons are a major defining characteristic of the community and its neighborhoods. Steep hillsides are associated with canyons, and to a lesser extent, the terraced landforms. Through long-standing policies, private development has largely been kept to canyon edges leaving many canyons as valuable open spaces, although development has occurred within steep hillsides to some extent. These natural open space areas are largely interspersed throughout the community and range from the steep, southern hillsides of Mission Valley, the western slopes within the Mission Hills neighborhood, the southerly-oriented Maple/Reynard canyon system, and the canyon extension of Balboa Park north of Upas Street in Hillcrest. Many canyon areas are covered by a grid of dedicated street rights-of-way which have not been improved because of the steep terrain. These dedicated street reservations are city-owned and provide opportunities for view retention, hiking trails, and connecting public open space unless they are vacated and sold or developed for access.

Portions of these canyons have also been disturbed by residential development within the canyons and along the canyon rims. Street improvements have also intersected or protruded into these canyons. The overall effect has been to interrupt the natural topographic and biological continuity of the canyon systems. Breaks in the development that surround canyon interfaces provide important interactive opportunities with open space. Most publicly-owned parcels within canyon open space are also included as dedicated open space lands for park and recreation use.

MULTIPLE SPECIES CONSERVATION PROGRAM AND BIOLOGICAL DIVERSITY

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

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

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

ENVIRONMENTALLY SENSITIVE LANDS REGULATIONS

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

Local canyon clean ups have contributed to efforts to spread awareness of the value of canyons and increase stewardship of North Park's natural resources.

POLICIES

SE-3.1 Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

SE-3.2 Minimize grading of steep hillsides and other significant natural features within the community.

SE-3.3 Re-vegetate graded areas and areas of invasive vegetation should be re-vegetated with native vegetation to restore biological diversity and minimize erosion and soil instability.

SE-3.4 Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.

SE-3.5 Support canyon habitat restoration efforts and invasive species removal by seeking grant funding and working with neighborhood and community groups involved in these efforts.

SE-3.6 Preserve areas mapped as designated open space through easements, open space dedication and/or fee title ownership by the City of San Diego.

SE-3.7 Restore or enhance natural biological values and improve visual aesthetics where streets and storm drain systems abut or cross canyons landforms or steep hillsides. Habitat restoration efforts should aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails.

SE-3.8 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, community groups, neighborhood and homeowner's associations, and non-profit groups that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

CANYON SEWER PROGRAM

During the early 1900's, as the City of San Diego developed, sewer lines were added in the canyons to utilize gravity flow to transport sewage for treatment. Of the 2,894 miles of sewer lines in the city, 253 miles are currently situated in canyons and other environmentally sensitive areas. These pipelines and manholes have historically had limited cleaning because the original maintenance paths to these facilities were not adequately maintained. As a result, a number of sewer spills have occurred within urban canyons or other inaccessible areas over the years. In 2001, in order to address this problem, the City initiated the Long-Term Canyon Sewer Maintenance Program. The focus of the program was to evaluate each of the City's sewer lines in canyons and environmentally sensitive areas for long-term maintenance access needs. In January of 2002, the City Council adopted two council policies related to this purpose.

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

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

POLICIES

SE-3.9 Evaluate impacts of sewer cleaning and maintenance actives located in the community consistent with Council Policies 400-13 and 400-14 to assure an effective, efficient and environmentally sensitive means to accomplish these activities.

SE-3.10 Continue communication between the community and the City to report sewer spills or other potential problems as quickly as possible to minimize environmental damage and scope of repair.

Impacts to canyon sewer lines can be minimized through the use of sensitive path designs, canyon-proficient vehicles, and routine maintenance and emergency access plans.

SCENIC RESOURCES & PUBLIC VIEWS

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

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

Due to the community's sloping topography, public views (both near and far) are common. Views are particularly associated with the community's natural, scenic amenities of San Diego Bay, Balboa Park, Mission Valley as well as the community's many canyons. Unimproved rights-of-way, or 'paper streets' are common in the community and provide opportunities for public views when they intersect or abut canyons or steep hillsides. Views from public vantage points (e.g. public streets, trails, parks) are intended to be protected.

POLICIES

SE-3.11 Public views from identified vantage points, views to and from community landmarks and scenic vistas shall be retained and enhanced.

SE-3.12 Select street trees for their ability to provide canopy and frame public views (refer to the Urban Design Element's Urban Forestry section).

SE-3.13 Where streets and public right-of-way easements intersect or abut canyon landforms or designed open space, ensure unobstructed visual access that provides or preserves public views. Landscaping may be provided at these locations but should be designed to frame, not screen or obstruct public views.

SE-3.14 Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Discourage reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

WATER RESOURCE MANAGEMENT

In San Diego, the natural water cycle is dominated by moist air from the pacific that condenses as rain, fog or mountain snow and collects within the rivers and streams of local watersheds. Due to the pronounced dry season, rivers and streams often flow intermittently. Rainfall within local watersheds is also insufficient to effectively supply water to the region's population; therefore the primary water supply is from sources outside the region, largely from the Colorado River and watersheds in Northern California. The City's historically reliable water supply is due to its ability to secure and import water from these sources. However, these sources face limitations especially in times of drought. The conveyance systems needed to provide this water also consume resources, particularly large amounts of energy.

The City has no direct control over its imported water supply, but is a member agency of the San Diego County Water Authority which is responsible for securing the region's imported water supply, largely from the Metropolitan Water District of Southern California in Los Angeles. The California Constitution requires uses of the state's water be both reasonable and beneficial, and places a limitation on water rights by prohibiting waste and unreasonable use. However, the interpretation of what is wasteful can vary significantly depending on circumstances such as drought conditions. Water conservation is therefore an important aspect of environmental sustainability.

POLICIES

SE-3.15 Encourage new development and building retrofits to incorporate as many water-wise practices as possible. Specifically encourage:

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

URBAN RUNOFF MANAGEMENT

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

Bioswales and other filtrating techniques can serve the dual function of creating aesthetically pleasing urban areas and treating stormwater.

Residences can contribute to stormwater filtration efforts by reducing the amount of impervious driveway surfaces.

POLICIES

SE-3.16 Incorporate sustainable site planning practices (Low Impact Development) that work with the natural hydrology of a site, including the design or retrofit of landscaped or impervious areas to better capture and use storm water runoff on-site.

SE-3.17 Encourage property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff.

SE-3.18 Incorporate Low Impact Development (LID) design practices, including such features as bioswales, rain gardens, permeable paving materials, green roofs and rainwater cisterns into project throughout the community.

SE-3.19 Identify opportunities for additional hydro-modification management measures to protect natural water courses from erosion and other problems. Give particular attention to the steeper canyon drainages receiving runoff directly from developed areas through storm drains or other conveyance systems.

SE-3.20 Maintain best management practices in all development to limit erosion and sedimentation.

8.4 AIR QUALITY AND HEALTH

Suitable air quality is important in fostering a healthy living environment. Poor air quality creates health problems for groups with sensitivities such as children, the elderly, and persons with respiratory problems. Local air quality is affected most significantly by motor vehicles and other fossil-fuel burning vehicles, accounting for approximately 80 percent of air pollution emissions in the San Diego region. Freeways are also a primary source of concentrated adverse health effects resulting from air (and noise) pollution. These associations are diminished with distance from the pollution source. The City of San Diego 2008 General Plan Conservation Element addresses air quality in the San Diego Air Basin and includes policies designed to improve air quality on a citywide level. Location-specific conditions can lead to community-based recommendations for improvement.

POLICIES

SE-4.1 Encourage the relocation of incompatible uses that contribute to poor air quality.

SE-4.2 Designate and enforce appropriate trucking routes in order to limit impacts of trucks on residential areas within the North Park community.

SE-4.3 Support community organizations in their efforts to educate residents and businesses on the benefits of alternative modes of transportation.

SE-4.4 Encourage street tree ad private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

SE-4.5 Encourage businesses and residents to implement and participate in healthy living programs.

SE-4.6 Support specialized services for youth, the disabled and seniors.

Air quality and walkability are significant characteristics for healthy neighborhoods.

Bicycling promoting events in the community can educate residents about biking as a convenient and viable alternative mode of transportation.

Tree planting efforts in the community not only contribute to improving air quality, but also beautify community roadways.

9

NOISE AND LIGHT

9.1 MOTOR VEHICLE NOISE

9.2 TRANSIT-RELATED NOISE

9.3 COMMERCIAL AND MIXED-USE ACTIVITY

9.4 LIGHT

INTRODUCTION

The Noise Element provides specific policies to guide compatible land uses and provides for the incorporation of possible attenuation measures for new uses in order to ensure the protection of people living and working in the community from excessive noise. These policies work in with conjunction with the General Plan, which provides policy direction for noise-related issues, and City noise-related ordinances, which already limit noise levels and operational hours associated with both residential and commercial uses.

Community Noise Equivalent Level, or CNEL, is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in decibels (dB), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The General Plan specifies that noise levels at or below 70 dB are conditionally compatible for multi-family residential uses, and 65 dB for single family, children's schools, and other sensitive receptors uses, if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan.

Roadway activity is the most widespread source of noise in the community. Traffic volumes on all existing freeways, prime arterials, major streets, and many of the community's collector streets typically generate on average noise levels of 65 dB and greater on adjacent properties. Figure 9.1 illustrates the future noise contours from freeways and major roads in the community. Another growing concern among residents is noise generated from dining and entertainment establishments and uses, and noise emanating from construction activity in commercial and mixed-use corridors as a result of growing development interest. With North Park's popular night scene, and growing number of dining and entertainment establishments, both residents and business owners have been faced with the issue of dealing with noise issues resulting from the success of dining and entertainment establishments and their effect on adjacent residential neighborhoods. The construction of new buildings, and the accompanying improvement to infrastructure, has the potential to result in short-term construction noise that can affect residents and businesses.

Noise and Light Element Goals:

1. A community that takes a multifaceted approach to minimize exposure of residential and other noise sensitive land uses to excessive vehicle noise, construction noise and nighttime commercial activities.
2. Public transit projects that minimize transit vehicle noise on residential land uses.
3. Dialogue between proprietors of existing and proposed eating/drinking/entertainment establishments and adjacent residents, particularly if the commercial establishment will operate early morning or nighttime hours, to develop feasible "good neighbor" practices.
4. A community that reduces light pollution by lowering elevated light levels while reducing waste of energy and improving the built environment.
5. Illuminated roadways, public, and private spaces while minimizing unnecessary light pollution.
6. Prevention of excessive glare, light at night, and light directed skyward to conserve energy and reduce obtrusive lighting.
7. Development projects that contribute to the reduction or elimination of light spillage into sensitive environments and preserve the night sky.
8. Creation of community lighting projects that improve North Park's quality of life.

As North Park's commercial areas continue to grow and expand, with new commercial establishments, and mixed, commercial-residential developments, more instances of exposure to the unwanted effects of light pollution could become more prevalent in the community, especially within community's popular commercial areas and business districts. The Light Pollution component of this Element addresses night time safety, roadway and site design, as well as light trespass into natural areas and the night sky in order to reduce the unwanted spillover effects of lighting.

9.1 MOTOR VEHICLE NOISE

The General Plan identifies motor vehicle noise as a major contributor of noise within the City emanating from arterial roads, interstate freeways, and state highways. Higher levels of motor vehicle noise is generated primarily from the community's commercial corridors of University Avenue and El Cajon Boulevard, as well as Interstate-805. The General Plan allows residential along mixed-use corridors up to the 75 dB noise level, if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Collector streets, such as 30th Street, Adams Avenue, and Upas Street, which provide traffic connections between commercial areas and single family neighborhoods located at the northern and southern ends of the community have also raised a growing concern and need for attenuating motor vehicle traffic noise. The use of traffic calming measures to slow down traffic, increase pedestrian safety, and livability has been widely accepted in the community's residential neighborhoods. Reducing vehicular speeds for safety reasons also has the added benefit of reducing roadway noise associated with motor vehicles.

With the many streets that cross the community, roadway noise generated by motor vehicles is the primary source of noise within the community.

POLICIES

NE-1.1 Encourage the use of traffic calming measures as a means to enhance safety, reduce vehicle noise and speed reduction, at commercial locations such as 30th Street and Adams Avenue as well as neighborhood streets.

NE-1.2 Establish wayfinding signs within the community to facilitate efficient and more immediate vehicle access to community destinations such as parks, schools, business areas, the theater, and the North Park Parking structure for motorists.

NE-1.3 Raise awareness to changes in vehicle speed on major thoroughfares in residential areas through the placement of neighborhood traffic calming measures such as landscaping, community identity signs, and installation of public art along streets such as 30th Street, Upas Street, Pershing Drive, Texas Street, Florida Drive, Pershing Drive, and Park Boulevard.

NE-1.4 Work with Caltrans to establish and maintain landscape buffers along freeway rights of way through the use of berms, and planting of native and/or drought resistant trees and shrubs.

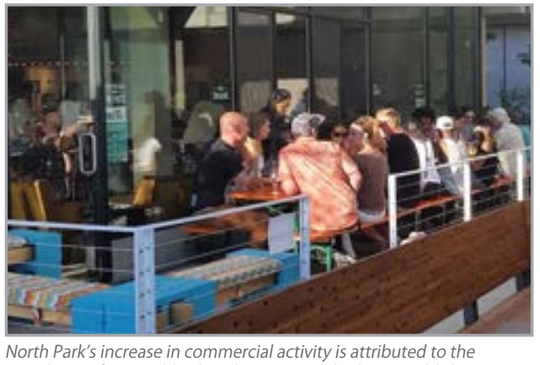
9.2 TRANSIT-RELATED NOISE

The implementation of the Mid-City Bus Rapid Transit (BRT) service and the strong desire to reintroduce the streetcar on El Cajon Boulevard, could affect noise levels from operations along or within close proximity to residential streets.

POLICIES

NE-2.1 Work with SANDAG, MTS, and Caltrans to install and evaluate noise mitigation systems to minimize impacts to existing businesses and residences, and maintain compliance for visually impaired access adjacent to new rapid bus, future streetcar, and Trolley transit systems.

NE-2.2 Incorporate the use of innovative technologies to reduce noise associated with transit vehicles, such as electric powered buses, tires with noise reducing tread designs, and open-graded/rubber asphalt concrete.



North Park's increase in commercial activity is attributed to the popularity of its neighborhood eating and drinking establishments.

9.3 COMMERCIAL AND MIXED-USE ACTIVITY

With the growing success of North Park's hospitality industry, the community has been challenged with minimizing noise impacts to adjacent residences, while supporting the popularity of its local restaurants, clubs, and bars. The increasing trend for eating and drinking establishments to incorporate "open air" concepts and outdoor patios has been a result of North Parks' favorable climate and unique street activity. An "open air" concept tipically consists of outdoor space within the building's envelope, in addition to open windows, doors and patios, which cannot be closed. While open air concepts activate the public realm, they can expose surrounding neighborhoods to increasing urban noise when establishments don't include attenuation measures and practices to reduce their noise exposure. Refer to the Land Use Element for policy guidance on the incorporation of "open air" concepts into drinking and eating establishments.

Construction activities associated with new commercial and mixed-use activity in the community would potentially generate short-term noise levels in excess of 75 dB at adjacent properties. The City regulates noise associated with construction activity through enforcement of noise ordinance standards (e.g. days of the week and hours of operation) and by imposing conditions of approval for building permits. Due to the developed nature of North Park with sensitive receivers located in proximity to infill development sites, there is potential for the construction of future development projects to expose existing sensitive land uses to significant noise levels. At the project level, future development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City requirements through the provision of standard construction noise control measures that are enforced at construction sites, and by limiting the noise-generating construction period to one construction season (typically one year) or less.

POLICIES

NE-3.1 Implement operational measures in areas where eating, drinking, entertainment, and assembly establishments are adjacent to residential:

a. Institute appropriate open/close window hours for eating and drinking establishments.

b. Require that the volume of amplified music is lowered during the last hour of service.

c. Encourage the use of evening security staff to control crowds as well as loitering after hours.

d. Provide noise attenuation measures to reduce the noise levels generated from the establishment, to the degree possible, within their premises with special attention on "open air" concept establishments. (such as beer gardens or large outdoor eating and drinking venues).

e. Encourage bars that serve food to remain open after alcohol has stopped being served to encourage a slower flow of people leaving the establishment after hours.

NE-3.2 Locate the commercial portion of new mixed-use developments away from existing single-family residences.

NE-3.3 Promote "quiet-in-residential neighborhoods" signs to bring awareness to evening commercial patrons who walk through residential neighborhoods.

NE-3.4 Encourage existing drive-thru restaurants to use visual-only confirmation order screens, especially at locations adjacent to residential buildings.

NE-3.5 Encourage truck deliveries for businesses to occur on commercial streets with commercial zoning zones during day-time hours.

NE-3.6 Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought-tolerant landscaping where commercial uses such as restaurants and bars are permitted, especially adjacent to residential areas.

NE-3.7 Encourage private waste pick-up, franchise hauler agreements with the City to be organized by geographic area to reduce unnecessary frequency and instances of multiple haulers servicing areas.

NE-3.8 Implement the standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance

a. Limit construction activity hours.

b. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition, and appropriate for the equipment.

c. Locate stationery noise-generating equipment (e.g. compressors) as far as possible from adjacent residential receivers.

d. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.

e. Utilize "quiet" air compressors, and other stationary noise sources where technology exists.

f. Encourage construction contractors to prepare a detailed construction plan identifying the schedule for major noise generating construction activities that includes coordination with adjacent residents so that construction activities can be scheduled to minimize noise disturbance.

g. Encourage construction contractors to designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise.

9.4 LIGHT

With the continuing urbanization of San Diego's communities, unwanted intrusion of artificial light into the environment, not only has the effect of being a nuisance, but can also be disruptive to human health and the ecosystem. The City of San Diego has Green Building regulations to reduce light pollution from residential buildings. The regulations require outdoor lighting systems to comply with the California Energy Code; minimize light trespass, glare, and urban sky glow in order to preserve the enjoyment of the night sky; and minimize the amount of light entering identified, sensitive biological resource areas.

POLICIES

NE-4.1 Utilize adjustable lighting fixtures to redirect lighting to where it is needed in varying conditions or landscaping such as trees and shrubs to block light spillage or adjustable lighting fixtures to redirect lighting to where it is needed in varying conditions.

NE-4.2 Avoid use of signs that include blinking video clips or other forms of digital animation, electronic message boards or displays, marquee signs, and electronic display systems.

NE-4.3 Ensure that the benefits of lighting projects and improvements are shared equally in the community.

NE-4.4 Ensure that lighting projects respect and maintain or improve their surroundings through context-sensitive design, such as preserving views and view corridors, natural features around canyons, and open space.

NE-4.5 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light trespass onto adjacent properties.

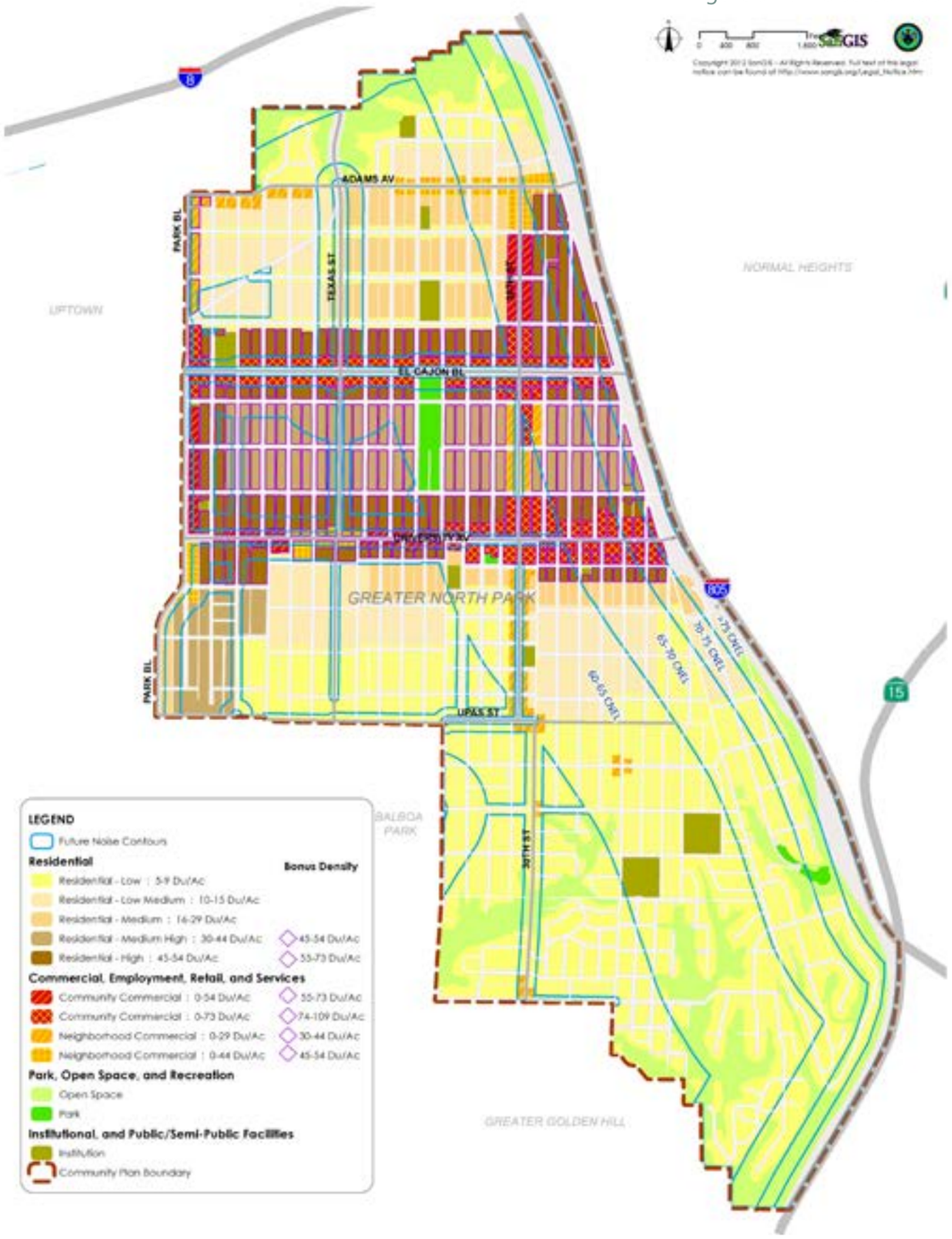
NE-4.6 Utilize materials in new development that will reduce light reflection and glare.

NE-4.7 Minimize shadows cast by new development on neighboring properties.

NE-4.8 Encourage lighting plans and specifications on projects to show the use of energy Including efficient lighting, solar power to fuel street lights, the removal of existing but unneeded lighting, use of automatic turnoff systems, and application of non-lighting alternatives such as clear signage and clearly painted roadway lines.

NE-4.9 Consider the use of artists for projects that involve lighting as a decorative element on a building or the inclusion of lighting elements as public art.

Figure 9-1: *Noise Contours*



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10

HISTORIC PRESERVATION

10.1 PREHISTORIC AND HISTORIC CONTEXT

10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

INTRODUCTION

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

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

An Archaeological Study and Historic Survey Report were prepared in conjunction with the Community Plan. The Archaeological Study describes the pre-history of the North Park Area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The Historic Survey Report (consisting of a Historic Context Statement and reconnaissance survey) provides information regarding the significant historical themes in the development of North Park, the property types associated with those themes, and the location of potential historic resources. These documents, along with the results of extensive community outreach which led to the identification of additional potential historical resources, have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.

Historic Preservation Goals:

1. Identification and preservation of significant historical resources in North Park.
2. Create educational opportunities and incentives related to historical resources in North Park.

No longer having to traverse the ridge bisecting Hillcrest from North Park, the Georgia Street Bridge was a crucial transportation link when constructed in 1914. This parabolic hinged-arch naturally served as a means for streetcars to connect San Diego with North Park and beyond. The image above at University Ave and Park Blvd (then 12th Ave) portrays this local landmark during the late 1940's.

10.1 PREHISTORIC AND HISTORIC CONTEXT

North Park is located on a mesa, a high plateau with an overall flat top, punctuated by hills and numerous canyons. Steep canyons lined with chamise chaparral that lead to Mission Valley to the north and southeast into Las Choyas Valley serve as wildlife corridors and, prehistorically, were probably used by Kumeyaay inhabitants and their ancestors as travel routes in to the valley areas, much as they are today. North Park was first connected to the city center by the electric streetcar in 1890, with the construction of the Park Boulevard Line. This affordable, convenient mode of transportation, in combination with the city's substantial growth and installation of supporting utilities within the community, prompted the subdivision of land in the early twentieth century. North Park is almost exclusively residential, with commercial uses located along major transportation corridors. Although the built environment in North Park represents all its periods of development, the majority of development in the area appears to have taken place between the 1920s and the early 1940s, during the height of the streetcar period.

The following is a summation of the pre-historic and historic development of the North Park Community. A complete discussion of the community's Prehistory and History can be found in the Archaeology Study and the Historic Context Statement, elaborated in Appendix C.

PREHISTORY

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

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commenced with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission and many died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego.

By the time Spanish colonists began to settle in Alta California in 1769, the North Park area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For the Kumeyaay people in the North Park area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located approximately 1 mile from the northern end of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

HISTORY

The rich history of North Park reveals broad patterns of the community's historical development that are represented by the physical development and character of the built environment. These broad patterns can be generally characterized into four themes significant to the development of the community: Early Settlement of North Park: 1893-1906; Development of North Park: 1907-1929; Influence of the Great Depression & World War II in North Park: 1930-1945; and Post-World War II Development in North Park: 1946-1970.

Early Settlement of Greater North Park: 1893-1906

In the mid-19th century, San Diego had approximately 650 residents of record and an unknown indigenous population. However, new arrivals were transforming the small Mexican community into a growing commercial center. In 1867, Alonzo Erastus Horton acquired nearly 1,000 acres of land two miles south of "Old Town", where downtown San Diego sits today. Dubbed "New San Diego", Horton orchestrated the creation of a new downtown, relocating the city's first bank, main newspaper, and several government buildings to this site. Thus Old Town was supplanted as the City's primary commercial center. The arrival of the railroad in the 1880s linked San Diego with the eastern United States and sparked its first building boom. By 1887, San Diego's population had spiked to 40,000, and large tracts of new development began to appear on the hills immediately adjacent to Downtown.

The image above shows the No. 2 trolley line crossing Switzer Canyon during the 1940s enroute to Golden Hill and eventually terminating at Broadway and Fifth Ave Downtown.

By 1892, substantial infrastructure improvements were underway, including public utilities, street paving, sewer systems, and the electrification of the streetcar system. These improvements would be critical to the development of new suburbs surrounding downtown and the 1,400-acre City Park, including present-day North Park.

North Park initially developed as an agricultural community. In 1893, James Monroe Hartley purchased forty acres on what was then the northeastern edge of the city. He named the area Hartley's North Park, due to its location relative to City Park (Balboa Park), and planted a lemon orchard. Over the next decade, several other families established residences and citrus ranches in North Park. By 1900, there were seven land owners and fifty-five residents between Florida Canyon and the eastern City limits at Boundary Street. However, by 1905 most of the groves had been decimated by drought. This, combined with ongoing infrastructure improvements, paved the way for the subdivision of these agricultural lands for residential development.

Development of North Park: 1907-1929

The expansion of the city's streetcar system into North Park – including the Adams Avenue Line (1907), University Avenue Line (1907), and 30th Street Line (1911) – had a tremendous impact on the development of North Park. Early real estate subdivisions closely followed the routes of the streetcar lines. As San Diego's population reached 75,000 by 1920, most new development occurred in areas east of downtown. By 1924, North Park was considered the fastest growing neighborhood in San Diego.

The 1915 Panama-California Exposition was held in City Park, at the edge of the burgeoning North Park communities. Over its two-year run, the Exposition attracted over 3.7 million visitors, many of whom chose to relocate to San Diego permanently. Due to this steady stream of new residents, local developers began to subdivide new tracts of land, particularly in the areas immediately surrounding the park.

In the 1920s, as developers installed the infrastructure, mostly middle-class families erected the modest residences that make up much of North Park's residential building stock today. During this period, architectural preferences shifted away from Victorian styles to the Craftsman style, whose deep eaves and large porches were well-suited to San Diego's mild climate. North Park's largest subdivision is University Heights, much of which was developed in the first decades of the 20th century. The Burlingame tract, developed by prominent local real estate speculators Joseph McFadden and George Buxton, retains much of its original character. The Kalmia Place tract overlooking Balboa Park had a comprehensive landscape plan and architectural supervisors to ensure a consistently high standard of design throughout the tract. During this same period, bungalow courts proliferated throughout North Park, primarily in the area between University and Adams Avenues.

One of North Park's earliest commercial nodes, at the intersection of 30th Street and University Avenue streetcar lines, would develop into the community's primary business district. By 1922, there were fifty businesses along the two streets, and by the 1930s North Park's commercial center was second only to Downtown San Diego. As automobile ownership increased, commercial centers began to move away from the streetcar routes.

In North Park, commercial development shifted to El Cajon Avenue (now El Cajon Boulevard). Unlike University Avenue, which was developed for the pedestrian, businesses on El Cajon Boulevard primarily catered to the motorist. Eventually, El Cajon Boulevard would become the official western terminus of US Route 80.

As the population of North Park exploded, the existing water supply system needed to be upgraded. A new filtration plant and a reservoir were built in University Heights, and a water tank was added in 1910 in order to provide sufficient water pressure. Similarly, the growing population put a strain on the city's power sources, so in 1927 San Diego Consolidated Gas & Electric Company (SDCG&E) built Substation F on El Cajon Boulevard.

Substantial civic and institutional development took place in North Park throughout the 1920s. During this period, the community received its first localized branches of public services, including a fire station and a post office. Several educational facilities were established, including Park Villas Elementary School and Jefferson Elementary school, as well as two private

The University Heights Water Storage and Pumping Station Historic District is listed on the National Historic Register of Historic Places.

schools, Saint Augustine Boys' School and the Academy of Our Lady of Peace School for Girls. Between 1922 and 1924, five religious congregations built new facilities in North Park, including Trinity Methodist Church, St. Patrick's Catholic Church, Plymouth Congregational Church, North Park Baptist Church, and St. Luke's Episcopal Church.

Influence of the Great Depression & World War II in North Park: 1930-1945

The Great Depression had an immediate impact on what had been one of the fastest growing communities in San Diego, and construction would remain slow into the early 1940s. Residential construction essentially ceased, and many business ventures failed along established commercial thoroughfares such as University Avenue. However, the 1935 California Pacific International Exposition also held in Balboa Park, helped North Park rebound more quickly than other communities. That same year, a sign with the community's name was suspended across the intersection of 30th Street and University Avenue. However, it was United States' entrance into World War II that effectively ended the economic downturn and boosted the regional economy. This was particularly true in San Diego; with its extensive military and manufacturing facilities now devoted to the defense industry, of which proved instrumental with the City receiving the highest per capita share of war contracts in the state.

Post-World War II Development in North Park: 1946-1970

Like other large cities, San Diego's wartime and postwar population growth far outpaced its ability to provide sufficient services and housing. However, the formation of the Federal Housing Administration (FHA) helped to reignite the construction of single-family homes, in part, by establishing building guidelines for a modest and affordable single family residence, termed the minimum house. Soon, unimproved lots in established neighborhoods throughout North Park were infilled with single-family homes and residential courts inspired by FHA designs. The high demand for new homes produced large-scale suburban tracts on the periphery of the City. However, as this part of the city was largely built out by this time, there was not much of this kind of development in North Park.

Installed in 1935 above 30th St and University Ave, the North Park Sign is a neighborhood landmark. First replaced in 1949 when the streetcar wires were removed; the current generation of the sign still proudly declares the center of this community.

The exception to this pattern was the area located between Boundary and the 805 Freeway, on the eastern edge of North Park, which contains development from the 1940s through the 1970s, alongside some earlier residences. Developers of multi-family housing favored higher densities over the residential courts of the pre-war period. The result was the proliferation of the two-story stucco box apartment building, designed to maximize the number of units and provide the required the parking on a single residential lot.

As the economy slowly began to rebound, new businesses occupied existing storefronts along established commercial corridors, often renovating their facades with more contemporary details. The modernization of storefronts occurred along Main Streets and commercial corridors throughout California, and included new large display windows which allowed merchandise to be visible to passing motorists. Such changes reflect the evolution of a thriving commercial core.

Along University Avenue, new commercial properties were constructed and existing storefronts were renovated, as this area began to shift from a neighborhood retail area to a regional shopping district to compete with the new shopping center in Mission Valley. At the same time, increased reliance on the automobile and local road improvements meant the arrival of new businesses which catered to the needs of the motorist. Auto-related businesses – such as gas stations, car lots, and auto parts stores – began to appear alongside existing grocery stores, meat markets, pharmacies, and clothing shops. Similarly, this trend led to new building forms, such as drive-ins, and pushed commercial structures back on their lots to accommodate surface parking. This was particularly true along El Cajon Boulevard, where nearly 300 new businesses opened between 1940 and 1950.

U.S. Route 395 became San Diego's first freeway when it was built in 1941. The construction of this and other freeways would hasten the decline of the streetcar system throughout the City, including in North Park. By the early 1960s, commercial activity along University Avenue and El Cajon Boulevard began to decline, due in part to the construction of Interstate 8, which drew vehicular traffic away from these thoroughfares. In addition, the opening of nearby shopping centers – such as College Grove, Mission Valley Shopping Center, and Grossmont Center – provided new competition for retail outlets along North Park's commercial corridors.

In the 1970s, the commercial areas along University Avenue and El Cajon Boulevard were transformed yet again by new demographics in the area, as people of Chinese, Filipino, and Vietnamese descent moved into the adjacent residential areas. Coupled with the community's own revitalization efforts, North Park has experienced a resurgence of neighborhood-oriented businesses in recent decades. Background on the ensuing years fall outside the period of historic significant covered by this study but information can be found in the Economic Prosperity Element.

10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

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

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

In addition to the four main themes significant in the development of North Park, the Historic Context Statement also identified the property types that are historically significant through different time periods in Greater North Park. Historically significant development included the following property types, styles and significance thresholds.

Early Settlement: 1893-1906

A property may be significant under this theme for its association with important trends and patterns of development in North Park during this period, including early settlement of the area; or the agricultural industry. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Stick/Eastlake or Queen Anne. Extant property types are likely limited to single family residences.

Development of North Park: 1907-1929

A property may be significant under this theme for its association with important trends and patterns of development in North Park during this period, including: the community's greatest economic and building boom; completion of the streetcar system; development of its earliest subdivisions; hosting of the Panama-California Exposition; the early influence of the automobile; proliferation of the bungalow court; civic improvements, such as the expansion of the municipal water, gas, and electrical systems; or the establishment of early public and private institutions, such as churches, schools, and social clubs. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Craftsman or Period Revival. Extant property types may include single family residences, multi-family residences (bungalow courts and apartment houses), commercial buildings, infrastructural facilities, and civic and institutional facilities.

Influence of the Great Depression & World War II: 1930-1945

A property may be significant under this theme for its association with important trends and patterns of development in North Park during this period, including: the development of the FHA and the "minimum house"; the hosting of the California Pacific International Exposition; the economic recovery and building boom due to the local defense industries, especially aircraft manufacturing; the shift from streetcars to the automobile; the introduction of neon signage; or the construction of civic improvements, such as public parks. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Period Revival, Streamline Moderne, Late Moderne, or Minimal Traditional. Extant property types may include single family residences, multi-family residences (residential courts and apartment houses), commercial buildings, and civic and institutional facilities.

Post-World War II Development: 1946-1970

A property may be significant under this theme for its association with important trends and patterns of development in North Park during this period, including the postwar economic and building boom; patterns of infill development in established neighborhoods; the proliferation of the "minimum house"; or the development of automobile corridors. A property may also be significant as a good or rare example of a popular architectural style from the period, such as Minimal Traditional, Ranch, Modern or Googie. Extant property types may include single family residences; multi-family residences (residential courts, courtyard apartments, and stucco box and apartment tower); commercial buildings; and civic and institutional facilities.

4175 Park Boulevard, an identified potentially significant individual resource in the community was built in 1965 represents the Googie architectural style.

DESIGNATED HISTORICAL RESOURCES

North Park is home to two National Register-listed resources (Table 10-1), and one National Register Historic District. These are the Georgia Street Bridge; the Lafayette Hotel (Imig Manor); and the University Heights Water Storage and Pumping Station Historic District. The Georgia Street Bridge is listed for its significance to San Diego's transportation history and as the work of a master designer that embodies the distinctive characteristics of a type, period and method of construction. The Lafayette Hotel on El Cajon Boulevard is listed for its association with community development patterns of El Cajon Boulevard, as the first Post-WWII suburban resort hotel established in San Diego, as a significant example of Colonial Revival architecture, and for representing a unique example of work designed by Master Architect Frank L. Hope Jr. The University Heights Water Storage and Pumping Station Historic District on Idaho Street is listed for its significance related to community planning and development as well as engineering.

As of February 2016, the North Park community contains 102 individually designated historic resources (Table 10-2 and Figure 10-2) and 4 designated historic districts (Figure 10-3) – Shirley Ann Place, University Heights Water Storage and Pumping Station, and the Burlingame and North Park Dryden neighborhoods-containing approximately 300 contributing resources that have been listed on the City's register by the Historical Resources Board.

These resources reflect a range of property types, from single and multi-family to commercial, hotel, and institutional. Also included are the Winks Neon Sign and the National Register-listed Georgia Street Bridge. Only one designated property, the Frary House – a 1905 Craftsman style single family home on Grim Street – reflects the Early Settlement of North Park. The vast majority of the designated resources (90 of 100) reflect the second period of development, when the expansion of the streetcar made development of the community feasible. Most of these resources are single family homes, but also include several multi-family buildings, the 30th Street Garage and the North Park Theater. Eight Depression and World War II era resources are also designated, and consist primarily of single family homes constructed in the Spanish Eclectic style. Lastly, four Post-War resources are listed – Lafayette Hotel/Imig Manor, the Gustafson Furniture Building, the Woolworth Building, and the Winks/Deturi/Shoe Palace Shoe Repair Neon Sign.

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

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

A Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify potentially historic properties within North Park for consideration in the community plan and for possible future designation. The field work and analysis was completed by a qualified historic consultant and overseen by City staff. The survey identified 48 properties as potentially significant individual resources. These include 11 single family homes, 6 multi-family properties, 17 commercial buildings, 12 civic and institutional buildings, and 2 infrastructure elements. Most of these 48 resources relate to the themes "Development of North Park: 1907-1929" (20) and "Influence of the Great Depression & World War II in North Park: 1930-1945" (15), with an additional 7 resources each related to "Early Settlement of Greater North Park: 1893-1906" and 6 resources related to "Post-World War II Development in North Park: 1946-1970." One of these resources, the University Heights Water Tower at 4208 Idaho Street, has since been listed on the National Register as part of a historic district.

Table 10-1: *National Register Historic Resources in North Park*

Site Address	Reference No.	Historic Name	Year Built	Property Type
2223 El Cajon Blvd	12000443	Lafayette Hotel / Imig Manor	1945	Hotel
2223 El Cajon Blvd Georgia Street (Btwn 3800 & 3900 Blks)	99000158	Georgia Street Bridge	1914	Bridge
2436 Idaho Street	13000417	University Heights Water Storage and Pumping Station Historic District	1924-1967	Infrastructure

In addition to potentially individually significant resources, the survey identified four new potential historic districts, as well as a potential expansion to the existing Shirley Ann Place Historic District. The name, location, size, period of significance and relationship to North Park's significant development themes are summarized in Table 10-4. More detailed information, including listing of contributing resources, can be found in the North Park Survey Report. The survey also identified one grouping of buildings along Park Boulevard which may be eligible for designation as a historic district in conjunction with additional properties on the west side of Park Boulevard in the adjacent Uptown Planning Area. The survey completed in support of the Uptown Community Planning Area confirm the presence of a potential historic district across the plan boundaries. Therefore, the Park Boulevard Apartment (East) potential historic district has been identified.

Additionally, the survey also identified the Shirley Ann Place Residential Historic District Expansion, which proposes to expand the boundaries of the designated historic district one half-block east to Texas Street, and one half-block west to Louisiana Street. Research supports this district expansion, which reveals that in 1924 the Alberta Security Company purchased the entire extent bounded by Texas, Louisiana, Madison and Monroe. The west side of Texas and the east side of Louisiana were largely developed that same year with approximately 26 California bungalows on standard residential lots. Sometime between 1925 and 1927, the rear portions of these lots were re-subdivided and developed by the same owners, and the rear alleyway was rededicated as Shirley Ann Place. All of these residences were developed within a narrow period of time (approximately 1924 to 1934). Also, it appears that the residences within the designated district and those in the potential expansion area retain a similar level of integrity. This potential district expansion is eligible under San Diego criterion A, and is significant under the themes of "Development in North Park: 1907-1929" and "Influence of the Great Depression & World War II in North Park: 1930-1945."

Lastly, the survey identified Residential Courts as significant resources scattered throughout the North Park Community Planning area, which are deserving of designation and preservation under a Multiple Property Listing. A MPL is a group of related significant properties with shared themes, trends and patterns of history. Such properties are typically grouped within a general geographic area, but not necessarily in a sufficient concentration to form a historic district. A MPL may be used to nominate and register thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated individually or in groups in the future. The locations of the Residential Courts identified are listed in Table 10-4.

Substantial public outreach with the North Park Community Planning group, regional and local preservation groups, and community members occurred throughout the development of the Historic Context and completion of the survey. This information was considered and often incorporated into the results and recommendations of the survey. Following distribution of the Draft Survey Report, staff conducted additional outreach with these groups in order to identify any resources not included in the survey which the community believed to be historically significant. Based on the results of this outreach, additional resources have been identified as potentially significant, requiring additional site-specific evaluation (see Table 10-5).

In addition, five (5) potential historic districts have been identified (Table 10-6 and Figure 10-4). These include Valle Vista Terrace; Park Villas; Altadena/ Carmel Heights/ Frary Heights; Wabash Mesa; and St. Louis Heights/ Lynhurst/ O'Nealls Terrace/ Wallace Heights Historic District. Staff conducted a windshield survey to verify the presence of a potential historic district in these five (5) areas and concurred that they may be eligible for designation as potential historic districts. However, the windshield survey undertaken in these areas was not as thorough as the reconnaissance survey completed by the consultant, and did not include identification of contributing and non-contributing resources. In order to bring these districts forward for designation, additional, intensive-level research will be required to evaluate the district and define a precise boundary, period of significance, significance Criteria and contributing and non-contributing resources.

The potential historical resources identified by the Historic Resource Reconnaissance Survey and the public outreach process are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. In addition, to ensure the protection of potential historic districts from erosion due to insensitive redevelopment, interim protection measures shall be established to assist in the preservation of the overall integrity of potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures. Additional policies that address the potential historical resources of North Park follow.

POLICIES

HP-2.1 Provide interim protection of potential historic districts until such time as they can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.

HP-2.2 Intensively survey and prepare nominations for the potential historic districts identified in the North Park Historic Resources Survey, and bring those nominations before the Historical Resources Board for review and designation. Prioritization of district nominations may occur in consultation with community members and stakeholders based upon a variety of factors, including redevelopment pressures and availability of resources.

HP-2.3 Provide support and guidance to community members and groups who wish to prepare and submit historic district nominations to the City, consistent with adopted Guidelines.

HP-2.4 Provide support and guidance to community members and groups who wish to prepare and submit individual historic resource nominations to the City, consistent with the Municipal Code and adopted Guidelines.

HP-2.5 Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such an association with an important person or event) for potential historic designation.

HP-2.6 Prepare a Historic Context and Multiple Property Listing addressing courtyard apartments/bungalow courtyards for review and designation by the Historical Resources Board.

HP-2.7 Encourage the maintenance of historic sidewalk colors and scoring patterns, as well as the preservation of sidewalk stamps, which contribute to the historic aesthetic of the community and the fabric of historic districts.

HP-2.8 Preserve and protect historic lighting fixtures within designated and potential historic districts. Encourage the use of "acorn" style lighting fixtures within designated and potential historic districts when new lighting fixtures are introduced or non-historic lighting fixtures are replaced.

HP-2.9 Conduct project specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

HP-2.10 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within North Park, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

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

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

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

Taking advantage of San Diego's benign climate by orienting detached or semi-detached units around a central courtyard, this type of courtyard apartments/bungalow courtyards became a popular form of dense and affordable housing in North Park during its greatest economic building boom that saw the completion of the streetcar system, and the 1915 Panama-California Exposition.

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

POLICIES

HP-3.1 Provide opportunities for education and interpretation of North Park's diverse history through the distribution of printed brochures, mobile technology (such as phone apps) and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks.

HP-3.2 Partner with local community and historic organizations, including the North Park Historical Society, to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program.

HP-3.3 Outreach to the North Park Business Improvement District (BID), local businesses and other organizations operating within the 30th Street/University Avenue Commercial Historic District and the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.

HP-3.4 Work with businesses and organizations to create and promote new marketing and heritage tourism programs and opportunities.

HP-3.5 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

HP-3.6 Promote the historic North Park Theater to accommodate special events and to attract national patrons.

HP-3.7 Commemorate and interpret the trolley line and its significance to the historical development of North Park through markers, signage and educational materials.

The Lafayette Hotel, originally named Imig Manor, was built in 1945, and is listed on the National Register of Historic Places.

Table 10-2: *City of San Diego Register Historic Resources in North Park*

Property Address	HRB Site #	Historic Name	Year Built	Property Type
2629 28th Street	444	Martin J. Healy House	1927	Single Family
2639 28th Street	609	Josephine Shields House	1923	Single Family
2645 28th Street	697	Edwin and Rose Emerson/Hurlburt and Tifal House	1924	Single Family
2737 28th Street	388	The Rolland C. Springer House	1925	Single Family
2807 28th Street	720	Louis and Jane Florentin House	1921	Single Family
2829 28th Street	1012	Miguel and Ella Gonzalez House	1916	Single Family
2915 28th Street	1106	George and Kathagene McCormack House	1928	Single Family
3021 28th Street	550	Jack Rosenberg House	1927	Single Family
3037 28th Street	356	Paul E. Stake/George W. Schilling House	1936	Single Family
3103 28th Street	348	Beers-La Cava/Kosmas House	1928	Single Family
3117 28th Street	627	Antoine & Jeanne Frey - Rear Admiral Francis Benson House	1930	Single Family
3133 28th Street	824	Sam & Mary McPherson/Ralph E. Hurlburt & Charles H. Tifal House	1925	Single Family
3303 28th Street	789	Owen S. & Rose L. King House	1920	Single Family
3393 28th Street	1157	J.B. Spec House #2	1917	Single Family
3446 28th Street	456	John Carman Thurston House	1916	Single Family
3505 28th Street	452	Kline/Dryden House	1916	Single Family
3520 28th Street	962	Winslow R. Parsons Spec House #1	1916	Single Family
3563 28th Street	835	J. B. Draper Spec House No. 1	1915	Single Family
3571 28th Street	428	John Kenney House	1915	Single Family
3676 28th Street	1033	David O. Dryden Spec. House #2	1916	Single Family
2722 29th Street	1028	Isaac and Flora Walker House	1912	Single Family
2808 29th Street	1082	John and Anna Norwood House	1923	Single Family
3411 29th Street	558	Eldora Rudrauff House	1919	Single Family
3560 29th Street	880	Joseph E. McFadden House	1911	Single Family
3593 29th Street	931	E.A. and Effie Tindula House	1925	Single Family
3794 29th Street	890	S.S. and Rosa Kendall Spec House #1	1921	Single Family
3335 30th Street	506	30th Street Garage/ North Park Auto Body Shop	1923	Commercial
2405 32nd Street	608	Godfrey and Emily Strobeck Spec House #1	1926	Single Family
2411 32nd Street	725	Russell and Emma Bates House	1927	Single Family
2435 32nd Street	1178	Russell and Emma Bates Spec House #2	1927	Single Family
3005 33rd Street	1045	George Gans Spec House #4	1926	Single Family
3030 33rd Street	873	Frank and Millie Lexa House	1924	Single Family
3036 33rd Street	539	The George Gans Spec House #1	1926	Single Family
2242 Adams Avenue	362	Crook-Foster Residence	1914	Single Family
2448 Adams Avenue	713	The Adams Apartments	1930	Multi-Family
4641 Alabama Street	1097	Elmer and Katherine Muhl House	1926	Single Family
2435 Bancroft Street	1134	Levi and Hannah Lindskoog Spec House #1	1929	Single Family
3125 Bancroft Street	1131	George Gans Spec House #5	1926	Single Family
2203 Cliff Street	581	Edwina Bellinger/David O. Dryden House	1913	Single Family

Table 10-2: *City of San Diego Register Historic Resources in North Park*

Property Address	HRB Site #	Historic Name	Year Built	Property Type
2230 Cliff Street	524	Herbert S. Moore House	1913	Single Family
2738 Dale Street	787	John & Alice Woodside Spec House #1	1917	Single Family
3036 Dale Street	1165	Hilton and Louise Richardson House	1923	Single Family
3134 Dale Street	1022	W.J. Chadwick Spec House #1	1920	Single Family
3141 Dale Street	1035	T.M. and Leonora H. Russell Spec House #1	1922	Single Family
2223 El Cajon Boulevard	319	Imig Manor	1945	Hotel
2930 El Cajon Boulevard	517	Gustafson Furniture Building	1948	Commercial
3705 El Cajon Boulevard	381	Hille-Schnug House	1880s	Single Family
3120 Felton Street	921	George Gans Spec House #3	1927	Single Family
4674-4676 Florida Street	339	San Diego Electric Railway Cars 126, 128, 138	1911	Railway Cars
Georgia Street (Btwn 3800 & 3900 Blks)	325	Georgia Street Bridge	1914	Bridge
4358 Georgia Street	834	Solomon & Betty Frank House	1922	Single Family
4407 Georgia Street	1196	Adolphus Hatcher House	1910	Single Family
2832 Granada Avenue	1010	Albert and Anna Kenyon/Archibald McCorkle House	1912	Single Family
3215 Granada Avenue	826	Heilman Brothers Spec House #1	1912	Single Family
3235 Granada Avenue	549	E.W. Newman Spec House	1912	Single Family
3444 Granada Avenue	475	The Damarus/ Bogan House	1922	Single Family
3540 Granada Avenue	1176	William Smith Spec House #1	1923	Single Family
2704 Gregory Street	603	H. M. and Isabel Jones House	1930	Single Family
2806 Gregory Street	1030	Elmer and Ida Hall House	1932	Single Family
3227 Grim Avenue	183	Frary House	1905	Single Family
3643 Grim Avenue	1205	Royal Brown House	1923	Single Family
4044 Hamilton Street	909	Gilbert & Alberta McClure House	1927	Single Family
4050-4056 Hamilton St	989	Gilbert and Alberta McClure Rental House & Apts	1929	Multi-Family
3565 Herman Avenue	792	George Gans Spec House #2	1925	Single Family
3547-3549 Indiana Street	1141	Jessie Brown Spec Houses #1 and #2	1923	Multi-Family
3054 Juniper Street	747	Edwin and Cecilia Smith/Greta Steventon House	1919	Single Family
3105 Kalmia Street	478	Duvall-Lee House	1915	Single Family
3147 Kalmia Street	430	Benbough/Adams House	1912	Single Family
3155 Kalmia Street	435	William A. McIntyre Spec House	1912	Single Family
3004 Laurel Street	163	Dr. Harry & Rachel Granger Wegeforth House	1912	Single Family
3048 Laurel Street	438	Cottee/McCorkle House	1912	Single Family
3674 Louisiana Street	981	Alonzo and Sophia Finley House	1911	Single Family
3794 Louisiana Street	1083	Daniel and Anna Boone House	1920	Single Family
2840 Maple Street	551	Cortis & Elizabeth Hamilton/Richard S. Requa House	1941	Single Family
2941 Palm Street	423	David Drake House	1924	Single Family
3055 Palm Street	974	F. List and C. Bell Mcmechen House	1927	Single Family
2875-2889 Palm Street	872	Martin and Katherine Ortilieb Duplex	1927	Multi-Family

Table 10-2: City of San Diego Register Historic Resources in North Park

Property Address	HRB Site #	Historic Name	Year Built	Property Type
4741 Panorama Drive	769	Ora and Myrtle Ginther House	1926	Single Family
4747 Panorama Drive	1121	John C. and Marie O. Turner House	1926	Single Family
4769 Panorama Drive	1107	Delia Reinbold House	1911	Single Family
4773 Panorama Drive	1016	Louis H. and Charlotte L. Quayle House	1926	Single Family
4780 Panorama Drive	675	Helen Crenshaw/David O. Dryden House	1914	Single Family
4785 Panorama Drive	538	The Richard S. Woods House	1913	Single Family
3993 Park Boulevard	293	Grace Lutheran Church, Parsonage, & Sunday School	1930	Institutional
3503 Pershing Avenue	839	Addie McGill/David O. Dryden House Spec House #1	1917	Single Family
3694 Pershing Avenue	843	David E. & Jennie McCracken House	1925	Single Family
3503 Ray Street	493	Carter Construction Co. Swiss Chalet	1912	Single Family
2890 E Redwood Street	900	George and Amalia Gans House	1928	Single Family
2516 San Marcos Avenue	124	Fulford Bungalow #1	1913	Single Family
2518 San Marcos Avenue	125	Fulford Bungalow #2	1913	Single Family
2519 San Marcos Avenue	454	Mabel Whitsitt House	1935	Single Family
2520 San Marcos Avenue	126	Fulford Bungalow #3	1913	Single Family
2523 San Marcos Avenue	457	Whiteman House	1914	Single Family
3405 Texas Street	832	George & Helen Corbit Spec House No. 1	1924	Single Family
3535 Texas Street	540	The Edwin and Anna Elizabeth McCrea House	1924	Single Family
2901 University Avenue	239	Winks/Deturi/Shoe Palace/Shoe Repair/Neon Sign	1949	Sign
3067-3075 University Ave	1043	Woolworth Building	1949	Commercial
2140 Upas Street	1056	J. Francis and Clara Munro House	1926	Single Family
3585 Villa Terrace	724	Maynard and Bessie Heatherly House	1926	Single Family
3602 Villa Terrace	996	Fredrick and Ada Sedgwick/Pear Pearson House	1922	Single Family
3525 Wilshire Terrace	676	Dr. Edward Hardy House	1938	Single Family

*This table includes all properties designated by the Historical Resources Board as of February 2016.

Figure 10-1: *Location of City of San Diego Register Designated Historic Sites*

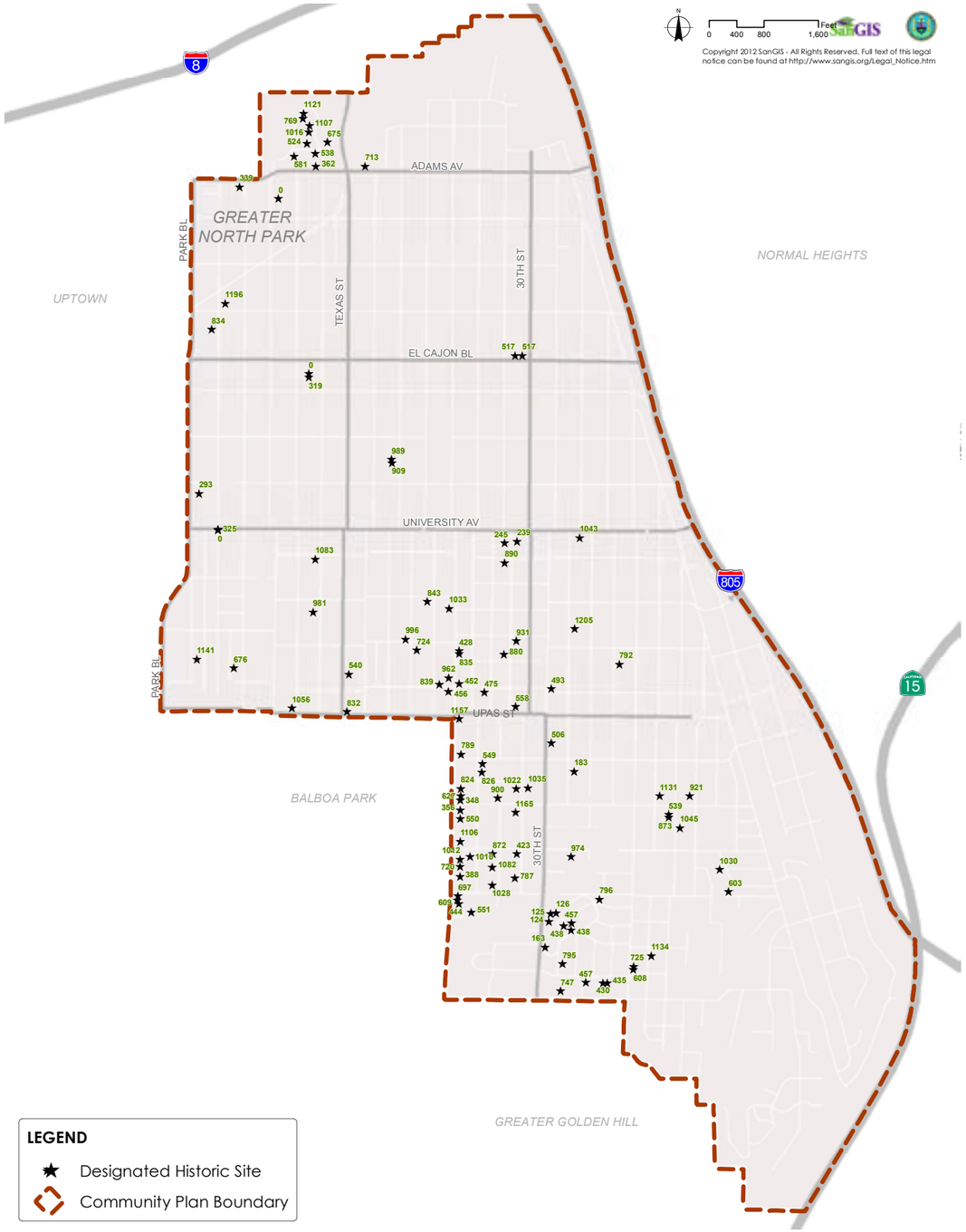


Figure 10-2: *Location of City of San Diego Register Designated Historic Districts*

Table 10-3: *Potentially Significant Individual Resources*

Property Address	Year Built	Style	Property Type
Early Settlement of Greater North Park: 1893-1906			
3729 30th Street*	1897	Mission Revival	Civic/Institutional
4212 Florida Street	1900	Queen Anne	Single Family
4216 Florida Street	1900	Queen Anne	Single Family
1915 Howard Avenue	1900	Folk Victorian	Single Family
1919 Howard Avenue	1900	Queen Anne	Single Family
3727 Park Boulevard	1900	Stick/Eastlake	Single Family
2860 Redwood Street	1900	Italianate	Single Family
Development of North Park: 1907-1929			
3553 28th Street*	1925	Craftsman	Single Family
2361-2367 30th Street*	1920	Renaissance Revival	Commercial
3382-3396 30th Street	1919	Spanish Colonial Revival	Commercial
3585 30th Street*	1929	Renaissance Revival	Civic/Institutional
2454-2474 Adams Avenue*	1928	Pueblo Revival	Multi-Family
2204 Cliff Street	1914	Craftsman	Single Family
2935-2947 El Cajon Boulevard	1925	Commercial Vernacular	Commercial
3169 El Cajon Boulevard*	1926	Renaissance Revival	Infrastructure
4208 Idaho Street*	1924	Utilitarian	Infrastructure
3226-3266 Nutmeg Street*	1922	Spanish Colonial Revival	Civic/Institutional
4860 Oregon Street*	1916 1920s	Renaissance Revival Spanish Colonial Revival	Civic/Institutional
4744 Panorama Drive*	1907	Craftsman	Single Family
3645 Park Boulevard*	1925	Spanish Colonial Revival	Multi-Family
3783 Park Boulevard*	1928	Egyptian Revival	Commercial
3791 Park Boulevard*	1928	Renaissance Revival	Multi-Family
4237-4251 Park Boulevard*	1926	Art Deco	Commercial
3030 Thorn Street*	1924	Spanish Colonial Revival	Civic/Institutional
2505 University Avenue	1922	Commercial Vernacular	Commercial
2525-2543 University Avenue	1925	Commercial Vernacular	Commercial
2900-2912 University Avenue	1929	Spanish Colonial Revival	Commercial

Potentially significant individual resouces were Identified in the 2015 North Park Historic Resource Reconnaissance Survey and are organized by theme

Table 10-3: Potentially Significant Individual Resources

Property Address	Year Built	Style	Property Type
Influence of the Great Depression & World War II in North Park: 1930-1945			
4333 30th Street*	1940	Spanish Colonial Revival	Civic/Institutional
2228 33rd Street*	1938	Streamline Moderne	Single Family
3925-3935 Alabama Street	1930	Spanish Colonial Revival	Multi-Family
3810 Bancroft Street	1935	Streamline Moderne	Civic/Institutional
2900 El Cajon Boulevard	1938	Modern	Commercial
3004-3022 Juniper Street	1930	Spanish Colonial Revival	Commercial
2848 Kalmia Place*	1937	Streamline Moderne	Single Family
4469-4517 Ohio Street	1940	Minimal Traditional	Multi-Family
3655 Park Boulevard*	1930	Spanish Colonial Revival	Civic/Institutional
3076-3090 Polk Avenue*	1930	Art Deco	Civic/Institutional
1910 Robinson Avenue*	1937	Streamline Moderne	Multi-Family
3029 University Avenue*	1942	Late Moderne	Commercial
3036 Upas Street	1930	Streamline Moderne	Commercial
3040 Upas Street	1930	Streamline Moderne	Commercial
3795 Utah Street*	1931	Art Deco	Civic/Institutional
Post-World War II Development in North Park: 1946-1970			
2110 El Cajon Boulevard	1960	Modern	Commercial
2144 El Cajon Boulevard	1964	Modern	Commercial
2445 El Cajon Boulevard*	1965	Googie	Commercial
3791 Grim Avenue	1951	Modern	Civic/Institutional
4175 Park Boulevard*	1965	Googie	Commercial
4193 Park Boulevard*	1966	Modern	Civic/Institutional
*This resource also appears eligible for listing in the National Register and the California Register.			

Potentially significant individual resouces were Identified in the 2015 North Park Historic Resource Reconnaissance Survey and are organized by theme

Figure 10-3: *Location of Potential Historic Districts Identified in the Historic Resource Reconnaissance Survey*

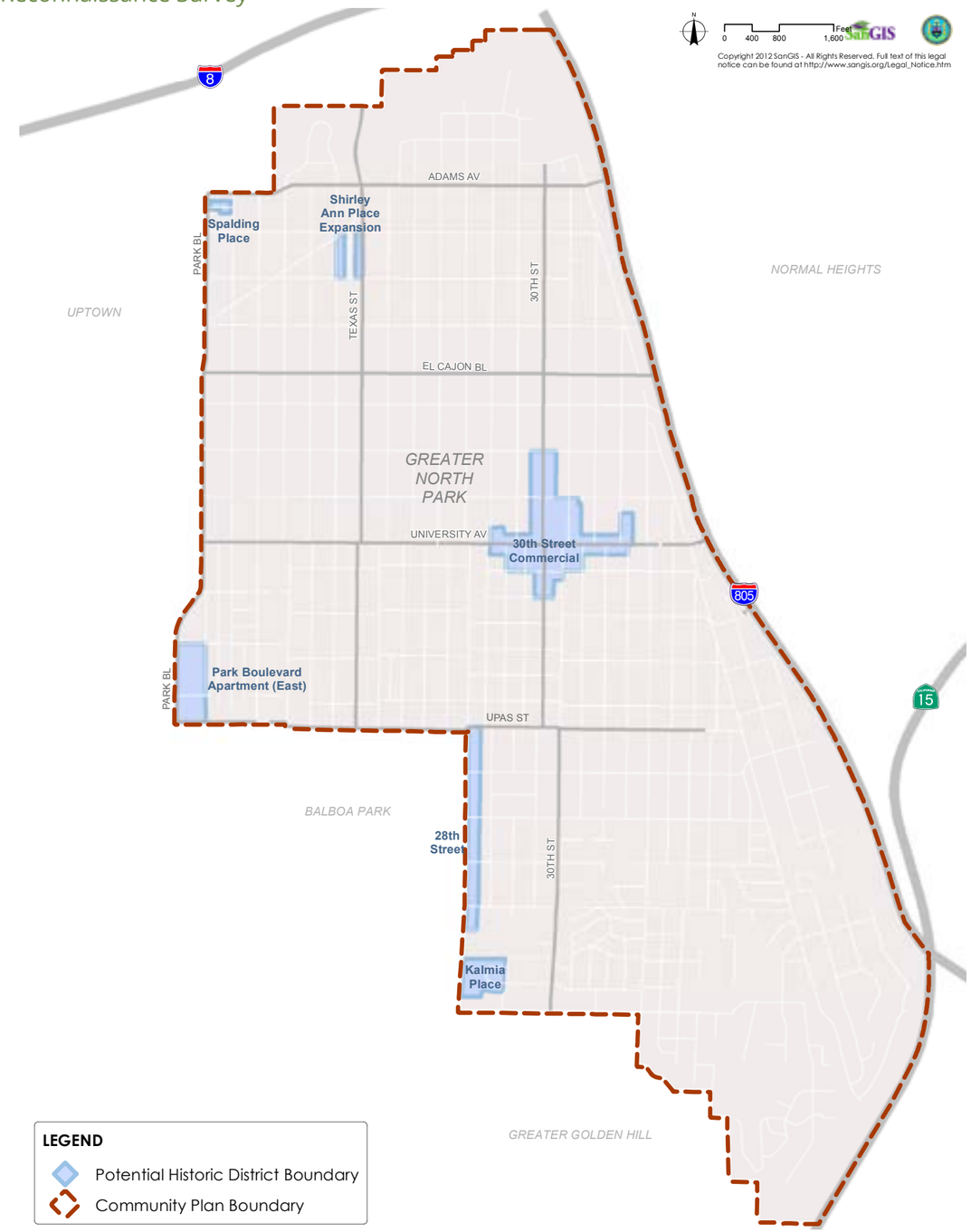


Table 10-4: *Potential Historic Districts Identified in the North Park Historic Resource Reconnaissance Survey*

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criterion
28th Street Residential Historic District*	East side of 28th Street between Upas and Maple Streets	45 Bldgs	1920-1936	Development of North Park: 1907-1929 Influence of the Great Depression and World War II in North Park: 1930-1945	A
Kalmia Place Residential Historic District	Kalmia Place, west of 29th Street	20 Bldgs	1920-1959	Development of North Park: 1907-1929 Influence of the Great Depression and World War II in North Park: 1930-1945	A
Spalding Place Residential Historic District	Spalding Place between Park and Georgia Streets	14 Bldgs	1909-1929	Development of North Park: 1907-1929	A
30th Street/ University Avenue Commercial Historic District*	An irregular boundary around 30th Street and University Avenue (see Figure 10-4)	128 Bldgs	1912-1959	Development of North Park: 1907-1929 Influence of the Great Depression and World War II in North Park: 1930-1945 Post- World War II Development in North Park: 1946-1970	A
Park Boulevard Apartment (East)**	East side of Park Boulevard and west side of Indiana Street, between Cypress Street and Upas Street	33 Bldgs	c.1915-1940	Development of North Park: 1907-1929 Influence of the Great Depression and World War II in North Park: 1930-1945	A, C

*This district also appears eligible for listing in the National Register and the California Register.
** The Survey consultant recommended that this grouping of properties be evaluated in conjunction with the properties of the west side of Park Boulevard, in Uptown. That evaluation was completed as part of the Uptown CPU, and the area as a whole was confirmed to be eligible as a potential historic district.

Table 10-5: *Residential Courts to be Included in a Multiple Property Listing as Identified in the 2015 Historic Resource Reconnaissance Survey Grouped by Theme*

Property Address	APN	Year Built	Style	Resource Name
Development of North Park: 1907-1929				
2309-2325 30th Street	5391010100	1922	California Bungalow	
3216-3234 30th Street	4535402200	1922	American Colonial Revival	
3236-3240 30th Street	4535402300	1921	Mission Revival	
3317-3331 30th Street	4534911100	1923	Mission Revival	Florence Court
3373-3379 30th Street	4534910500	1925	Spanish Colonial Revival	
4174-4188 30th Street	4463032200	1925	California Bungalow	
3945-3951 Alabama Street	4456810700	1922	California Bungalow	
4560-4564 Alabama Street	4451413000	1924	California Bungalow	
4050-4058½ Arizona Street	4455812500	1929	Spanish Colonial Revival	Casa del Torres
3547-3551 Indiana Street	4523620900	1923	California Bungalow	
4166-4176 Florida Street	4455022900	1925	California Bungalow	
4649-4663 Georgia Street	4450510500	1927	Spanish Colonial Revival	
3358-3372 Grim Avenue	4534912100	1926	Mission Revival	
3933-3945½ Hamilton Street	4457021000	1927	Pueblo Revival	Aztec Court
4753-4759 Idaho Street	4382713500	1925	Spanish Colonial Revival	
3994-3996 Illinois Street	4464142400	1925	California Bungalow	
3981-3985 Louisiana Street	4456910200	1925	California Bungalow	
4418-4424 Louisiana Street	4452311700	1925	California Bungalow	
3029-3039½ Monroe Avenue	4461232300	1926	Spanish Colonial Revival	
4557-4563 Ohio Street	4460510600	1929	Spanish Colonial Revival	
4474-4480 Oregon Street	4452512800	1925	Spanish Colonial Revival	
4049-4063 Park Boulevard	4455510400	1923	California Bungalow	
4617-4619 Park Boulevard	4450421200	1925	Spanish Colonial Revival	
3009-3015 Suncrest Drive	4383020200	1925	Tudor Revival	
1807-1821 University Avenue	4522010100	1925	American Colonial Revival	

Table 10-5: Residential Courts to be Included in a Multiple Property Listing as Identified in the 2015 Historic Resource Reconnaissance Survey Grouped by Theme

Property Address	APN	Year Built	Style	Resource Name
Influence of the Great Depression & World War II in North Park: 1930-1945				
4062-4072 30th Street	4463632400	1943	Minimal Traditional	
4347-4367 30th Street	4461630400	1939	Spanish Colonial Revival	
4421-4433 30th Street	4461230800	1940	Minimal Traditional	
4462-4466 30th Street	4461032400	1945	Minimal Traditional	
3969-3981 Alabama Street	4456810400	1940	Minimal Traditional	
3967-3971 Arizona Street	4457010500	1945	Minimal Traditional	
4341-4347 Arizona Street	4453510700	1940	Minimal Traditional	
4349-4355 Arizona Street	4453510600	1940	Minimal Traditional	
3934-3942 Bancroft Street	4464331900	1940	California Bungalow	
4439-4447 Florida Street	4452220700	1935	Minimal Traditional	
3982-3996 Hamilton Street	4457012600	1940	Modern	
3163-3167 Howard Avenue	4463230100	1945	Minimal Traditional	
4670-4680 Idaho Street	4450912400	1930	Spanish Colonial Revival	
4741-4745½ Idaho Street	4382710900	1941	Minimal Traditional	
4333-4339 Illinois Street	4461810800	1941	Minimal Traditional	
4341-4351½ Illinois Street	4461810700	1930	Streamline Moderne	
4380-4390 Illinois Street	4461832300	1935	Minimal Traditional	
4030-4040 Iowa Street	4463821900	1940	Minimal Traditional	
4077-4083 Iowa Street	4463830400	1940	Minimal Traditional	
4118-4124 Iowa Street	4463221900	1940	Minimal Traditional	
4218-4228 Iowa Street	4462510900	1936	Spanish Colonial Revival	
2926-2940 Juniper Street	5390910600	1930	Mission Revival	
3971-3981 Kansas Street	4464120300	1930	California Bungalow	
4110-4116 Kansas Street	4463022100	1937	Streamline Moderne	
4416-4430 Kansas Street	4461022000	1940	Minimal Traditional	
2975 Laurel Street	5390213100	1940	American Colonial Revival	Laurel Manor
2981 Laurel Street	5390213100	1940	American Colonial Revival	Laurel Manor
4370-4394 Louisiana Street	4453323000	1945	Modern	
4373-4379 Louisiana Street	4453410400	1940	Minimal Traditional	
3957-3959 Mississippi Street	4456820700	1940	Minimal Traditional	
4026-4030 Mississippi Street	4455621800	1940	Minimal Traditional	
4057-4063 Mississippi Street	4455710600	1940	Minimal Traditional	
4081-4087 Mississippi Street	4455710300	1930	Spanish Colonial Revival	
4118-4124 Mississippi Street	4455122500	c.1930	Spanish Colonial Revival	

Table 10-5: Residential Courts to be Included in a Multiple Property Listing as Identified in the 2015 Historic Resource Reconnaissance Survey Grouped by Theme

Property Address	APN	Year Built	Style	Resource Name
4343-4349 Mississippi Street	4453320800	1939	Craftsman	
4351-4355½ Mississippi Street	4453320700	1935	Minimal Traditional	
4679-4683 Mississippi Street	4450620300	1940	Minimal Traditional	
4350-4364 Ohio Street	4461631600	1936	Spanish Colonial Revival	
4474-4482 Ohio Street	4461232400	1940	Modern	
4349-4355 Oregon Street	4453610800	1935	Streamline Moderne	
4365-4369 Oregon Street	4453610600	1940	Minimal Traditional	
4541-4547 Oregon Street	4451720900	1940	Minimal Traditional	
4714-4724 Oregon Street	4382521900	1930	Spanish Colonial Revival	
4723-4731 Oregon Street	4382601100	1930	Spanish Colonial Revival	
4033 Park Boulevard	4455510600	1945	Spanish Colonial Revival	
4537-4541 Park Boulevard	4451310800	1940	Minimal Traditional	
4573-4587 Park Boulevard	4451310200	1930	Spanish Colonial Revival	
3002-3016 Quince Street	4536010400	1930	Spanish Colonial Revival	Roosevelt Court
4577-4583 Texas Street	4451610500	1935	Spanish Colonial Revival	
3936-3940 Utah Street	4457121600	1940	Minimal Traditional	
4142-4150 Utah Street	4463012700	1940	Minimal Traditional	
4341-4353 Utah Street	4461610900	1940	Minimal Traditional	
4409-4415 Utah Street	4461021400	1935	Minimal Traditional	
4430-4440 Utah Street	4461012200	1940	Minimal Traditional	
4442-4452 Utah Street	4461012300	1935	Minimal Traditional	
4460-4470 Utah Street	4461012500	1940	Minimal Traditional	
Post-World War II Development in North Park: 1946-1970				
4329-4341½ Alabama Street	4453311100	1953	Modern	
4075 Arizona Street	4455820300	1946	Modern	
4110-4114½ Arizona Street	4455311700	1950	Modern	
4058-4064 Hamilton Street	4455822400	1950	Minimal Traditional	
4066-4072 Hamilton Street	4455822500	1950	Minimal Traditional	
4646-4652 Idaho Street	4450912100	1950	Modern	
4501 Illinois Street	4460520700	1953	Minimal Traditional	
4470-4476 Illinois Street	4460513500	1960	Modern	
4471-4475½ Illinois Street	4460521100	1953	Modern	
4477-4481½ Illinois Street	4460521000	1954	Modern	
4502-4512 Ohio Street	4460531800	1951	Modern	

Table 10-6: *Potentially Significant Individual Resources Identified During Public Outreach, Grouped by Theme*

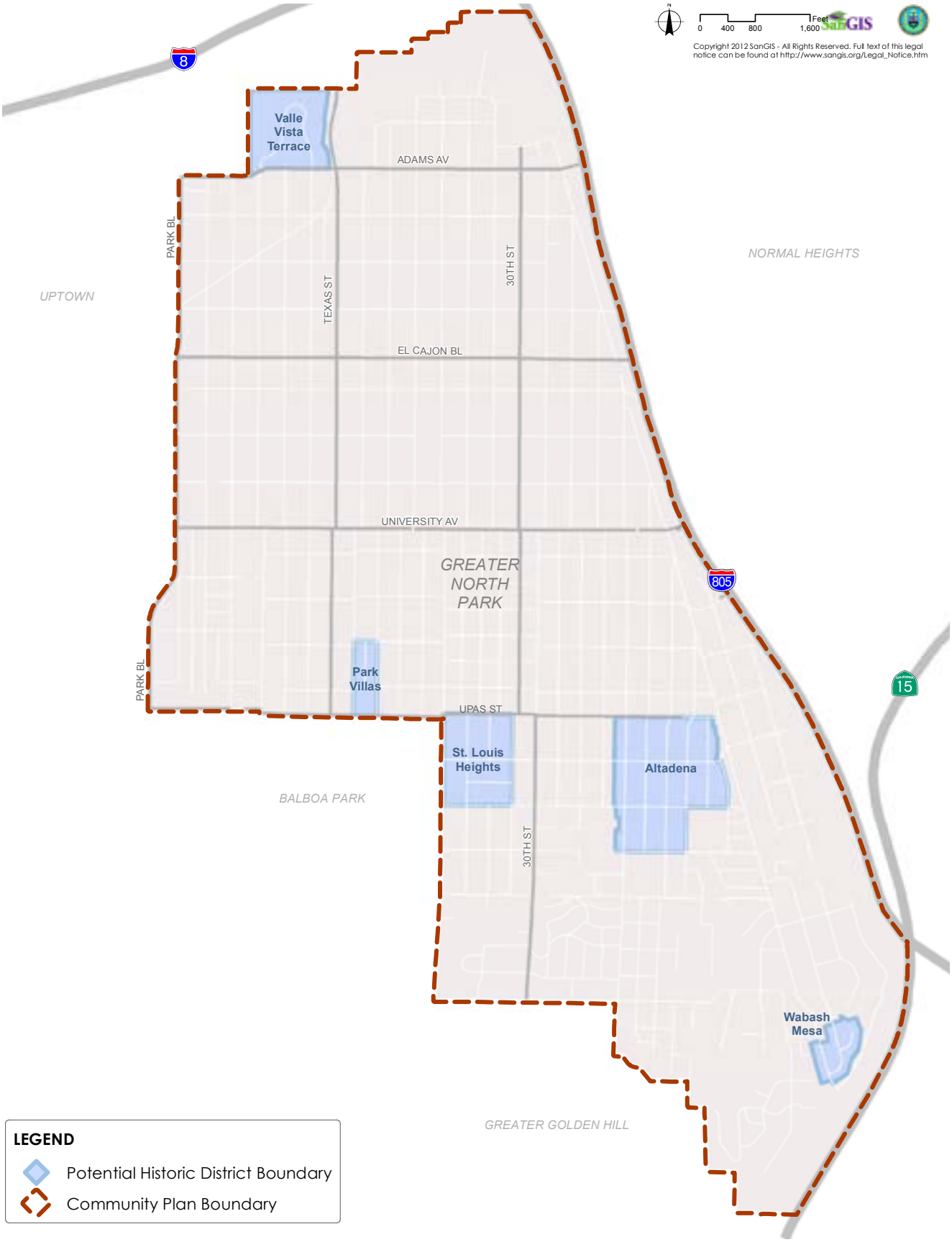
Property Address	APN	Year Built	Style	Property Type
Development of North Park: 1907-1929				
2432 El Cajon Boulevard*	4453421200	c.1925	False Front	Commercial
2621 El Cajon Boulevard*	4454220400	c.1910s	No Style	Commercial
3094 El Cajon Boulevard	4461831500	1927	Spanish Eclectic	Institutional
3093-3095 El Cajon Boulevard	4462530700	c.1922	Streamline Moderne	Commercial
Influence of the Great Depression & World War II in North Park: 1930-1945				
2528 El Cajon Boulevard	4453513000	c.1935	Art Deco	Institutional
2903-2911 El Cajon Boulevard	4462320500	c.1937	Streamline Moderne	Commercial
2921-2923 El Cajon Boulevard	4462320400	c.1940	Modern	Commercial
2927-2931 El Cajon Boulevard	4462320300	c.1935	Modern	Commercial
2923-2935 Meade Avenue	4461622300	c.1942	Moderne	Commercial
4121 Utah Street**	4463021300	1921	Craftsman	Residential
Post-World War II Development in North Park: 1946-1970				
4334-4382 30th Street	4461622900	c.1950s	Aztec Bowl Neon Sign	Sign
1835 El Cajon Boulevard	4453801400	c.1969	Modern	Commercial
1940 El Cajon Boulevard	4453222500	c.1946	Modern	Commercial
2136 El Cajon Boulevard	4453311500	c.1955	Modern	Commercial
2222 El Cajon Boulevard	4453321400	unkown	Wonder Weaver Painted Sign	Sign
2548-2550 El Cajon Boulevard	4453511600	1955	Modern	Commercial
3035 El Cajon Boulevard	4462330600	c.1962	Modern	Commercial
3051 El Cajon Boulevard	4462530100	c.1951	Colonial	Commercial
3069-3075 El Cajon Boulevard	4462530300 4462530400	c.1946	Streamline Moderne	Commercial
3984 Idaho Street***	4457112600	1921	Vernacular	Residential
2717 University Avenue	4530821100	c.1956	Modern	Institutional

*It has been indicated that this building may be socially/historically significant.
**This building was the childhood home baseball Hall-of-Famer Ted Williams.
***This building was the home of tennis champion Maureen Connolly during her accomplishments in the 1950s.

Table 10-7: *Potential Historic Districts Identified During Public Outreach*

Potential Historic District	Location	Size	Period of Significance	Theme(s)	Possible HRB Criteria
Valle Vista Terrace Historic District	Valle Vista Terrace Subdivision: - including Panorama Street, Cliff Street, and north side of Adams avenue	89 Parcels	c.1907-c.1940	Development of North Park: 1907-1929 Influence of the Great Depression & World War II in North Park: 1930-1945	A, C
Park Villas Historic District	Dwight Street to the north; Arnold Street to the east; Myrtle Street to the south; Arizona Street to the west.	48 Parcels	c.1911-c.1937	Development of North Park: 1907-1929 Influence of the Great Depression & World War II in North Park: 1930-1945	A, C
Altadena/ Carmel Heights/ Frary Heights Historic District	Altadena Subdivision: Blocks A, B, C, D, H, I, J, K, L; Western half of Block E. Carmel Heights Subdivision: Blocks 1, 2 and 3; Eastern half of Blocks 4 and 5. Frary Heights Subdivision: Block 10 - Lots 1, 2, 3, 4, 47, 48; Block 11 - Lots 1, 2, 3, 4, 45-48.	400 Parcels	c.1907-c.1945	Development of North Park: 1907-1929 Influence of the Great Depression & World War II in North Park: 1930-1945	A, C
Wabash Mesa Historic District	Wabash Mesa Units No. 2 & 3 (1990-2277 Boundary Street, 2005-2264 Montclair Street, and Becky Place)	82 Parcels	c. 1963-1967	Post-World War II Development in North Park: 1946-1970	A, C
St. Louis Heights/ Lynhurst/ O'Nealls Terrace/ Wallace Heights Historic District	St. Louis Heights Subdivision: Block 2 & Eastern half of Block 1 Lynhurst Subdivision: Block 2 Wallace Heights Subdivision: Entire subdivision O'Nealls Terrace : Eastern half of Block 1	135 Parcels	c.1907-c.1945	Development of North Park: 1907-1929 Influence of the Great Depression & World War II in North Park: 1930-1945	A, C

Figure 10-4: *Location of Potential Historic Districts Identified During Public Outreach*



11

Mural by Joachim Ixcalli

ARTS AND CULTURE

11.1 PUBLIC ART

INTRODUCTION

By embracing public culture, art, and artists as vital to the creation of unique public places that provide physical, social, cultural, and economic benefits, North Park is setting a community standard for a proactive, thoughtful, and responsible approach to urban planning.

Incorporating public art and cultural programming into the fundamental aspects of planning elevates the quality of the urban environment and promotes a cohesive vision for the character of public places and neighborhoods throughout North Park. Rather than an afterthought, or last-minute embellishment to a building project, public art can serve as an integral part of the architecture, landscape, and urban design of a site. In addition, the preservation of historic, and architecturally significant buildings, is fundamental to the Community's vision.

The North Park Community Plan redefines the relationship of art to urban space as an integral part of the urban infrastructure and the natural environment. This Plan seeks to make North Park's commitment to excellence in design, architecture, and art readily apparent. By committing to a diversity of artists and public artworks of undisputed quality and excellence as integral to the success of its comprehensive planning effort, North Park assumes a leadership role as a forward-looking, progressive neighborhood, dedicated to defining a unique sense of place.

Ray street which as at the center of north park's art district, hosts gatherings of local and nationally known artists, galleries and art-related events and venues.

Community Vision for Arts and Culture :

"Arts, culture, and the humanities incorporated into the planning process as a guide for North Park's economic and social development ."

RELATIONSHIP TO THE GENERAL PLAN

Policies that apply to the North Park community, and this Arts and Culture Element, relate to, and are consistent with the Public Art and Cultural Amenities section of the Urban Design Element of the General Plan. In conjunction with the City of San Diego Commission for Arts and Culture's Public Art Master Plan and the City's overall Public Art Programs, these policies cover public art and cultural amenities, community and citywide identity, public spaces, developmental quality, and public participation.

Partnerships established between developers, businesses, artists, and the community can be most effective in gaining support for public art.

Public art can promote transit use as well as community pride.

Arts and Culture Element Goals:

The North Park Community Plan considers the role that public art and artists can play in planning. It addresses potential intersections between public culture and art, redevelopment, new development, streetscape, history, social services, recreational facilities, transit and public space.

1. Presentation of a broad range and high quality of cultural expressions for North Park;
2. Recognition and support of artists as essential contributors to the design of the environment and the identity of place.
3. Facilitation of interdisciplinary collaboration among artists, the public, developers, designers, and architects.
4. Establishment of partnerships between the public and private sectors.
5. Integration of public art and cultural programming throughout North Park as a significant tool for reinforcing community identity, increasing public use and enjoyment of public facilities, creating memorable places in the community, leveraging North Park's cultural assets for economic growth, and as a tool for celebrating the community's unique cultural identity.
6. A sustainable cultural ecosystem supported by a diversity of funding sources.
7. Preservation of historic places and buildings as a feature of North Park's cultural identity.

11.1 PUBLIC ART

North Park prides itself as a community that supports and celebrates public art and culture, commits to its growth through building new partnerships, fosters artists and art-making, creates awareness, and promotes North Park as a cultural tourism destination.

POLICIES

AC-1.1 Develop and retain North Park's cultural and creative workforce by supporting artists and cultural resources.

AC-1.2 Build partnerships among arts and culture, municipal, and private sectors.

a. Encourage collaboration between artists, arts organizations, and prospective developers.

b. Encourage sponsorship of individual and group arts and culture presentations, exhibitions, performances, and special events, such as festivals and cultural celebrations.

c. Promote collaboration among local and regional artists and arts organizations to increase opportunities for funding from a variety of sources.

d. Encourage businesses to hire artists to enhance their property through storefront improvements, landscaping, and site development.

Weeenosaurus Rex by Mark Paul Deren

AC-1.3 Provide space for North Park's cultural and creative sector.

a. Develop affordable live/work housing and facilities that include quality exhibition space, teaching studios, shared work spaces, and meeting/lecture spaces.

b. Use vacant and underutilized storefronts and other non-residential buildings for temporary art installations

c. Provide spaces for arts and cultural performances, as well as events and festivals in neighborhood parks, transit hubs, and other public areas.

AC-1.4 Support the efforts of the community's arts and culture education providers through in-school, after-school and lifelong learning opportunities.

AC-1.5 Encourage a multi-faceted approach to public art and culture by providing a range of opportunities that include artists' participation in the design of civic spaces and private development; functional items such as street furnishings and way-finding elements; commissioned artworks by nationally and internationally renowned artists; temporary installations; artist residency programs; and projects specifically for local artists.

AC-1.6 To ensure the highest standards of art and artist participation, encourage developers to engage and consult professional expertise on national best practices in implementing projects.

AC-1.7 Promote North Park as a Center of Arts and Culture by strengthening marketing programs; increasing participation in arts and culture for residents and visitors; and attracting new audiences and dollars to help arts, culture, and tourism flourish.

AC-1.8 Recognize the contribution, and importance, of North Park's historic architecture to the community's unique character.

AC-1.9 Include public art and cultural amenities in municipal and private development projects, and engage artists early in the project design.

AC-1.10 Recognize the positive economic impact of a rich arts environment to attract new businesses and customers.

Public Works Projects – 2% for Art

Council Policy 900-11 outlines a process for including public art in selected Capital Improvement Program (CIP) projects. The Public Art Program is to be funded by two percent of the budget for all eligible CIP projects over $250,000. Artists are to be involved in the early stages of project design so that they may become an integral part of the design process.

Private Development – 1% for Art

The Municipal Code (Chapter 2, Article 6, Division 7) requires certain private developers to set aside one percent of their project budgets for art and cultural enhancement. The ordinance applies to eligible private commercial and industrial developments with a total building permit valuation equal to or in excess of $5 million dollars. This requirement may be satisfied by the financing of cultural and artistic facilities and/or on-site artwork. Private developers also have the option to pay a one half percent in-lieu fee. In-lieu fees are used for artistic enrichment of the City's public spaces.

APPENDIX A: SUMMARY OF PARK AND RECREATION NEEDS ASSESSMENT SURVEY

A.1 SUMMARY OF PARK AND RECREATION NEEDS ASSESSMENT SURVEY

(Greater Golden Hill, North Park and Uptown Communities, prepared by BW Research Partnership, August 2011)

Six key findings of the survey pertaining to the North Park Community included the following:

- Individual activities (walking with or without a dog, jogging/ running, and relaxing) were the most frequently reported activities in neighborhood parks and Balboa Park by residents in all three communities;
- North Park residents placed a high level of overall importance on expanding and improving the trails, paths, and walkways in and around their community (73%) and improving and enhancing existing park and recreation facilities (72%). An overwhelming majority of residents reported walking for exercise as the top use of neighborhood trails and walkways (72%);
- The renovation and improvement of existing neighborhood parks was reported as the highest investment priority for future parks and recreation facilities (63% North Park);
- More than half of North Park residents preferred smaller neighborhood parks closer to home (58%) compared to larger community parks with more resources (31%);
- Investing in small parks or trails that connect to existing parks, including Balboa Park (60.8%), and improving school grounds (60.2%) received the highest priority for alternative parks and recreation facilities; and
- An overwhelming majority of residents supported the use of Balboa Park for local parks and recreation (82% North Park), such as: walking, running, jogging, or exercising, quiet times of reflection, bicycling or skating, children's play areas, picnicking, pick-up ball games and other related informal sports.

PRIORITIES FOR PARK AND RECREATIONAL FACILITIES

The survey evaluated community priorities in both traditional parks and recreation facilities including existing parks and city pools, as well as alternative parks and recreation facilities (a.k.a. park equivalencies) including roof-top parks, school grounds, and trails that provide recreational opportunities, revealing the following four priorities of highest importance:

- Improving and enhancing existing park and recreational facilities. Throughout the survey, residents seemed to indicate a preference for improving and developing what is already there rather than creating something new.
- Expanding and enhancing existing trails, paths, and walkways in and around existing communities. Given the high usage of parks and trails for walking, running, and exercising, any investment in developing trails, paths, and walkways is likely to show a high return on investment for residents in terms of usage and impact on satisfaction.
- Improving school grounds so they can be better used by residents for recreational activities. Overall, residents consistently supported the idea of building upon the resources and facilities that are already in place rather than building or developing completely new infrastructure.
- Small parks or trails that connect to existing parks including Balboa Park. This priority is consistent with residents' overall view that Balboa Park should not only be a regional attraction, but also provide local residents park and recreational amenities.

USE OF NEIGHBORHOOD PARKS AND OUTDOOR RECREATIONAL AREAS

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

- Walking (without a dog)
- Running or outdoor exercises
- Picnicking, sunbathing, reading, or relaxing outdoors
- Dog-walking
- Quiet times of reflection
- Playgrounds for children

INVESTMENT PRIORITIES FOR EXISTING PARKS AND RECREATION FACILITIES

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

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

INVESTMENT PRIORITIES FOR ALTERNATIVE PARKS AND RECREATION FACILITIES

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

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

Lastly, the survey revealed that the top locations where the community recreated indoors were at private and non-profit recreation facilities (e.g., YMCA), which is understandable in view of the lack of public, City-operated, facilities within the community to serve their needs.

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APPENDIX B: NATURAL RESOURCE MAPPING / MHPA BOUNDARY LINE CORRECTION

B.1 NATURAL RESOURCE MAPPING/MHPA BOUNDARY LINE CORRECTION

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

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

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

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

As shown in Figure B-1, a majority of the corrections would remove developed and disturbed land while adding sensitive habitats which would include coastal sage scrub, chaparral, grasslands, and riparian scrub. City-owned lands within designated community plan open space areas adjacent to the existing MHPA have been added to the MHPA.

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

As shown in Table B-1, the MHPA correction for the three communities would result in an addition of 89.2 acres to the MHPA of consisting of 39.4 acres of coastal sage scrub, 36.3 acres of chaparral, 4.5 acres of grassland, 0.6 acre of riparian scrub, and 8.4 acres of disturbed habitat. The MHPA additions and deletions for the North Park CPU area are shown in Table B-2.

Preservation of sensitive habitat is consistent with the goals of the MSCP, the Conservation Element for the three Community Plans, and the City's Environmentally Sensitive Lands (ESL) regulations. Correcting the MHPA boundary would not relieve projects from having to otherwise comply with the City's MHPA Land Use Adjacency Guidelines.

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

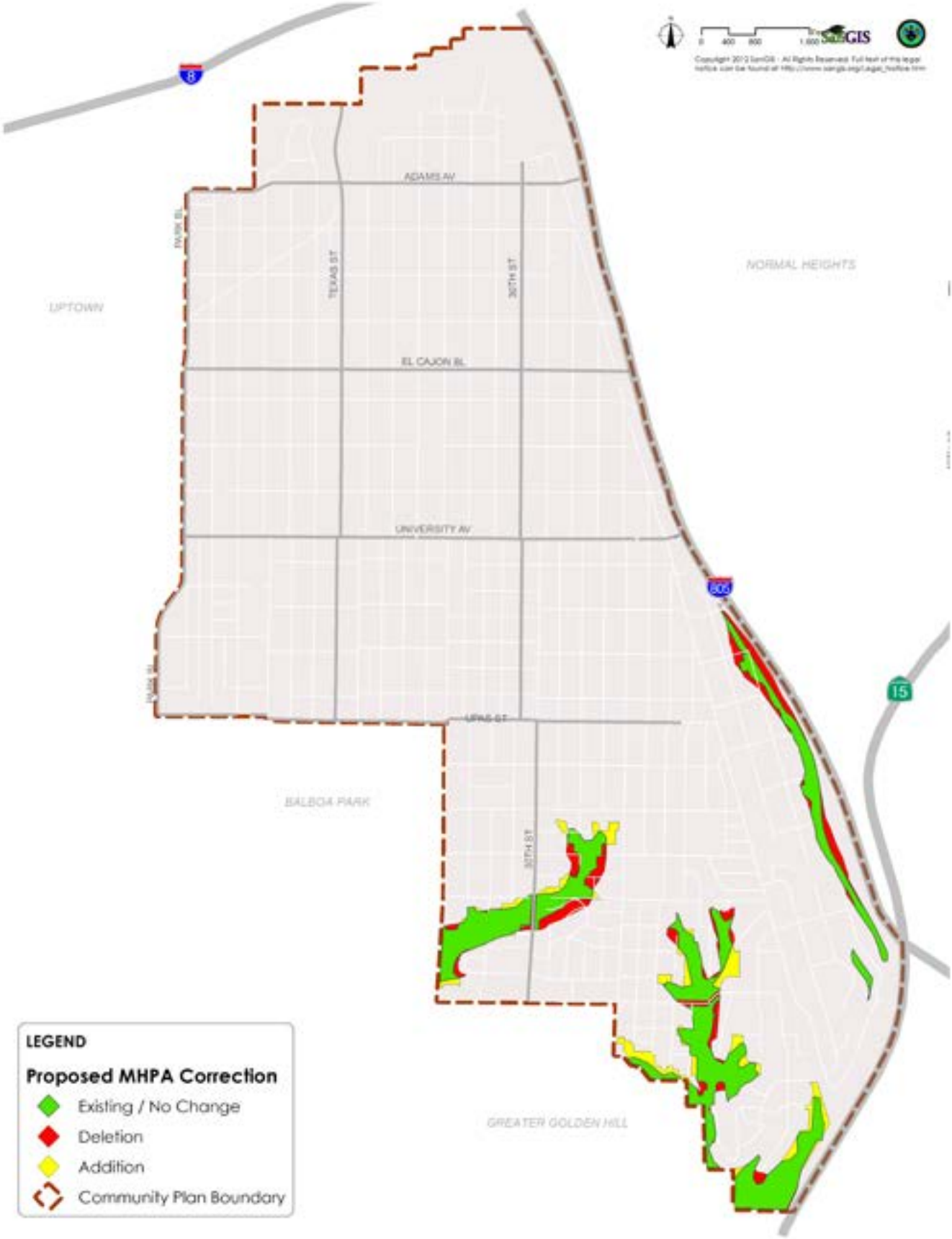
Table B-1: *Result of the Comprehensive MHPA Boundary Line Correction for Uptown, Greater North Park and Golden Hill*

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

Table B-2: *Result of the MHPA Boundary Line Correction for North Park*

Vegetation Community/ Land Cover Type	MHPA Addition	MHPA Deletion*	Change in MHPA
Coastal sage scrub	30.7	1.0	+29.7
Chaparral	35.8	2.4	+33.4
Grasslands	4.5	0	+4.5
Riparian scrub	0.6	0	+0.6
Eucalyptus woodland	0.6	0.7	-0.1
Disturbed land	4.9	3.5	+1.4
Developed	0	40.7	-40.7
Total	77.1	48.3	+28.8

Figure B-3: *MHPA Boundary Line Correction*



APPENDIX C:
NORTH PARK HISTORIC RESOURCES SURVEY REPORT AND ARCHAEOLOGY STUDY

Appendix C: North Park Historic Resources Survey Report and Archaeology Study to be provided later.

APPENDIX D: GLOSSARY

Table D-1: *Glossary - Land Use Element*

Term	Definition
Bicycle Shed	The average three mile distance a person can comfortably ride a bike at a "no sweat" pace, which is approximately a twenty minute commute at ten miles per hour. Best anchored by the first/last mile trip to a transit station or school.
Dwelling Unit per Acre (du/ac)	Residential density is most often expressed as dwelling units per acre that measures how many allowable residential units can be built on one acre. This is determined by land use type and zoning regulations.
Huffman Development	Dubbed Huffman Six-Packs after developer Ray Huffman who during the late 1960s began purchasing single-family lots to increase density in City Heights, Hillcrest, Kensington, Mid-City, North Park, and University Heights. The aim was to increase density in these neighborhoods as an effort to bolster their business districts that were in decline from competing with the more modern and auto-oriented businesses and malls developing in Mission Valley. Essentially, these six-twelve unit apartment buildings were hastily constructed and squeezed onto narrow lots meant for single-family homes. They are characterized by parking in the front that consumes a large percentage of lot space that disrupts the pedestrian environment/sidewalk and have monolithic utilitarian façades that further disrupt the cohesive traditional architecture built over-time.
Infill Development	See General Plan Glossary.
Mixed-Use	See General Plan Glossary.
Neighborhood	Defined by a Pedestrian Shed distance, a neighborhood is the walkable area emanating from the neighborhood center that generally provides for everyone's daily needs. The neighborhood center generally comprises a school, park, and/or a commercial area with housing. The neighborhood edge comprises of natural and/or man-made barriers, such as canyons, freeways, a regional park, or another neighborhood edge.
Pedestrian Shed/Walkable Catchment	A basic building block of walkable neighborhoods in which the area encompasses the walking distance from a town or neighborhood center. Generally defined as the area covered by a five minute walk (approximately 0.25 miles, 1,320 feet, or four hundred meters). They may be drawn in circles around the town or neighborhood center, but in practice they tend to have irregular shapes because they cover the actual distance walked, not the linear/aerial distance.
Transit Station Area	The nine (9) blocks or approximately 1,200 linear feet radiating from or surrounding a Bus Rapid, Light-Rail, or Streetcar station. The transit station area must account for access and circulation issues, housing production, public infrastructure, and high-quality place-making and urban design principles required to establish a successful transit station area.
Urban Area	A Census-designated area consisting of a central core and adjacent densely settled territory that together contain at least 2,500 residents.
Zoning	Written regulations and laws that define how property in specific geographic zones can be used. Zoning ordinances specify whether zones can be used for commercial, industrial, institutional, or residential purposes, and may also regulate lot size, placement, bulk (or density) and the height of structures.

Table D-2: *Glossary - Mobility Element*

Term	Definition
Bollard	A short post used to divert traffic from an area of road.
Complete Street	A street designed for safe, comfortable, and convenient movement both along and across the right-of-way. A street designed for everyone in mind, for people of all ages and abilities using multiple modes of transit in lieu of auto-oriented streets that are designed to primarily accommodate the automobile.
Connector Sidewalk	Sidewalks with lower pedestrian levels that connect industrial areas to corridor or district sidewalks.
Continental Crosswalk/Diagonal Crossing/Pedestrian Scramble	A pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally at the same time.
Corridor Sidewalk	Sidewalks with moderate pedestrian levels that connect to district sidewalks.
Curb Extension/Bulb-Out	A traffic calming measure primarily used to extend the sidewalk, reducing the crossing distance and allowing pedestrians to cross more safely by being within the approaching driver's visibility as opposed to being obscured by parked cars along the street.
Curvilinear Street	More prevalent in suburban areas, curvilinear streets are ones that form curved lines and generally consist of cul-de-sacs.
District Sidewalk	Sidewalks with heavy pedestrian levels with an identifiable focus to encourage walkability in districts.
Enhanced Crossing Treatment	Generally treatments or measures designed to promote walkability by making the public realm safer, more comfortable, and more convenient for pedestrians to walk along and cross streets.
Fully Integrated Network	A network in which all transit modes complement one another by promoting walkability, bicycling, and public transportation over the automobile.
High Pedestrian Activity	An area exhibiting high pedestrian levels, such as downtowns, business districts and promote walkability by providing sidewalks sufficient for at least two people to pass a third comfortably or more.
Intelligent Transportation Systems (ITS)	See General Plan Glossary.
Multi-Modal	See General Plan Glossary.
Neighborhood Sidewalk	Sidewalks with low to moderate pedestrian levels within residential areas.
Pull-Out	When a bus or train departs with its passengers from the stop and/or station.
Rapid Bus	A bus-based mass-transit system sometimes referred to Bus Rapid Transit (BRT) that generally has specialized design, services, and infrastructure that differentiates itself from the standard bus system. BRT is a viable alternative for more sprawled out cities to increase public transportation use at a fraction of the cost when compared to light-rail or heavy-rapid transit alternatives like elevated railways or subways. The aim is to provide high-quality fast public transportation. To be considered a true BRT, the system generally must have the following elements: • Dedicated exclusive busways along the majority of the route, whether in the center of the roadway or along its sides. • Stations with off-board fare collection to reduce boarding and alighting delay related to passengers paying on-board. • Station platforms that are level with the bus floor to reduce boarding and alighting delay caused by steps. • Bus priority at intersections to avoid intersection signal delay.

Table D-2: Glossary - Mobility Element (Continued)

Term	Definition
Rapid Transit	A form of high-speed urban passenger transportation, such as an elevated railroad system, subway, or in some cases a light-rail system.
Right-of-Way	See General Plan Glossary.
Road Diet	Reallocating existing roadway space by reducing the number of traffic lanes, generally resulting in bike lanes, expanded sidewalks, and/or parking spaces along the street.
San Diego Association of Governments (SANDAG)	The regional public agency that serves as the forum for regional decision-making. SANDAG is responsible for building consensus, making strategic plans, obtaining and allocating resources, plans, engineers and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.
San Diego Metropolitan Transit System (SDMTS/MTS)	SDMTS/MTS provides bus and rail services directly or by contract with private operators. SDMTS/MTS coordinates all its services and determines routing, stops, frequencies, and hours of operation within its 570 square-mile urbanized jurisdiction of San Diego County as well as rural parts of East San Diego County, totaling 3,240 square-miles and serving approximately three million people in San Diego County.
Traffic Calming	See General Plan Glossary.
Transit-Oriented Development (TOD)	See General Plan Glossary.

Table D-3: *Public Facilities, Services, and Safety Element*

Term	Definition
Capital Improvement Program (CIP)	See General Plan Glossary.
Citizen Patrol	An organization of citizen observers (may be appointed by the Chief of Police or by the Deputy Sheriff) who have met the specific application, background and training requirements for patrolling his or her neighborhood to observe and report suspicious persons and criminal activity. The citizen patrol may also act as a mediary between law enforcement and civilians.
Community Alert Program/Neighborhood Watch	A crime prevention program that enlists the active participation of residents in cooperation with law enforcement to reduce crime, solve problems, and improve the quality of life in an area. In it an individual will get to know and work with neighbors, and learn how to: • Recognize and report crimes and suspicious activities. • Protect yourself, your family, and your property. • Protect your neighbor's family and property. • Identify crime and disorder problems in your area and work with SDPD personnel to solve them.
Development Impact Fee	See General Plan Glossary.

Table D-3: Public Facilities, Services, and Safety Element (Continued)

Term	Definition
Green Infrastructure	Refers to natural vegetation, landscape design, and engineered techniques that retain, absorb, and often cleanse stormwater runoff. By including such features throughout a community, stormwater and other runoff from wet weather or spring thaws is retained, absorbed, and often naturally filtered. It also prevents or reduces the amount of runoff from flowing directly into storm drains where it can overwhelm the sewer system and end up contaminating local waterways. Some examples of green infrastructure include: bioswales, green roofs, natural and constructed wetlands, permeable pavement, rain barrels, rain gardens and urban tree canopy.
Hydromodification	The alteration of the natural flow of water through a landscape, and often takes the form of channel modification or channelization. Hydromodification is one of the leading sources of impairment in streams, lakes, estuaries, aquifers, and other bodies of water.
Low Impact Development (LID)	An innovative stormwater management approach with a basic principle that is modeled after nature; manage rainfall at the source using uniformly distributed decentralized micro-scale controls (i.e. bioswales, curb-cuts permeable pavement, etc).
Maintenance Assessment District (MAD)	See General Plan Glossary.
Property and Business Improvement District (BID)	Enable a city, county, or joint powers authority (made up of cities and/or counties only) to establish a BID and levy annual assessments on businesses within its boundaries. Improvements which may be financed include parking facilities, parks, fountains, benches, trash receptacles, street lighting, and decorations. Services that may be financed include promotion of public events, furnishing music in public places and promotion of tourism.
Source Control	Tackles potential causes of pollution at their source. These potential sources exist inside and outside buildings. There are many pollution-prevention techniques and best management practices that serve to prevent, control, and treat contaminants before they enter the environment. These practices have the potential to save businesses money through conservation of resources, improved worker safety, reduction and avoidance of risk, possible decrease in insurance premiums, and an increase in business efficiencies.
Structural Stormwater Best Management Practices (BMP)	A term used to describe a type of water pollution control. Historically, the term has referred to auxiliary pollution controls in the fields of industrial wastewater control and municipal sewage control, while in stormwater management (both rural and urban) and wetland management, BMPs may refer to principal control or treatment technique as well.
Wastewater Facility/Sewage Treatment Plant	A sewage treatment plant that may include primary treatment to remove solid material, secondary treatment to digest dissolved and suspended organic material as well as the nutrients nitrogen and phosphorus, and sometimes, but not always, disinfection to kill pathogenic bacteria. The sewage sludge that is produced in sewage treatment plants undergoes sludge treatment.

Table D-4: *Glossary - Recreation Element*

Term	Definition
Joint-Use Facility	See General Plan Glossary.
Park Equivalency	A flexible means of providing park land and facilities where development of usable park acreage is limited by constraints. The use of park equivalencies is intended to be part of a realistic strategy for the equitable provision of park and recreational facilities, with built-in safeguards through the implementation process designed to protect the public interest.
Passive Park	A public area designated as a park, but does not afford facilities or equipment for exercise or play (i.e. a nature park or greenspace). It can have benches or trails, but is not conducive for any "active" use, such as sport or play.
Resource Based Parks	Located at, or centered on, notable natural or man-made features (i.e. beaches, canyons, habitats systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population as well as visitors.

Table D-5: *Glossary - Sustainability and Conservation Element*

Term	Definition
Eco District	Development that integrates sustainable and regenerative principles and practices to reduce the ecological footprint of the development while providing a net positive return regarding energy production, water treatment, recycling, etc.
Energy Efficiency	A manner of managing and restraining the growth in energy consumption. Essentially, something is more energy efficient if it delivers more services for the same energy input, or the same services for less energy input.
Envision	A holistic framework for evaluating and rating the community, environmental, and economic benefits of all types and sizes of infrastructure projects. This system evaluates, grades, and gives recognition to infrastructure projects that use transformational, collaborative approaches to assess sustainability indicators over the course of a project's life cycle.
Green Building (also known as Green Construction or Sustainable Building)	Refers to both a structure and processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition. The common objective is to reduce the overall impact of the built environment on human health and the natural environment by: • Efficiently using energy, water, and other resources. • Protecting occupant health and improving employee productivity. • Reducing waste, pollution and environmental degradation.
Green Street	Rights-of-ways that reduce and treat stormwater runoff close to its source. These green streets offer multiple benefits, such as improved water quality and more livable communities, through the integration of stormwater treatment techniques that use natural processes and landscaping.
Habitat	The natural home or environment of an animal, plant, or other organism.
Regenerative Design	Regenerative design is a process-oriented systems theory based approach to design. The term "regenerative" describes processes that restore, renew or revitalize their own sources of energy and materials, creating sustainable systems that integrate the needs of society with the integrity of nature.
Renewable Energy	Energy derived from naturally renewable or replenishing resources, such as sunlight, wind, rain, tides, waves, and geothermal heat.
Riparian	The environment along the banks of a river, stream, or wetlands.
Social Equity	Equal opportunity in a safe and healthy environment for all community members, today as well as in the future.
Sustainability	An economy "in equilibrium" with basic ecological support systems. The concept of sustainable development in the past most often was broken down into three constituent components: environmental sustainability, economic sustainability, and socio-political sustainability. More recently, the term distinguishes the four domains of cultural, ecological, economic, and political sustainability.
Sustainable Development	See General Plan Glossary.

Table D-6: *Glossary - Noise and Light Element*

Term	Definition
Community Noise Equivalent Level (CNEL)	See General Plan Glossary.
Decibel (dB)	See General Plan Glossary.
Light Trespass	The poor control of outdoor lighting that crosses property lines and detracts from property values and quality of life. Light trespass is easy to identify; it occurs when unwanted light shines on property or in windows.
Open Air Concept	Design that incorporates open windows, doors, and patios which take advantage of San Diego's favorable climate and unique street activity. While open air concepts increase and activate the public realm, they can expose surrounding neighborhoods to increasing urban noise when establishments not do include attenuation measures and practices to reduce their noise exposure.
Urban Sky Glow	The illumination of the night sky by electric lights in urbanized areas.

APPENDIX E: MOBILITY TOOLBOX

The Mobility Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

Table E-1: *Mobility Toolbox*

Mobility Tool	Description	Illustration
Electric Vehicle Stations	Their design ranges from cable connectors to parking places equipped with inductive charging mats. Private sector companies offer to install the station to the property and maintain it at no cost to the property owner. Renting the parking space while the car charges up or charging a fee for the charging station service can provide revenue.	
Curb Cuts & Pop-Outs	A curb cut is a concrete ramp graded down from the top surface of a sidewalk to the surface of the adjoining street. A curb cut can e designed for pedestrians to provide a gradual transition and accommodate wheelchairs. Pop outs are curb extensions that widen the sidewalk at the point of crossing. They shorten the distance a pedestrian has to cross and improve pedestrian visibility. As a traffic calming technique a pop out narrows a street, which slows vehicular traffic and consequently improves pedestrian safety.	
Pedestrian Scale Lighting	Pedestrian-scale lighting provides walkway illumination and creates a pedestrian friendly environment. Pedestrian safety is of great concern as the distance drivers and pedestrian can see at night is significantly reduced when compared to daylight conditions. The visibility by pedestrians of other pedestrians and their surroundings provides an overall sense of a comfortable and safe environment.	
Wall Mural	North Park Main Street is renowned as San Diego's Arts and Culture district. Example of this can be found at the North Park Garage. Such engagement with the surrounding public space provides a healthy example of fostering art within the community. Public art is a reflection of a community's value and its economic power is immeasurable. It transforms the public space into a more welcoming and beautiful environment and provides a backdrop to outdoor seating.	
Bike Corral	A bike corral provides bicycle parking in the parking lane and is not elevated above grade but is clearly differentiated from the road way through the use of paint, a small buffer, flexible bollards, or a combination of elements. The corral maintains the width of the parking lane and can be 1 to 2 spaces long. However, it does not extend into the pedestrian zone, like sidewalk bike racks.	

The Mobility Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

Table E-1: *Mobility Toolbox (Continued)*

Mobility Tool	Description	Illustration
Tree Wells	Trees are a major infrastructural element and provide numerous benefits to the quality of life in urban areas, such as beautification and energy conservation. Proper tree wells increase the survivability of trees and prevent the degradation of the functioning roots. Permeable paving will promote water infiltration and aeration, where designed and installed to promote soil compaction.	
Dumpster Shed	Retail stores and restaurants generate garbage and store it in dumpsters, which often clutter the sidewalk. The design of a shed for the dumpster would redefine its adjacent public space supporting an attractive streetscape and allow for a better outdoor seating experience.	
Mid-block Crossing	Mid-block crosswalks provide pedestrians with convenient crossing locations where pedestrian concentration is high or other opportunities to cross streets are distant. To be safe mid-block crossings should be illuminated, ADA-compliant, and its surface should be of high contrast. The crosswalk can then be signalized and an audible device should be installed.	
Way Finding Infrastructure	Infrastructure for décor facilitates signage. This may include any word, numeral, figure, flag, pennant, twirler, light, banner, balloon or other device of any kind used singly or in any combination to be viewed by the public from the outdoors. Other examples include community kiosks and maps, banner hardware on lamp posts, planters, and electrical outlets in tree wells.	
Street Benches	Street furniture preserves and maintains the fabric of the streetscape. The provision of street benches supports general pedestrian activity. Street benches allow for pedestrians to rest, wait for others, encourage conversations, and facilitate people watching.	

The Mobility Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

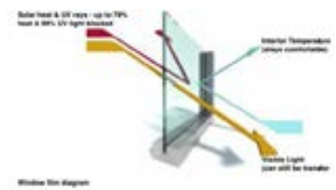
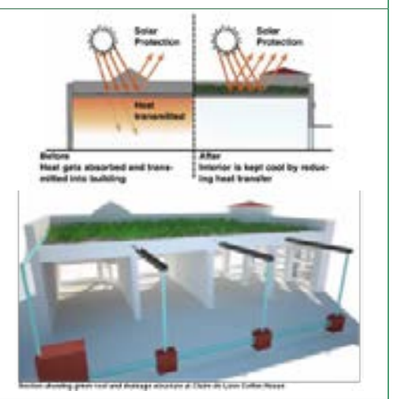
Table E-1: *Mobility Toolbox (Continued)*

Mobility Tool	Description	Illustration
Parklet	Parklets offer a place to stop, to sit, and to rest while taking in the activities of the street. In instances where a parklet is not intended to accommodate people, it may provide greenery, art, or some other visual amenity. Parklets may accommodate bicycle parking within it, or bicycle parking may be associated with it	
Intersection Mural	Intersection murals highlight areas of the road where there are a high number of children cross a street to/ from school. Road markings, in addition to crosswalks and stop signs, are an added gesture to drivers to slow their vehicles and be more alert to yield to pedestrians and cyclists. The mural provides aesthetically pleasing artwork that comes from the community, thus improving the visual appeal of the area.	
Bike Sharing	Bike Sharing is an alternative mode of transportation that provides bicycles for shared public use. Bike share schemes allow people to borrow a bike from point "A" and return it at point "B". Many bike-share systems offer subscriptions that make the first 30–45 minutes of use either free or very inexpensive, encouraging use as transportation. This allows each bike to serve several users per day.	
Car Sharing	Car Sharing is a model of car rental where people rent cars for short periods of time, often by the hour. They are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.	

APPENDIX F: SUSTAINABILITY AND CONSERVATION TOOLBOX

The Sustainability and Conservation Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

Table F-1: *Sustainability and Conservation Toolbox*

Sustainability and Conservation Tool	Description	Illustration
Storefront Shading	To allow for a visual indoor-outdoor connection without heat gain, all fenestration that is exposed to the sun must be shaded. It is important to consider the building's orientation as the sun rise and set low in the sky. Therefore, east facades are best treated with a vertical shade device such as louvers and west façade is most effective shaded by a horizontal shading device such as an awning.	
Applied Window Film	Applying a window film saves energy by reflecting unwanted infrared radiation, which cuts summer heat gain and complements other energy efficiency measures. A reduced cooling load of the building decreases energy demand and lowers utility costs.	
Green Roof	Green roofs improve the thermal performance of a building. Because less heat flows across the roofing system less energy is required to heat the interior in winter or cool it in summer. Green roofs reduce the heat island effect by limiting solar reflection and consequently reduce the cooling load on surrounding buildings. A green roof keeps hold of stormwater where a portion evapotranspirates and consequently only a flow-through portion is released. When captured, the excess water can be stored and used in times of drought or allowed to future infiltrate using swales and trenches. Green roofs produce oxygen and absorb carbon dioxide which reduces the greenhouse effect. Green roofs reduce the heat island effect by limiting solar reflection and enabling urban ventilation.	
Solar Tubes & Skylights	Energy savings are generated when less artificial light sources are powered to illuminate a space. Studies have shown the natural sunlight greatly contributes to increased productivity in the workplace and may offer other benefits to people as well. Improvements to the indoor atmosphere may encourage customers to stay longer.	
Vent Stacks	Vent stacks provide natural ventilation and consequently reduce the energy use and improve the indoor environment. By cooling passively the cooing load of building is reduced and consequently utility costs are lowered.	

The Sustainability and Conservation Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

Table F-1: *Sustainability and Conservation Toolbox (Continued)*

Sustainability and Conservation Tool	Description	Illustration
Cool Roof	A cool roof reduces roof temperatures, which consequently impacts the temperature of the interior. A cool roof reflects sunlight away from the building, and combined with the roofing material's ability to release absorbed heat, the transfer of the heat into the building is diminished. When a cool roof's materials stay cooler than conventional materials during peak summer weather, this may prolong the roof's life and reduce maintenance costs.	
Greywater System	Common sources of greywater include showers, baths, sinks, and clothes washers. Water from kitchen sinks and dishwashers is sometimes referred to as dark greywater due to the high concentration of organic matter. A diversion system reuses greywater directly without treating or storing it and it diverts grey water into toilet tanks or to outdoor irrigation. Another approach involves storing greywater onsite and treating it.	
Permeable Surface	Rainwater infiltration can be achieved by changing a solid concrete surface to a permeable surface. Rainwater that is allowed to infiltrate prevents urban runoff and consequently protects surface and groundwater resources. It also sustains the conveyance capacity of a city's storm water system.	
Porous Paving	Porous paving utilizes an air void mixture that permits fluids to pass through the pavement into a stone base and then into the soil below to recharge groundwater supply. The temporary storage of water reduces the peak flow volumes on city storm drains. Porous paving options include porous concrete, porous asphalt, and paving systems with openings for planting and gravel.	
Bioswales	A bioswale provides for an attractive streetscape and natural habitat. At the threshold of a sidewalk and street, stormwater runoff can be diverted into a bioswale, where water is allowed to soak into the ground and is filtered from pollutants by plants and soil. A curb bioswale can be designed to accommodate various spatial conditions of the sidewalk.	

The Sustainability and Conservation Toolbox provides tools, descriptions and illustrations for consideration when planning or designing a project where applicable.

Table F-1: *Sustainability and Conservation Toolbox (Continued)*

Sustainability and Conservation Tool	Description	Illustration
Rainwater Cistern	A rainwater cistern is a collection device and part of rainwater harvesting systems. Rainwater that falls onto a building's roof is channeled through gutters to a collection tank for storage until used for landscaping, ornamental fountains, or other non-potable uses. The cistern can be an underground basin of water or an above ground barrel or tank. A rainwater cistern can hold large amounts of water and is sealed from external contaminants. Systems can range from as simple as rain barrels at down spouts, to more sophisticated systems including filtration, bypass and overflow features, and pumping equipment.	
Composting Co-Op	Composting provides us with the best natural example of zero waste operations. Composting is the controlled biological decomposition of organic matter, such as food and yard wastes, into humus, a soil-like material that can be used to grow new product. Recovering and composting this portion of our waste stream is key to improving our ability to reduce waste.	
Recycling	Recycling is key to modern waste reduction. It prevents the waste of useful material that provides a substitute to virgin raw materials. The separation of waste reduces the total amount of waste being placed in landfills or incinerated consequently reducing energy use, water use and air pollution.	
Validations & Discounts	The central North Park Parking Structure acts as a parking reservoir and enables automobilists to take advantage of the walkable business district. The parking rates could include carpool and carshare promotions for employees. Businesses could promote validation service to discount parking rates of the parking structure. Similarly business operators can offer discounts toward merchandise and services if the customer arrived by bike.	