

CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

COMMUNITY PLAN: North Park Community Plan Update

1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

Yes, the North Park Community Plan (NPCP) provides site specific recommendations consistent with these land use and mobility strategies. The plan update identifies neighborhood villages within TPAs, and the land use and zoning increases the capacity for transit-supportive residential densities in the villages and identifies sites suitable to accommodate mixed-use village development, as defined in the General Plan. The villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. The Village Districts are within "transit priority areas," in close proximity to the Bus Rapid Transit high frequency bus transit service and a future light rail transit line.

30th Street and University Avenue Community Village: This community village includes most of the commercial properties along University Avenue between Idaho Street and Bancroft Street. It includes 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. This village includes densities up to 109 du/ac.

30th Street and El Cajon Boulevard Community Village: 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. This village includes densities up to 109 du/ac, with an increase up to 145 du/ac through the use of a planned development permit.

North Park Community Plan Update

- Is a majority of the additional residential density proposed within TPAs?

Yes. As of 2016, there are approximately 25,250 existing residential units within the North Park planning area. The adopted community plan at buildout allows for a total of 34,295 residential units. Under the draft community plan a maximum build out of approximately 36,570 residential dwelling units would be allowed which would add a total of 2,275 additional residential dwelling units (25 percent) increase over the adopted community plan. This density increase is entirely within the mixed-use commercial areas and multi-family areas located in the TPAs.

- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?

Yes. The NPCP and rezoning effort provides both community and neighborhood commercial land uses and zones that will allow additional commercial development to occur along the major transit corridors. The areas within TPAs includes a mix of land use types, including: commercial, office, multifamily residential uses, and mixed use options with office or residential space above commercial space. This balance of land uses allows for housing and employment opportunities near one another.

Recognizing the need to allow for artisan uses that have developed in the urbanized communities over the past ten years, a new separately regulated light industrial use called the Artisan Food and Beverage Producer is being created. The new use category will allow small establishments up to 20,000 square feet in size that engage in on-site production of food and/or beverage products (i.e. coffee products, ice cream, baked goods, confection, alcoholic and non-alcoholic beverages, and other foodstuffs) in the Community Commercial (CC) zones in accordance with Process One staff level approval where it meets the specified limited use criteria and subject to a Process Two Neighborhood Use Permit (staff level decision appealable to Planning Commission) in the Neighborhood Commercial (CN) zones.

North Park Community Plan Update

- Is there community-specific data to demonstrate that the proposed plan will lead to an increased number of jobs within TPAs?

Currently, commercial businesses employ nearly 5,800 people within North Park, and an estimated 2,500 persons are self-employed.

By 2030, employment is estimated to grow by 17% adding over 1,400 jobs predominately in TPAs. Industry sectors that are expected to experience growth include health services, leisure and hospitality, professional and business services, retail trade, finance, and real estate.

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

Yes, the two identified Villages concentrate on areas of intensification along the Mid-City Rapid Transit line as well as along University Avenue which is one of the highest volume transit lines in the City. Many of the commercial lots along El Cajon Boulevard are large and ready for redevelopment and reinvestment.

The villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. The Village Districts are within "transit priority areas," in close proximity to the Bus Rapid Transit high frequency bus transit service and a future light rail transit line.

30th Street and University Avenue Community Village: This community village 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.

30th Street and El Cajon Boulevard Community Village: 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.

North Park Community Plan Update

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

Yes, the NPCP envisions that new multi-family housing in North Park will not only include a diversity of options but also include varying levels of affordability. Since higher density development is anticipated within the TPA's, the affordable housing policies would be most applicable to these sites.

Two Land Use Element goals include: 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.

The following are Land Use Element 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-4.10 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.

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

Yes, the NPCP update actions also include removing the Mid-City Planned District Ordinance and replacing it with citywide zoning in order to provide for a more standardized development review process. CC-3-6, CC-3-8, and CC-3-9 zones will be utilized on the transit corridors on University Avenue and El Cajon Boulevard, allowing mixed use development of high intensity. The RM-3-7 zone will apply to a large area between these two corridors allowing for higher density growth. This area makes up the Community Plan Enhancement Program which allows for the maximum allowable residential density in these areas to be approved by a planned development permit.

North Park Community Plan Update

2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)

Considerations:

- Does the plan support identified transit routes and stops/stations?

Yes, the NPCP takes a multi-modal approach to improving circulation and access through and within North Park. These mobility policies and recommendations in the NPCP build from the General Plan's Mobility Element to accommodate transit operations needs and improve access to transit through better pedestrian and bicycle infrastructure. The proposed mobility network complements the transit-supportive density proposed in the village areas and along the major transit corridors. The NPCP also supports a new future trolley line along Park Boulevard and El Cajon Boulevard that would improve transit through this community.

Specifically, the NPCP includes policies ME-2.1 through ME-2.12, which identify transit-supportive improvements.

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

Yes, the NPCP has a multi-modal approach to improving circulation. The plan identifies locations within the North Park community for potential Transit Priority Measures along roadways and intersections on which the Rapid Bus Route currently runs. The plan also provides recommendations for a new Streetcar line as well as a Mid-City Trolley Extension. Additionally, the plan provides policy direction on implementing transit signal priority treatments at signalized intersections serving rapid bus routes and transit queue jumps at severely congested intersections.

The Mobility Element includes the following 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-2.7 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

North Park Community Plan Update

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

Yes, the NPCP envisions shifting a large amount of new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. The plan supports the implementation of “complete-streets” improvements, intersection improvements, and other roadway improvements to increase accessibility, remove excess right of way, and improve bicycle and pedestrian facilities.

3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan’s circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

Yes, the NPCP includes policies for an improving the existing grid-pattern of sidewalks that connect pedestrians to the major transit corridors, parks, and to the adjacent communities of Uptown to the West and City Heights to the East.

Some of the Mobility Element policies include:

- ME-1.6 Install missing curb ramps and remove any other barriers to accessibility along sidewalks.
- ME-1.7 Locate or relocate above-ground infra- structure, 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-1.12 Implement traffic calming treatments on residential streets where appropriate.

North Park Community Plan Update

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

The Urban Design Framework recommends 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. Furthermore, the Framework recommends that a "Green Street" focus on Oregon Street and Pershing Avenue that improves connections between schools, community parks, Balboa Park, and commercial districts that increases the urban forest canopy over the streets, includes opportunities for storm water capture and improves pedestrian walkability.

Some plan policies include:

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-2.9 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 seating for cafe and restaurants.

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-2.13 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.

4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

Yes, the NPCP develops a well-connected, effective bicycle network, including protected facilities where feasible, to facilitate cycling and help meet community travel needs. The NPCP provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect North Park to the citywide bicycle network and implement the San Diego Bicycle Master Plan and the Regional Bike Plan. Plan policies propose to implement bicycle connectivity through the villages and throughout the community and provide for secure, accessible, and adequate bicycle parking. The NPCP also supports and promotes better timing of construction of such facilities with policy support to increase connectivity through the construction of bicycle facilities in conjunction with other.

In particular, the plan calls for new bike lanes along Texas Street (Class II), Mead Avenue and Georgia Street (Enhanced Class III), University Avenue, Lincoln Avenue, and Landis Street (Class III).

North Park Community Plan Update

- Does the plan’s circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users?

Yes, the complete streets initiatives discussed in the NPCP address the continued improvement of connections between residential areas to transit facilities. A mobility goal is to achieve a circulation system that provides for complete streets and adequate capacity and improved regional access for vehicle traffic. Policies promote the establishment of a complete streets network that capitalizes on access to transit, provides a walkable and pedestrian environment, and encourages traffic calming, bicycle facilities, and roadway improvements.

Some specific Mobility Element policies include:

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, bicycling, and transit modes by creating a safe, effective multi-modal 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.

5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

Yes, the Urban Design Element blends the public and private spaces of a community together into a network of pedestrian spaces, connected through streets, alleys, paseos, and plazas. Enhancing connectivity with pedestrian amenities and cultural elements create a lively and attractive street character and provide healthier mobility alternatives. One strategy for improving pedestrian safety is to incorporate pedestrian lighting, streetscape amenities, public art and small plazas or seating areas. Some policies that implement this include:

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

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-2.37 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-3.15 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.

North Park Community Plan Update

- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

Yes, the Recreation Element has policies and recommendations for new public facilities in TPAs at the North Park Recreation Center, Bud Kerns Pool, Balboa Park as well as a variety of pocket and mini-parks throughout the community.

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

The North Park Community does not include census tracts ranking in the top 30% of CalEnviroScreen scores. However, the North Park Community is served by a well-established public transportation systems, a bicycle system, and a pedestrian circulation system. Additional transportation improvements are necessary to meet both existing needs and the needs of future development and have been identified in the Impact Fee Study. This list of projects is generated by the policies and recommendations within the NPCP. In undertaking these projects, the City will be making a significant and visible commitment to realize the vision of the planning area and to improving the transit-supportive infrastructure within North Park's TPAs.

North Park Community Plan Update

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

Yes. The NPCP addresses parking management. One of the goals of the Mobility Element is to provide efficient use of parking resources through parking management strategies that support more intensive land uses. Applicable policies include:

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-5.10 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.

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

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

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

Yes, the interconnectedness of the transit, bike and pedestrian facilities throughout the community ultimately influence areas outside of TPAs. As part of the plan update process, Tandem Parking will be allowed through a Process 1 permit process throughout the North Park Community.

Outside of TPAs, new bicycle lanes are proposed along Redwood Street, Boundary Street, and Juniper Street adding new connections to the existing lane on 30th Street. Additionally, the plan identifies a robust pedestrian network along 32nd Street and Redwood Street, accommodating additional connections to the 30th Street, the Greater Golden Hill Community, and Balboa Park.

North Park Community Plan Update

6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

Yes, the NPCP includes a section on Street Trees and a Street Tree Plan in the Urban Design Element. The Street Tree Plan provides for a wide variety of tree types throughout the community. This section establishes a hierarchy of street tree species based on their size and function. The urban forestry policies are to be used in conjunction with Table 4-2: Street Tree Selection Guide and Figure 4-5: Recommended Street Trees, which provide tree species by street location. All other areas of the community should utilize the City of San Diego Street Tree Selection matrices to select species based on available planting widths and add tree species that already exist in the area. Consistency of street trees is not imperative on all streets, given existing conditions where there is already a mixture trees.

- Does the plan include policies or strategies for preserving existing trees?

Yes, the NPCP has policies requiring new development to retain significant and mature trees, where feasible. The policies state:

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

SE-1.32 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 Encourage new development to retain existing significant and mature trees.

North Park Community Plan Update

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

Yes, the NPCP developed strategies to contribute to the canopy goal. Strategies include:

SE-1.31 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 Add or replace street trees to fill existing gaps and provide continuous, regularly spaced tree canopies.

SE-1.37 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.

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

Yes. The NPCP provides additional specificity related to water recycling and conservation, implementation of green building measures, and community farms and gardens in addition to citywide climate change policies found in the General Plan Conservation Element and Climate Action Plan. Water conservation and reclamation are important components of the City's water supply and discussed in the NPCP. The implementation of water conservation and reclamation will help the community become more water independent and more resilient against drought, climate change, and natural disasters. Additionally, the policies related to trees described above, are intended to reduce the urban heat island effect in North Park.

The Sustainability Element includes the following policies:

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-1.23 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;
- Laundry operations and that capture gray water for implementation in other uses;
- Passive or zero net energy strategies in new building design.

7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)

The NPCP provides additional specificity related to water recycling and conservation, alternative energy generation, implementation of green building measures, air quality and community farms and gardens. Water conservation and reclamation are also important components of the City's water supply and discussed in the NPCP. Some policies include:

SE-1.10 Ensure that development within North Park comprehensively reflects all sustainability considerations – environmental, financial and cultural.

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.

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-1.20 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, out- reach, funding and other resources.

SE-1.21 Promote efforts to form Eco-Districts throughout North Park's neighborhoods and commercial districts.