APPENDIX A. HOUSING TYPE ILLUSTRATIONS

COMPARISON OF HOUSING TYPES AND DENSITIES

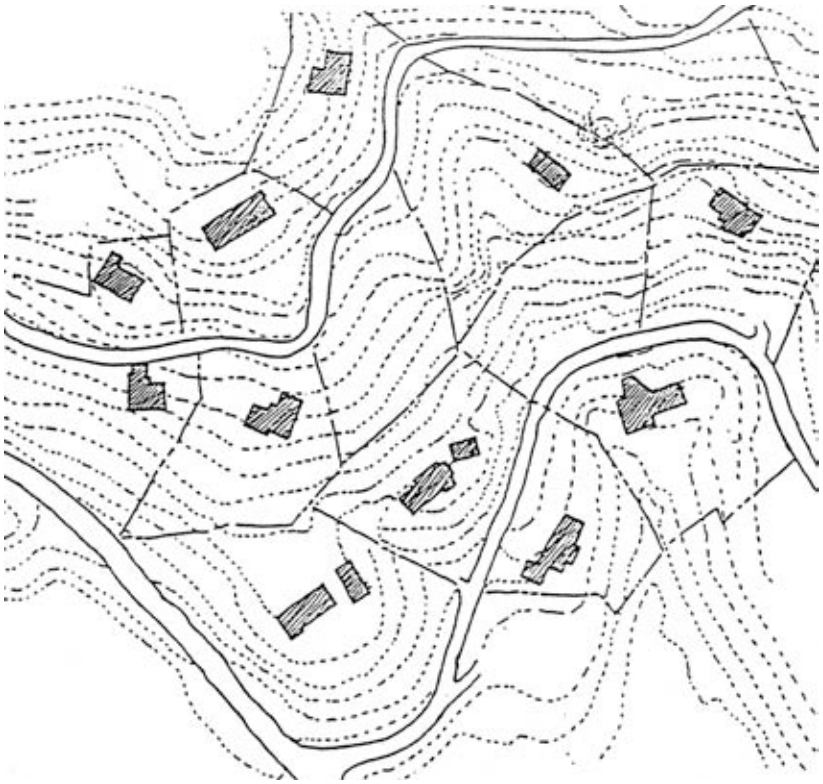
Housing Types	Net Density Dwellings/Acre	Design Characteristics	Locational Considerations
Single Family Detached Dwellings			
Estate Lots	1 or less	• Semi-rural character with extensive planting • Most of lot is open space • Buildings 1-2 story with privacy from street • May include golf course	• Hillside areas, areas adjacent to sensitive lands • Less accessible locations where major roads should be avoided • Adjacent to existing low-density communities
Conventional Lots	2-7	• Lot sizes 5,000 square feet to 1/2 acre with 60-100 foot frontages • Dwellings 2,000-4,000 square feet covering 1/3 of lot • Streetscapes should minimize visual impact of garages	• Level and gently sloping topography • Could be located in peripheral areas of higher density neighborhood cores
Small Lots (5,000 square feet)	8	• Lots conform to minimum City R-1 standard with 50-60 frontages • Dwellings 2,000-3,000 square feet in 1-2 story structures • Need to reduce visual dominance of garages on street	• Level and gently sloping topography • Peripheral areas of higher density neighborhood cores
Small Lots (3,300-5,000 square feet)	8-12	• Small “zero lot line” parcels with 40-50 foot frontages • Dwellings typically 1,800-2,500 square feet in 1-2 story structures • Need rear alley to improve streetscapes	• Level and gently sloping topography • May be mixed with attached and multifamily dwellings in neighborhood cores
Small Lots with Second Units	10-17	• Dwellings typically 1,800-2,500 square foot primary unit and secondary unit less than 1,000 square feet; 2-story structure • Previous small lot design issues apply	• Level and gently sloping topography • May be mixed with small lot single-family dwellings • Neighborhood cores and peripheral areas

COMPARISON OF HOUSING TYPES AND DENSITIES (continued)

Housing Types	Net Density Dwellings/Acre	Design Characteristics	Locational Considerations
Attached Dwellings			
Duplex, Triplex	12-18	• Lots 5,000 to 8,000 square feet with 50-75 foot frontages • Dwellings 1,500-2,500 square feet; 2-story • Small lot design issues apply	• Level and gently sloping topography • May be mixed with single-family houses, row houses and multifamily dwellings • Neighborhood cores
Townhouses arranged in Courtyards	15-25	• 1,200-2,000 square foot 2-level dwellings oriented to courtyards • Courtyards should open partially to streets	• Level and gently sloping topography • Neighborhood cores • Mix with small single-family detached and multifamily
Townhouses facing the street	15-25	• 1,200-2,000 square foot 2-level dwellings oriented to courtyards • Should have street-facing entrances and porches or stoops	• Level and gently sloping topography • Neighborhood cores • Mix with small single-family, duplex and multifamily • Streets with low traffic volumes
Multifamily Dwellings			
Courtyard Multifamily Buildings	25-50	• One or two story dwellings in 2-4 story buildings over garages • Designs must emphasize attractive streetscapes • Courtyards should partially open to street	• Level sites • Residential core areas • Appropriate for major arterial streets
Multifamily Buildings with Internal Corridors	40-75	• One story dwellings in 2-4 story buildings over garages • Design of street frontage is critical • Group units around circulation cores to minimize corridors	• Level sites • Residential core areas • Appropriate for major arterial streets

SINGLE-FAMILY DETACHED DWELLINGS

Estate Lots



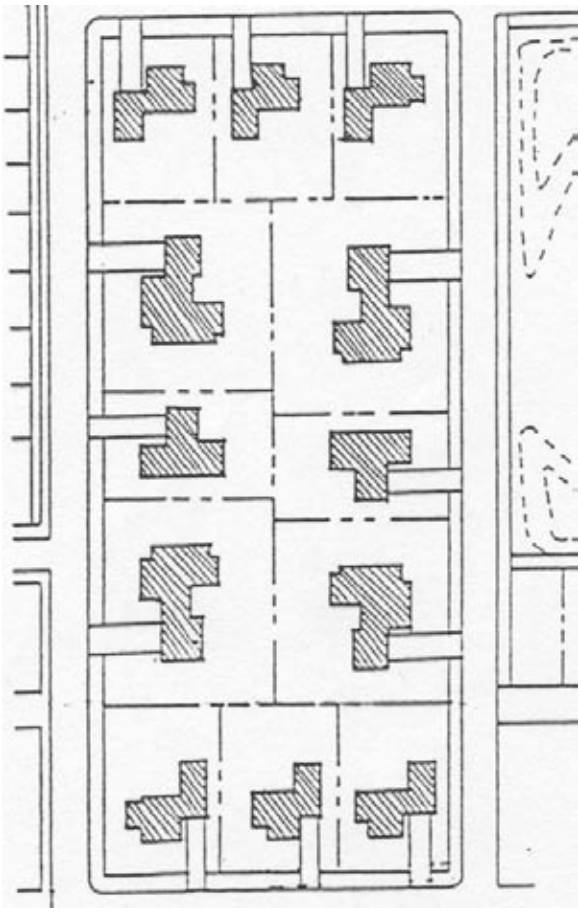
- Large lots of one acre or more that are designed to maximize privacy. The estate home is a common housing type in communities surrounding the NCFUA on the north-northwest.
- Density: One or fewer units per net residential acre.
- Dwelling Unit Size: Average of 3,000-6,000 square feet.
- Parking: Average of three or more spaces in attached garage.
- Transit Support: Minimal.
- Design Characteristics: The rural character of estate residential development usually includes landscaping with large groupings of trees. Large portions of the individual lots usually remain as open space. Buildings are normally one to two stories.

  Larger estate developments are often combined with a golf course and occasionally a resort hotel, similar to the Black Mountain Ranch and Bougainvillea proposals.

- Locational Considerations: Appropriate for hillside sites, areas adjacent to sensitive lands or regional open space systems, areas adjacent to communities with a similar low-density pattern of development.
- Local Examples: Rancho Santa Fe, Fairbanks Ranch, Rancho del Sol.

SINGLE-FAMILY DETACHED DWELLINGS

Conventional Lots



- Conventional Lots: Lots range in size from 5,500 square feet to 1/2 acre, and normally have frontages of 60-100 feet.

- Net Density: 2.7 units per acre.

- Dwelling Size: Average of 2,000-4,000 square feet in one- and two-story structures.

- Parking: Average of two to three spaces in attached garages.

- Transit Support: Low.

- Design Characteristics: The neighborhood character of conventional lot development should include street trees, sidewalks and on-street parallel parking. The net densities described requires that most of the land be developed.

  Building coverage is normally 1/3 of lot size. A major problem of this development type is the visual dominance of garages on the street. This can be reduced by locating garages toward the rear of the lot (with longer driveways), by recessing the garages or using tandem parking for three-car garages.

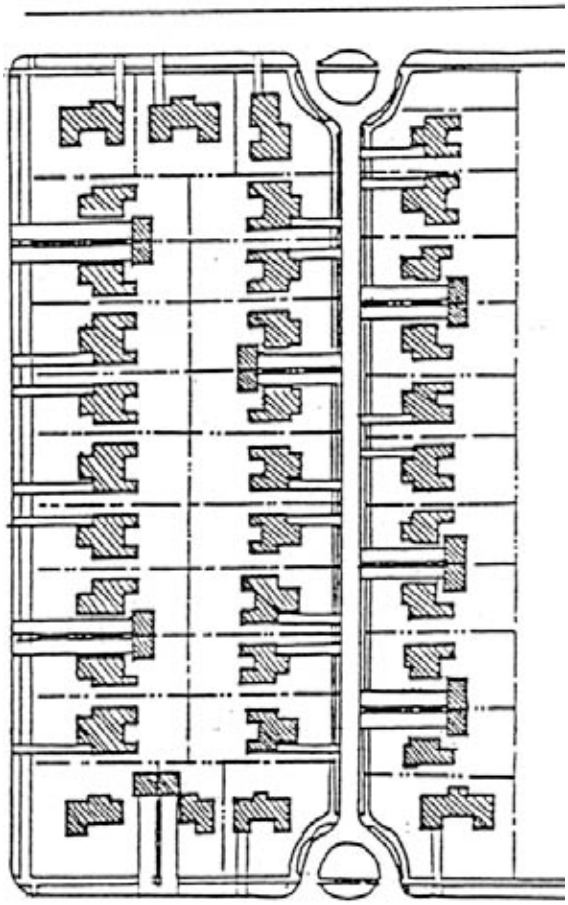
  Another problem of this development type is the predominant practice of creating closed loop subdivision enclaves which are not connected to adjacent areas and the community. This can be avoided with more local through streets.

- Locational Considerations: Appropriate for level or gently sloping topography where land can be subdivided into streets with blocks of lots. The lower range of this density may be feasible for hillside areas (less than 25 percent slope) if hillside design review policies are implemented.

- Local Examples: Del Mar Highlands—Carmel Center Road, Graydon Road areas.

SINGLE-FAMILY DETACHED DWELLINGS

Small Lots—5,000 Square Feet



- Small lots of 5,000 square feet are sized to the City's R-1 minimum, with typical 50-60-foot frontages.
- Net Density: Eight units per acre.
- Dwelling Size: Average 2,000-3,000 square feet in one- and two-story structures.
- Parking: Typically two to three spaces in attached garages.
- Transit Support: Low-Medium. Appropriate for peripheral areas of higher-density neighborhood cores.
- Design Characteristics: The neighborhood character should include street trees, sidewalks and parallel on-street parking. The net densities require most land to be developed, and that private yards be small. Building coverage is typically 1/3 to 1/2 of lot size.

  With higher densities, the problem of garage doors dominating the streetscape becomes more aggravated. The use of rear alleys and garages located at the rear of the lot becomes advisable.
- Location Considerations: Appropriate for level and gently sloping topography where land can be subdivided into streets with blocks of lots.
- Local Examples: "Valencia" on Camino Franche in University City, areas of Del Mar Highlands and Rancho Peñasquitos.

Note: Many older residential neighborhoods of the City were developed with this pattern, particularly the modest starter homes of the postwar period. These houses were typically 1,200-1,500 square feet. As house sizes grew and the number of garage spaces increased, yards became smaller and garage doors increasingly dominated streets.

SINGLE-FAMILY DETACHED DWELLINGS

Small Lots—3,300-5,000 Square Feet

- Small lots of 3,300-5,000 square feet with typical 40-50-foot frontages. Usually "Zero Lot Line" units developed as Planned residential Developments.
- Net Density: Eight to twelve dwellings per acre.
- Dwelling Size: Average 1,800-2,500 square feet in one- and two-story structures.
- Parking: Typically two spaces in attached garages.
- Transit Support: Medium. Appropriate for peripheral areas of higher-density neighborhood cores.
- Design Characteristics: The neighborhood character should include street trees, sidewalks and some parallel on-street parking. Building coverage is normally 1/2 of lot size.

  This density necessitates rear alleys if the problem of garage-dominated streets is to be avoided.

- Locational Considerations: Appropriate for level and gently sloping topography. This dwelling type may be mixed with attached and multifamily units to form higher density neighborhoods conducive to pedestrian activity and transit use.

SINGLE-FAMILY DETACHED DWELLINGS

Small Lots with Second Units

- Lots are typically 5,000 square feet with 50-foot frontages, but could be slightly smaller or larger.

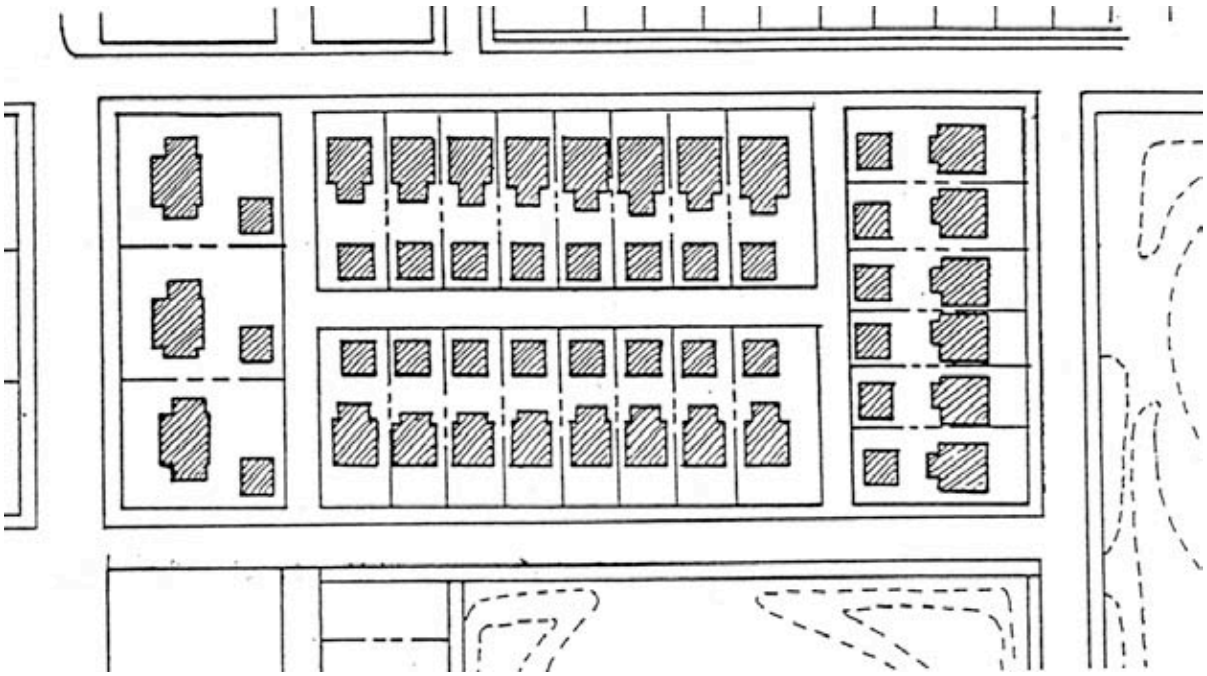
- Net Density: Ten to 17 dwelling units per acre.

- Dwelling Size: Primary unit typically 1,800-2,500 square feet and secondary unit typically 1,000 square feet or less. Second unit is attached or detached structure, or on separate story from the primary unit. Probable two-story structures.

- Parking: Typically two spaces for primary and one to two spaces for secondary unit in attached or detached garage. One to two spaces could be surface parking.

- Transit Support: Medium-Good.

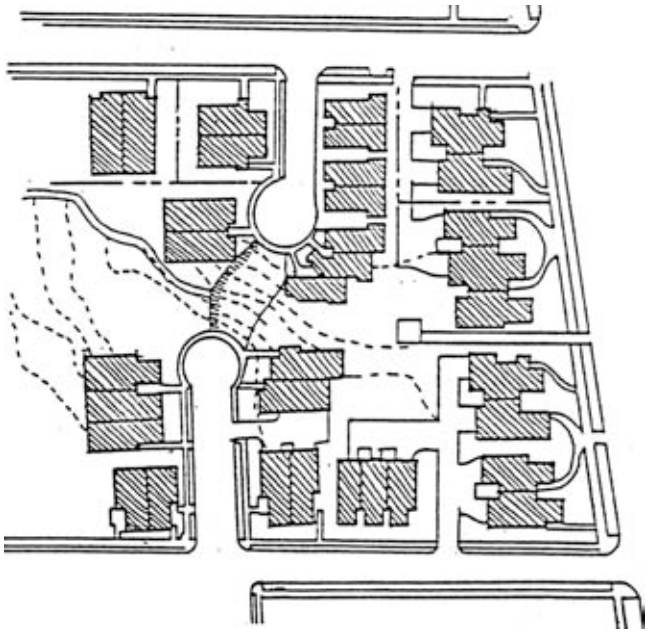
- Design characteristics discussed in previous small lot development apply to this dwelling type (sidewalks and street trees, garage setbacks or rear alleys).



DUPLEX AND TRIPLEX DWELLINGS

- Lots are typically 5,000-8,000 square feet with 50-75 foot frontages.
- Net Density: 12-18 dwelling units per acre.
- Dwelling Size: Average 1,500 - 2,500 square feet in two-story structures.
- Parking: typically two spaces per unit in attached or lower level garages.
- Transit Support: Medium-Good.
- Design Characteristics: The design characteristics discussed in previous small lot development apply to this dwelling type. Street-fronting entrances, porches and other elements that contribute to interaction on the street should be required, and street-fronting garage doors minimized.

  Fine-grain (small parcel) developments with unit variety should be encouraged.



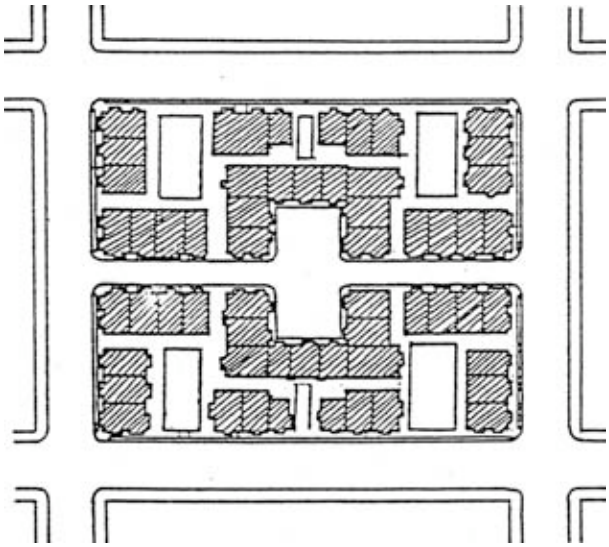
- Locational Considerations: Appropriate for level and gently sloping topography. May be mixed with small single-family detached row houses, and multifamily dwellings to form more diverse neighborhoods and achieve higher densities. Appropriate for neighborhood cores near transit stops.
- Local Examples: Regents Drive at Arriba Street, Palmilla Drive in University City.

ATTACHED DWELLINGS

Town Houses arranged in Courtyards

- Net Density: 15-25 dwelling units per acre.
- Dwelling Size: Normally 1,200-2,000-square-foot, two-level units oriented to a street-facing courtyard.
- Parking: Normally two enclosed spaces per unit in lower level garages or grouped in separate garage structures.
- Transit Support: High.
- Design Characteristics: Many distinguished older examples in the City exist on 1/4 to 1/2 acre lots with 75-100 foot frontages. This building type was popular in Southern California in the 1920s and 1930s.

  Newer versions of this building type built from the 1960s to the present day use Planned Development procedures to create large projects that orient inward (away from the street) with garages and courtyard walls facing the street. The row houses are often built in groups of six to eight per structure. The open space (courtyard or green) is often not visible from the street. Internal loop roads are common in the larger developments, with limited entrances (normally one) to the public street.



- This dwelling type has potential in the NCFUA if the projects are smaller and the designs emphasize improved orientation to public streets, eliminating the "enclave" character that more recent examples suffer from.
- Locational Considerations: May be mixed with small single-family detached dwellings, row houses and duplexes to form diverse neighborhoods. Appropriate for neighborhood cores near transit stops.
- Local Examples: "Las Palmas North" and "Madrid," Palmilla Drive in University City.

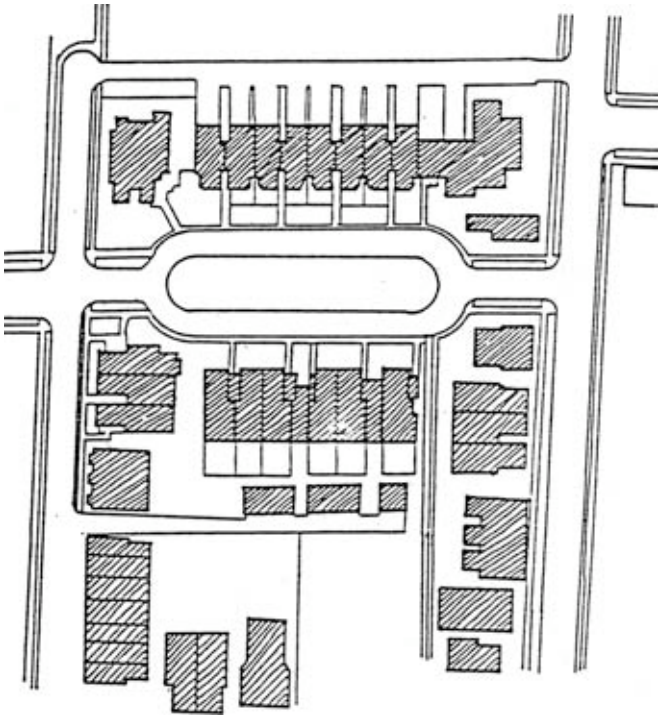
ATTACHED DWELLINGS

Town Houses facing the Street

- Net Density: 15-25 dwelling units pet acre.
- Dwelling Size: Average 1,200-2,000-square-foot two-level units oriented to public streets or internal drives.
- Parking: Typically two enclosed spaces per unit in lower level garages or grouped in separate garage structures. Garages often organized in rear service courts or alleys.
- Transit Support: High.
- Design Characteristics: The dwelling units are similar to the previous example of Row Houses, but in this case the dwellings are arranged in a linear manner along the street rather than grouped around a courtyard. Similar to the previous example, the dwellings are often grouped in six- to eight-unit buildings.

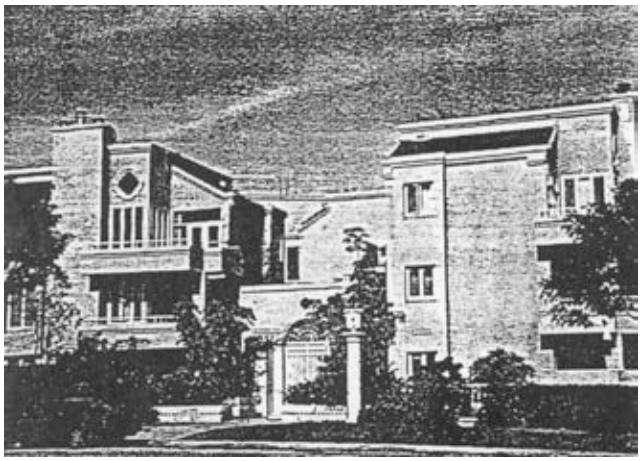
  The design characteristics discussed in previous small lot and attached dwellings apply.

- Locational Characteristics: Similar to previous example, although these units work best on streets with low traffic volumes.
- Local Examples: "Halcyon Del Mar," 12902 Carmel Creek Road in Carmel Valley; the Richmond Street frontage of "Uptown District" (former Sears site) in Hillcrest. The latter project, with porches and street-facing entrances, is an example of what can be done to accomplish improved streetscapes and pedestrian orientation.



MULTIFAMILY DWELLINGS

Courtyard Buildings



- Net Density: 25-50 dwelling units per acre.

- Dwelling Size: Normally 1,000-2,000-square-foot one- or two-level units oriented to courtyards.

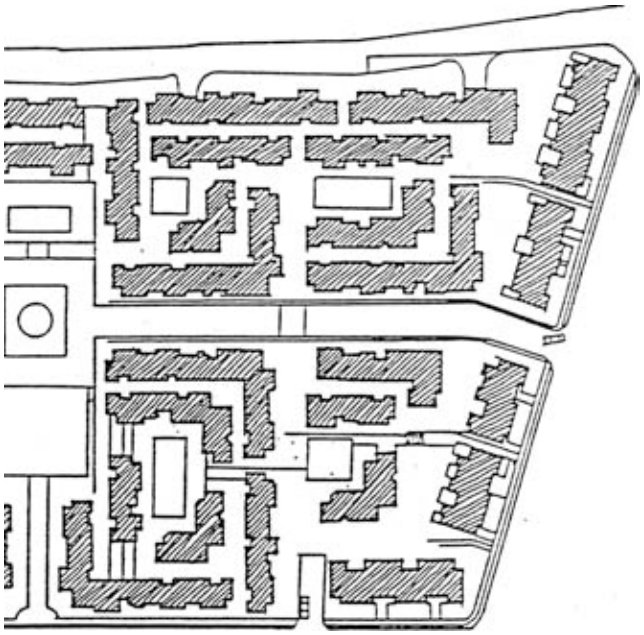
- Parking: Normally two enclosed spaces per unit in lower level garages.

- Transit Support: High.

- Design Characteristics: This dwelling type differs from the previous Courtyard example (attached row houses arranged in courtyards) by stacking one-story dwelling units, or two-story units over one-story units. Buildings are normally three stories of dwellings over a podium or underground garage.

  Design issues of street orientation, avoidance of large inward-focused enclaves and need for design variety discussed in previous examples are important.

  Privacy and security concerns can be met while still providing attractive streetscapes—both of the examples listed below are successful in this respect.



This dwelling type can be adapted to mixed commercial-residential use, with dwellings over shops or side-by-side next to shops ("Uptown District").

- I.ocational Considerations: Similar to previous two examples. This is an appropriate building type for higher-density neighborhood cores. This dwelling type works better, on higher traffic volume streets than do row houses,

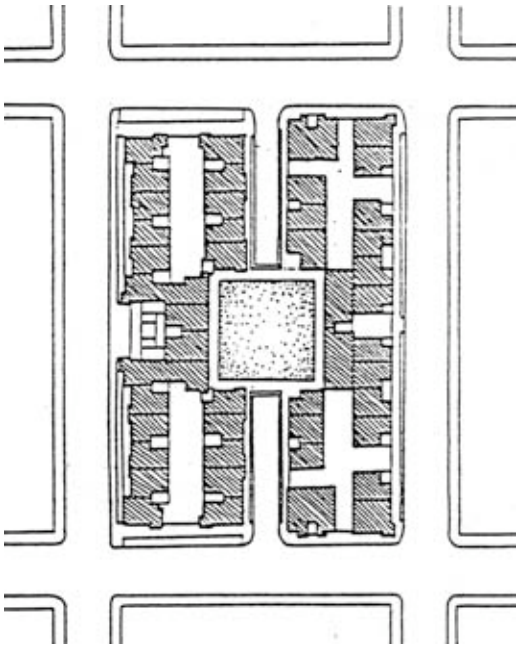
- Local Examples: "Villa Europa," 4018 Nobel Drive in University City; "Uptown District" in Hillcrest.

MULTIFAMILY BUILDINGS WITH INTERNAL CORRIDORS

- Net Density: 40-75 dwelling units per acre.
- Dwelling Size: Normally 800-1,600-square-foot one-level units oriented to courtyards or the street.
- Parking: Normally two enclosed spaces per unit, or 1-1.5 for smaller units, in lower level garage.
- Transit Support: Very high
- Design Characteristics: Most higher-density multifamily buildings throughout the City fall into this category. Internal corridor buildings are common, especially at the upper end of the density range. In the NCFUA, these buildings could be two to four stories, with three stories a probable maximum appropriate for the area.

  A better alternative to the internal corridor building would be to stack flats around common circulation cores, avoiding the long internal corridors (see the example to the right).

  The design of street frontages becomes a more important and challenging issue at this density. Some of the recent development in Centre City offers innovative examples.



- Locational Characteristics: Appropriate for level sites on major arterial streets in higher-density neighborhood cores.
- Local Examples: “Watermark” at 655 India St., Centre City (has courtyards and internal corridors—develops a positive relationship to the street).

APPENDIX B. RESOURCE PROTECTION ELEMENT

CONSISTENCY WITH COUNCIL POLICY 600-40 LONG RANGE POLICY FOR RESOURCE PROTECTION

The Resource Protection Ordinance (RPO), adopted by the City of San Diego in February 1989, acts to protect environmental resources on a parcel-by-parcel basis, as land is developed. Council Policy 600-40 on the preparation of Long Range Plans was adopted in 1991 to ensure that comprehensive analyses of larger planning areas be conducted, consistent with RPO. The City's objective was to ensure the implementation of consolidated habitat areas, and the preservation of ecosystem connections and functioning at long-range planning scales and to reduce conflicts between long-range plans and development permits which will be subject to RPO.

The stated purpose of the Long Range Policy is to provide guidelines for the preparation of long-range plans that:

1. Ensure thorough analysis of site constraints and opportunities early in the planning process;

2. Aid in the review of permits and maps for projects in the planning area;

3. Ensure the protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources;

4. Ensure that adopted land use policies and objectives are considered in the context of the suitability of the planning area for development.

Prior to initiation of the framework planning process, an open space and sensitive resource (environmental tier) study was conducted for the NCFUA. This in-depth study resulted in an environmental tier map, which was used as a basis for design of land uses in the NCFUA.

The Environmental Tier Project was conducted as an open space suitability analysis as described in Council Policy 600-40. As such, it meets the general purpose of the Long Range RPO Policy (as stated above), without following the specific procedures of the policy, which call for a parcel-by-parcel resource evaluation. This level of detail was not available.

The Environmental Tier Project entailed mapping and analysis of environmental resources and constraints in the NCFUA, both those protected by the Resource Protection Ordinance (including wetlands plus buffers, steep slopes, floodplains, geologic hazards, biologically sensitive lands including native vegetation and wildlife corridors, and some prehistoric resources), as well as others such as soils, geology, natural drainages and watershed areas. The environmental tier, if fully implemented, protects environmental resources and preserves a contiguous and interconnected open space system. The environmental tier and open space implementation policies provide objective criteria against which to review projects.

APPENDIX C. GLOSSARY OF TERMS AND ABBREVIATIONS

ADT ..... Average daily traffic in vehicle trips.

CEQA ..... California Environmental Quality Act.

DU ..... Dwelling unit.

EIR ..... Environmental Impact Report.

Environmental Tier ..... See **Section 5**.

FAR ..... Floor Area Ratio.

FUA ..... Future Urbanizing Area.

HOV ..... High occupancy vehicle.

LOS ..... Level of Service, calculated on the basis of a volume-to-capacity ratio, the level of service classification system as a scale which ranks street, highway, and intersection operations based on the amount of traffic and traffic operations. A complete description of the system is included in the Highway Capacity Manual (Special Report 209) Highway Research Board, 1985. Briefly, the level of service ranking system is a scale with a range of A through F, Level A represents free-flow conditions and Level F represents jammed or capacity conditions.

Low Income ..... A household whose income is between 50 and 80 percent of the county median.

ME ..... Multifamily housing.

NCFUA ..... North City Future Urbanizing Area.

PRD ..... Planned Residential Development regulations.

s.f. ..... Square foot/feet.

SANDAG ..... San Diego Association of Governments.

SDG&E ..... San Diego Gas and Electric.

SF ..... Single-family.

Vehicle Trip ..... A trip made by a vehicle (may equal one or more person trips).

Very Low Income ..... A household whose income does not exceed 50 percent of the median income for the county.

Volume to Capacity (V/C) Ratio. The ratio of traffic volume on a roadway or at an intersection to roadway capacity.