NORTH PARK COMMUNITY PLAN

Errata Sheet

Revisions made to the June 2016 version of the North Park Community Plan include the following edits as a result of subsequent comment provided by the public and review by City staff:

Community Plan Land Use Map (Figure 2-1), Page 15

The boundaries of the Community Villages identified at 30th Street and University Avenue and 30th Street and El Cajon Boulevard (shown in Figure 2-3) have been incorporated into the Community Plan Land Use Map (Figure 2-1).

North Park Land Use Classifications and Permitted Densities/Intensities (Table 2-4), Page 16

The following zones and FARs were removed from Table 2-4, as they are not applicable to the North Park Community Plan: RM-2-4, RM-2-6, RM-2-7, 1.2 FAR, 1.5 FAR.

The zone RM-3-7 was added to the Table 2-4 as the zone that has been selected for the Residential Medium-High land use designation.

Community Plan Enhancement Program, Page 30

The text has been revised as follows:

"The Community Plan Enhancement Program is separate from the ~~State of California's~~ City's Affordable Housing Density Bonus Regulations in Land Development Code (LDC) Chapter 14, Article 3, Division 7 that is subject to ~~City's~~ State of California's Affordable Housing Density Bonus Program."

Community Plan Enhancement Program Areas, Figure 2-4, Page 31

Figure 2-4 has been revised to show the crosshatching representation of Community Commercial 0-73 du/ac and Community Commercial 0-109 du/ac consistently with Figure 2-1 and Figure 2-2.

3.2 Transit, Page 44

The policies listed below have been revised as follows:

ME-2.1 Implement transit system priority for buses <u>including Transit Signal Priority</u> and transit 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~~ <u>along corridors where traffic queues make other transit system priority measures less effective in isolation</u>.

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

ME-2.5 ~~Work~~ <u>Coordinate</u> with <u>MTS and</u> SANDAG to implement real time transit schedule updates to provide timely and efficient loading.

Policy ME-2.13 has been added and it reads as follows:

<u>ME-2.13 Work with MTS, public and private developers to ensure accessibility and compatibility with transit operations and future plans.</u>

3.5 Parking, Page 49

Policy 5.23 has been added and it reads as follows:

<u>ME-5.23 Provide dedicated priority parking spaces for carpools, vanpools, and carshare vehicles.</u>

Section 3.6 Transportation Demand Management, Page 51

Section 3.6 Transportation Demand Management and associated policies (ME-6.1 and ME-6.2) have been added to the Mobility Element and these read as follows:

<u>3.6 TRANSPORTATION DEMAND MANAGEMENT (TDM)</u>

<u>Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing. These management strategies are an important tool to reduce congestion and parking demand in North Park. Transportation Demand Management policies are numbered below as Policies ME-6.1 through ME-6.2. Additional policies related to this topic may be found in the City of San Diego's General Plan policies ME-E.1 through ME-E.8.</u>

ME-6.1 Encourage new commercial and institutional developments, as well as any new standalone parking facilities to provide parking spaces for car-sharing.

ME-6.2 Encourage new multifamily residential development to incorporate alternative measures to reduce the need to provide parking spaces in excess of the required parking minimums, which could include, but are not limited to, incorporating car-sharing spaces or providing discounted transit passes to residents.

ME-6.3 Encourage new multifamily residential rental development to unbundle parking spaces from the rental cost of dwelling units.

Population-Based Parks and Recreation Facilities Inventory and Recommendations (Table 7-1), Page 117

Table 7-1 has been revised based on McKinley Elementary School's approved joint use agreement and it read follows:

The future useable acreage for McKinley Elementary School joint use facilities has been changed from ~~2.67~~ to 2.52.

Summary of Existing and Proposed Population-Based Parks and Recreation Facilities (Table 7-2), Page 119

Table 7-2 has been revised based on McKinley Elementary School's approved joint use agreement and it read follows:

The proposed population-based parks and park equivalencies acreage has been changed from ~~88.45~~ to 88.30.

The existing and proposed population-based parks and park equivalencies acreage has been changed from ~~104.82~~ to 104.67.

The population-based park deficit at full community development acreage has been changed from ~~100.06~~ to 100.21.

Parks, Recreation Facilities, and Open Space (Figure 7-1), Page 120

Figure 7-1 has been revised to show existing and proposed trails in Switzer Canyon Open Space Trails and Juniper/34th Streets Canyon Open Space Trails consistent with Table 7-1.