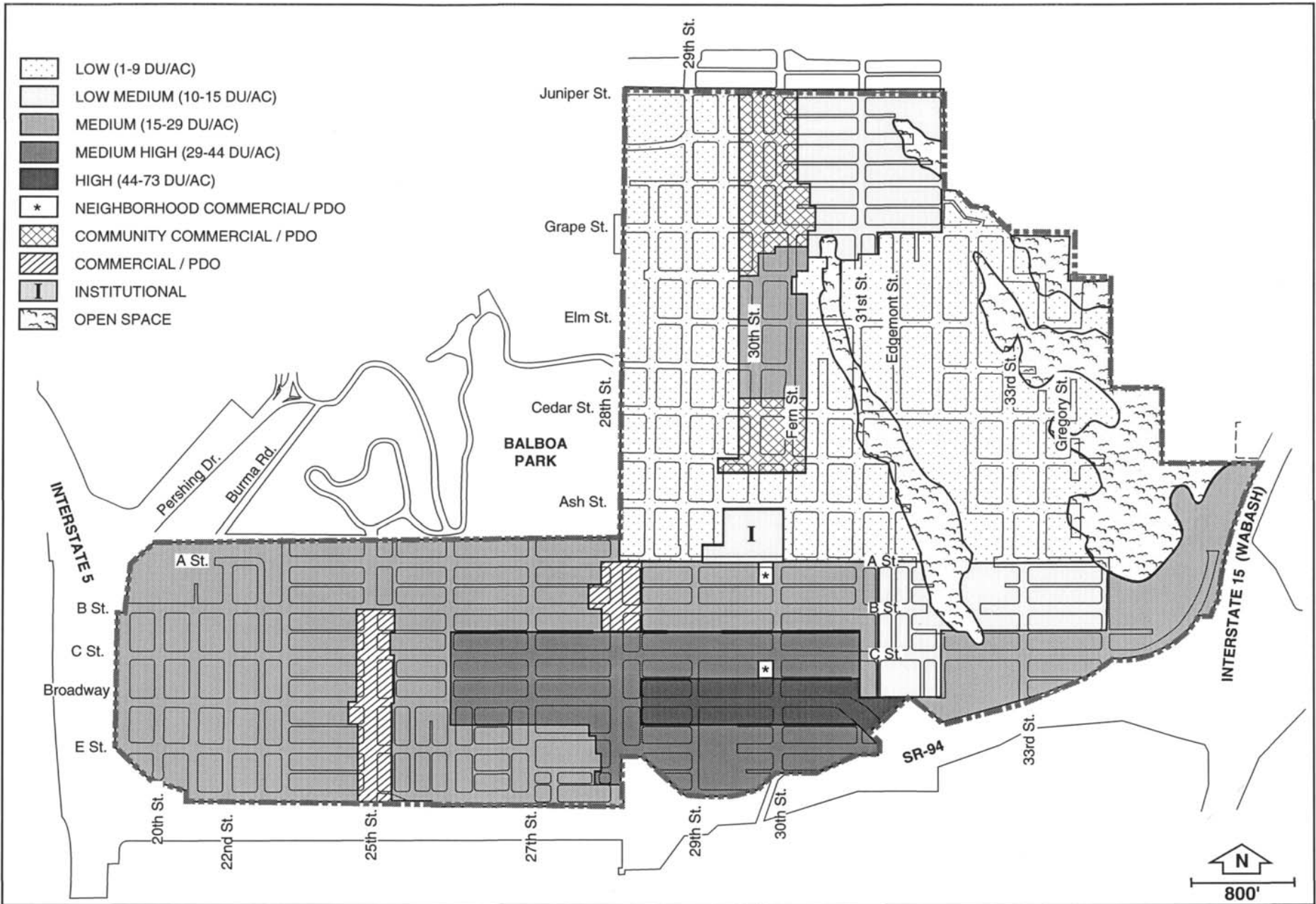


PLAN ELEMENTS



LAND USE RECOMMENDATIONS

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Figure 5

RESIDENTIAL

GOAL

To preserve and enhance the quality of housing opportunities for all income levels and to maintain the distinctive architectural character and scale of Golden Hill.

EXISTING CONDITIONS

The Golden Hill Community Plan area contains a variety of housing types with a wide range of densities. In the portion of the community just east of Balboa Park there is a concentration of large, single-family houses of local historic and architectural significance. In the eastern portion of the community, smaller scale, older single-family housing is mixed with newer duplex development and multi-family housing. The canyons and sloping topography of this area have contributed to development of a variety of architectural styles and site design. In the southern portion of the community, south of A Street, new higher density multi-family housing on a larger scale has replaced older single-family housing to a significant degree. This area is characterized by sloping sites, close freeway access and direct access to downtown (see Figure 6).

Population

In January 1987, the estimated population of the Golden Hill community was 15,391. The estimated household size in 1987 was 2.37 people, compared to an average household size in 1980 of 2.63 people. The 1987 household size in Golden Hill is lower than the citywide average of 2.53 persons. The majority of the population in 1980 was between 20 and 44 years old, indicating a younger population. The ethnic composition of the community, according to the 1980 Census, was 60 percent white, 8.8 percent black, 27.1 percent Hispanic and 4.1 percent Asian.

Housing Characteristics

In January 1987, there were 6,494 housing units in the Golden Hill community. Approximately 2,660 or 40 percent of these units were single-family units. There are 4,082 or 60 percent multi-family units. Sixty-eight percent or 4,450 of all units were renter occupied. The majority of housing units are older, with 44 percent or 2,899 units built prior to 1939. Many of the older housing units, especially single-family units, have been replaced in recent years by newer multi-family units.

The average value of homes is somewhat lower than the City average. The median value of owner-occupied housing units was \$79,000 as compared to \$97,500 for the City as a whole in 1986. The median rent in Golden Hill in 1980 was \$203, as compared to \$249 for the entire City and in 1986, \$530 in Golden Hill, and \$645 citywide.

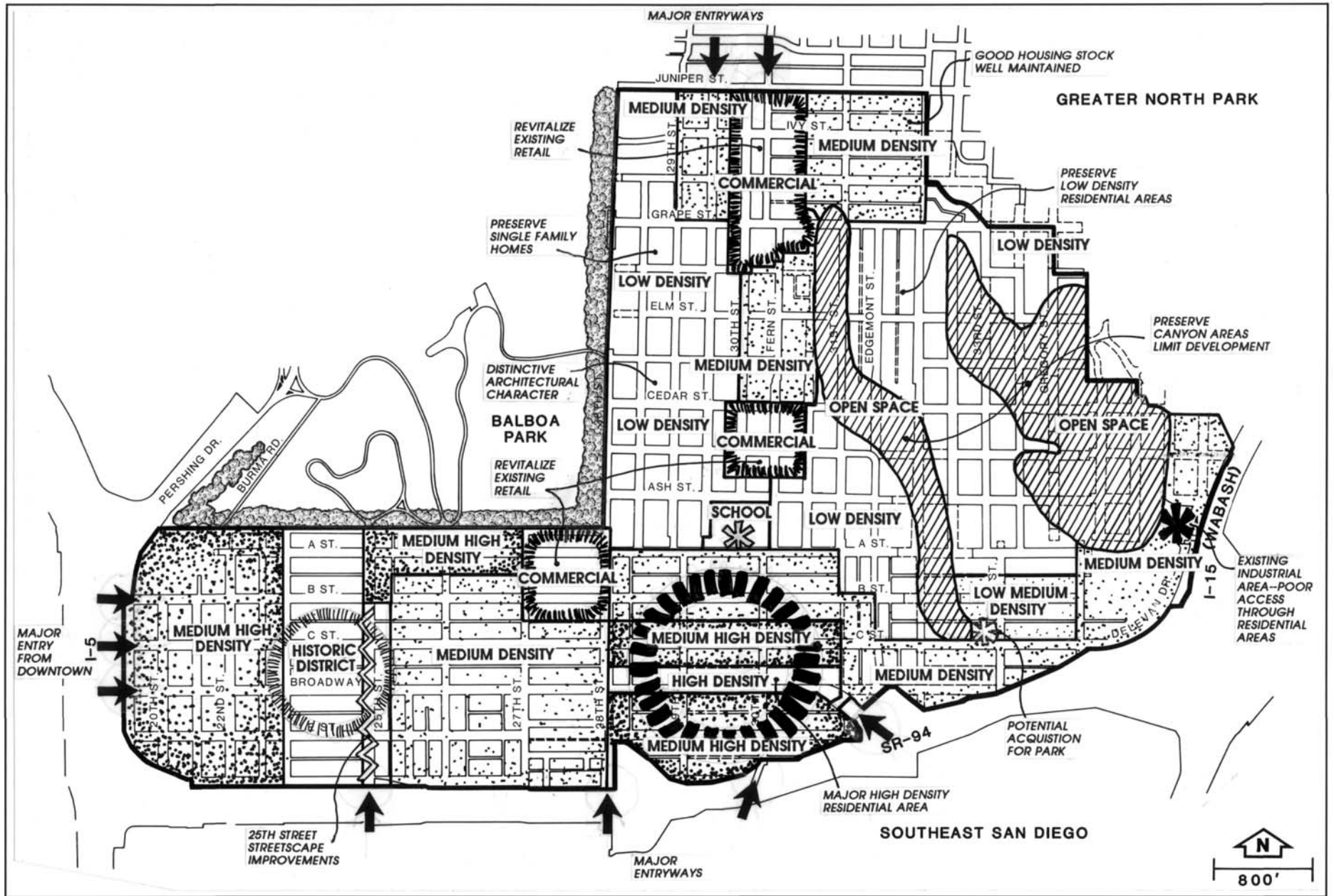
The vacancy rate for Golden Hill in 1980 was 7.0 percent, compared to 6.0 percent citywide. In 1985, the vacancy rate in Golden Hill decreased to 6.5 percent as compared to 5.5 percent citywide.

OBJECTIVES

- Preserve the single-family and low-density areas from encroachment by incompatible higher density uses.
- Rehabilitate sound but deteriorating structures for the purpose of maintaining affordable housing and preserving the distinctive architectural character of the community.
- Create new, affordable housing units through the use of all available public and private financing programs.
- Increase percentage of homeownership.
- Encourage higher densities in those areas of the community having direct access to major transportation arteries.
- Provide guidelines to ensure that new development is compatible with the existing scale, lot pattern, and character of Golden Hill.

Buildout Projection

There are presently (December 1987) a total of 6,742 dwelling units in Golden Hill. If the community is developed to the maximum densities permitted by this plan, projected buildout would be approximately 7,096 dwelling units. Projected buildout under the proposals of this plan would be approximately 304 dwelling units less than the 7,400 units projected by the 1979 Greater Golden Hill Precise Plan, and thirty (30) percent less than the 10,000 dwelling units which could be developed under current (December 1987) zoning. If the citywide low-income housing bonus density provision was utilized, buildout based upon this plan could reach 8,870 dwelling units. Based on past trends, it is not anticipated that the bonus density provision will have a significant impact on the community's buildout. For the five-year period between 1982 and 1987, only seventeen (17) dwelling units were constructed utilizing the citywide low-income housing bonus density provision in Golden Hill.



CONCEPTUAL IMAGE MAP

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Figure 6

RESIDENTIAL DENSITY RECOMMENDATIONS

The Golden Hill Community Plan seeks to provide a diversity of residential densities and housing types within the community. In order to accomplish this goal, two primary objectives have been identified: first, to provide for the preservation and rehabilitation of single-family and lower density neighborhoods; and, second, to establish higher density residential areas close to major transit corridors. By concentrating the higher density areas close to major public transit routes, residents may take advantage of mass transit and reduce traffic congestion on local neighborhood streets. While incentives should be provided to encourage redevelopment, higher density housing should be developed in a manner that is sensitive to the scale, lot pattern, and character of the older, established neighborhoods within Golden Hill.

The following recommended residential densities in Table 1 are applicable within the residential areas. These recommendations should be implemented by rezoning property to conform to the densities recommended by this plan.

TABLE 1
RESIDENTIAL DENSITY RECOMMENDATIONS

Density Designation	Dwelling Units Per Acre	Applicable Zoning
Very Low	0- 1	RI-40000
Low	1- 9	RI-5000
Low-Medium	10-15	R-3000
Medium	15-29	R-1500, R-2500
Medium-High	29-44	R-1000, R-1250
High	44-73	R-600

Very Low-Density

(RI-40000 = maximum 1 dwelling unit/acre)

These areas lie within the 32nd and 34th Street canyons, which are in the Hillside Review (HR) Overlay Zone and also designated as open space. Only limited development should occur on these sites.

These areas should be allowed to develop only under the provisions of a Hillside Review (HR) Permit, and density cannot exceed one dwelling unit per 40,000 square feet (see Figure 7). All areas designated for low-density residential should also be designated as "single-family protected" neighborhoods, in which only one detached dwelling unit per lot is permitted.

Low-Density

(R1-5000 = maximum 9 dwelling units/acre)

This area is generally located south of Juniper Street to A Street, east of Balboa Park to 34th Street (see Figure 7). The predominant type of development is single-family. Over 85 percent of the lots are developed with one residential dwelling unit. The area features quality single-family neighborhoods of sound and well-maintained homes. This area also displays a wide variety of distinctive architectural styles worthy of conservation. The typical lot size is 50 feet by 100 feet. Low-density would permit one dwelling unit per lot, ensuring that the area is preserved as the community's primary single-family residential area.

All areas designated for low-density residential should also be designated as "single-family protected" neighborhoods, in which only one detached dwelling unit per lot is permitted.

Low-Medium Density

(R-3000 = maximum density 15 dwelling units/acre)

This density applies first to the area between Fern Street and Edgemont Street, south from Juniper Street to Fir and Grape Streets; second, to the area between A Street and Broadway, west to the alley between 31st and Edgemont Streets, east to 32nd Street; and third, the area south of A Street to the alley between B and C Streets, west to 33rd Street, east to 34th Street (see Figure 7).

These areas are developed primarily with single-family residences and duplexes with apartments interspersed; high percentages are well-maintained and structurally sound. The typical lot width is 50 feet by 140 feet. To retain the existing stable and low density character of these areas, future development should be limited to low-medium density. This density would permit approximately two dwelling units on a typical 50 by 140 foot lot in the area. This density will preserve and reflect the existing land use pattern.

Medium-Density

(R-1500 and R-2500 = maximum 29 dwelling units/acre)

There are five medium density areas (see Figure 7). One area is located along 30th and Fern Streets, south of Grape Street to Cedar Street adjacent to the commercial business district. While this area has been developed at low and low-medium density residential with some commercial development interspersed, medium density is recommended to stimulate redevelopment. This area is included in the 30th and Fern Street Revitalization Program (see Commercial Element).

The second medium density area is bounded by A Street to Broadway, west to 31st Street, east to the alley between 31st and Edgemont Streets. The area presently contains residential development of mixed densities. This area offers scenic views, and contains the rolling terrain which allows opportunities for architectural design of new development projects to be compatible in scale and character with the rest of the community. The area is also near major transportation corridors and is directly linked to San Diego City College and the downtown area (see Figure 7).

The third area of medium density development is located south of C Street, east of 32nd Street, and along Delevan Drive in the southeastern portion of the community adjacent to State Route 94. The southeastern most portion of Delevan Drive, is presently developed with four industrial establishments, developed under M-1B zoning. The industrial designation is no longer appropriate for this area because of the poor access resulting from the steep grade along C Street and the disruption of the adjacent residential neighborhoods by heavy industrial traffic. When this area was originally designated for industrial land use, there was a link between C Street and Home Avenue. When State Highway 15 was constructed this linkage was removed causing industrial traffic to use C Street for ingress and egress. There were once plans to develop a new link between C Street and Home Avenue on the east side of State Highway 15. This link was to provide alternative access and divert truck traffic from penetrating the residential neighborhood along C Street. This link has not been realized, nor does the California Department of Transportation have any plans to complete a connection in the future. Given the steep grade of "C" Street, the surrounding residential land use pattern and the close proximity to the 34th Street canyon (the only open space in the area) it is recommended that the industrial designation be changed to medium density residential (see Figure 7).

The fourth area is located adjacent to Balboa Park, between 25th Street and 28th Street. The area contains residential development of mixed densities. The area has views across the park and lowered densities would allow for a feeling of openness adjacent to the park (see Figure 7).

The fifth area is located west of 24th Street bounded by Balboa Park, Interstate 5 and State Route 94. This area contains a mix of residential densities. This area offers scenic views of downtown and Coronado and a sloping terrain which provides a natural terracing effect thereby allowing views to be maximized. Given the potential for spectacular views, the medium density residential designation is recommended (see Figure 7).

Medium-High Density

(R-1000 and R-1250 = maximum 44 dwelling units/per acre)

There are two medium high density areas (see Figure 7). The first area is bounded by the alley south of B Street to State Route 94 excluding the Broadway corridor, between 28th Street and 31st Street. This area is adjacent to major transportation corridors linking the community to downtown San Diego, the Southeast San Diego community, and State Route 94. This area has experienced most of the recent growth in the community with new development occurring under the R-600 Zone (44-73 dwelling units/acre). This area has been identified as the area most suitable for high-medium density. Approximately 40 percent of existing parcels in this area have been redeveloped under the R-600 zoning. Older development in this area consists of a mixture of residential densities.

The second area is bounded by the alley south of B Street to the alley south of Broadway, between 26th Street and 28th Street. This area is adjacent to major transportation corridors and contains a mix of residential densities.

High-Density

(R-600 = maximum 73 dwelling units/acre)

The area is immediately adjacent to the Broadway corridor from 28th Street to 31st Street (see Figure 7). High density development is appropriate at this location due to Broadway's direct links to downtown, State Route 94 and Interstate 5. The proximity to these major transportation corridors allows residents the opportunity to use public transit or, if using the automobile, to gain immediate access to regional transportation facilities without traveling along local neighborhood streets (see Figure 7).

Re-use

Under certain circumstances, a Conditional Use Permit (CUP) may be obtained to convert residential structures to another use, such as counseling services or child care. Due to the over concentration of such facilities in the Golden Hill Community, no such facilities should locate within a 600-foot radius of another such facility. Designated historic sites may also convert to general commercial uses with a CUP. The preservation of the residential character of these structures is desired in the designated low density areas; therefore, CUP's for the conversions of these structures to commercial use should not be permitted in the single-family zones.

Conversions to non-residential should not be permitted in areas designated for low density residential use. Conversions to non-residential use in multi-family areas may be permitted if it is determined that the proposed use and the resulting site or building modifications do not adversely impact the neighborhood. To the extent possible, structural additions should maintain the pre-existing character of the residence and neighborhood. Any historical character in particular should be maintained. The impact of the proposed use should also be assessed with regard to parking, traffic, noise or other impacts. Appropriate off-street parking should be provided along with adequate screening as needed. The availability of public transit and other needed services should also be addressed.

IMPLEMENTATION PROGRAM

A rezoning program should be undertaken to ensure that development is consistent with this plan. Revised or tailored zoning regulations are necessary to ensure that the specific design recommendations found in this Element and in the Urban Design Element of this plan are implemented.

Tailored Zoning

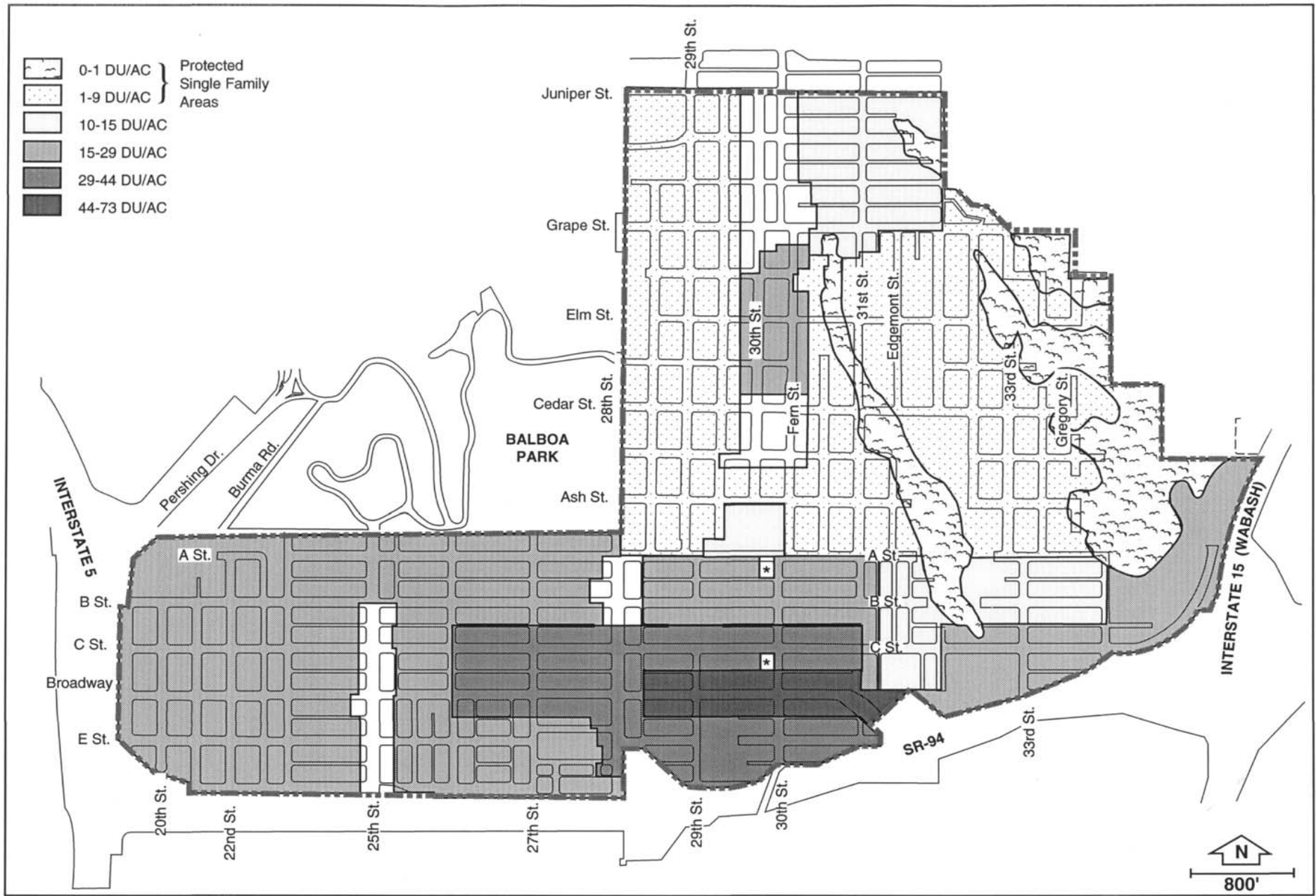
The quality of new multi-family development and redevelopment is as important an issue as is density in Golden Hill. The community is concerned that existing neighborhoods will be adversely affected by new multi-family development and redevelopment that is out-of-scale and out-of-character with older established residential development in the community. There is also concern that the development requirements of the underlying zones for multi-family development will not ensure implementation of the specific objectives and recommendations of this community plan. Under existing zoning standards there are no requirements for facade articulation or architectural offsets to reduce bulk and scale, and to reflect the typical 50-foot lot pattern found throughout Golden Hill. In order to ensure compatibility, and to enhance and preserve the scale, character and lot pattern of the community, discretionary review of multi-family development and redevelopment is necessary. In addition, discretionary permits should be referred to the Greater Golden Hill Community Planning Committee, or its successor, for review and recommendation. The issues to be addressed for a discretionary permit include basic site planning and building massing issues that are fundamental to the way new development or redevelopment relates to its neighborhood context and the community.

a. Architectural Character/Facade Variation

Preservation and enhancement of the existing scale, character and 50-foot lot pattern of older development in the community should be achieved through careful consideration of scale and proportion, rhythm and spacing, materials and texture, architectural detailing and roof lines. Offsetting planes should be utilized to divide the mass of large buildings into smaller components. For each entire property elevation facing a street, and for at least one interior side elevation, there shall be at least three offsetting planes for each 50-foot length of property elevation. A separate building plane is distinguished by an average horizontal difference of four feet deep by six feet wide. In addition, each story (or portion of a story) above a second story shall be set back an additional three feet (calculated from the minimum requirement for the story below). The maximum total required additional setback shall not exceed 15 feet.

b. Parking Requirements

Where adequate on-site parking is not available, underground parking should be used as an alternative. Any lot served by an alley must use that alley as its sole means of parking access, except where an existing driveway may be used to provide access to an additional unit. Designated parking spaces shall be used exclusively for parking. Separate areas for storage and refuse collection should be provided on-site.



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RESIDENTIAL DENSITY RECOMMENDATIONS

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Figure 7

URBAN DESIGN

GOAL

Enhance the unique character and image of Golden Hill.

EXISTING CONDITIONS

Urban design is not a physical entity in and of itself which can be isolated and discussed separately from the other elements of this plan. Urban design is a process that considers many of the factors and issues examined elsewhere in this plan, yet is also concerned with more detailed features such as architectural or site design. Special attention to urban design is an integral part of the community planning process and continuing development of Golden Hill.

Within the City of San Diego and the Golden Hill planning area in particular, exist many distinct older neighborhoods. Two qualities which make Golden Hill unique are the variety of older architectural styles located throughout the community and the sensitivity of the older site planning to the rolling terrain and canyon areas. Today, many of Golden Hill's neighborhoods still have an intimate scale with mature trees and quiet streets. Many significant residential architectural styles exist in the area and are well worth preserving.

However, there are other areas within Golden Hill that are characterized by visual clutter due to a proliferation of signs, overhead utilities, billboards and poorly maintained buildings. The business districts, which include 30th/Fern Street, 28th Street and the 25th Street business corridors are older and in need of revitalization. In addition, none of the main entry points into the community (25th Street, 26th Street, 28th Street, 30th Street and Fern Street, C Street and Broadway) are visually distinctive.

The topography of Golden Hill, including unimproved street sections and endings, provides views of the bay and ocean. A number of view corridors throughout the Golden Hill area provide beautiful vistas of San Diego Bay, downtown, the Coronado Bay Bridge, and the Pacific Ocean. These vistas occur from Broadway, B and C Streets. Some of the view corridors are partially blocked by existing development and the rolling terrain.

While new development in Golden Hill is not expected to duplicate the older established scale and architectural styles of the community, it is expected to be compatible with the traditional development pattern of Golden Hill that is typically characterized by a 50-foot lot pattern, low scale and distinctive quality architecture.

It is the composition of the natural environmental features, the grid street pattern and the distinctive architectural character that defines the urban form and provides the design framework for the Golden Hill Community Plan.

The following objectives and design guidelines should be considered as a part of improving the urban design character and appearance of Golden Hill.

OBJECTIVES

- Maintain the existing open space edges of the community and develop projects which create a sense of arrival at major community gateways and entry points into the community.
- Ensure that new construction and redevelopment is compatible with the existing character, scale and overall appearance of quality development in the surrounding neighborhoods, and visually reflects the 50-foot lot pattern in Golden Hill.
- Enhance the appearance of streets and sense of identity through the design of new development and redevelopment, coordinated streetscape improvements and landscaping.
- Eliminate visual clutter, including nonconforming signs, billboards and undergrounding of overhead utility lines.
- Preserve existing street trees and increase the quality and quantity of landscaping in the public rights-of-way, open spaces and front yard areas.
- Establish development and design guidelines which will assist in reducing crime in the community.
- Preserve and enhance significant views of the bay, ocean, open space view corridors and to Balboa Park.

RECOMMENDATIONS: URBAN DESIGN GUIDELINES

Building Scale

Building scale is a quality which describes the relationship of buildings to each other and to human dimensions. In Golden Hill much of the residential development is older, single-story, with typical 50-foot lot patterns, and consists of a variety of architectural styles. The majority of existing commercial development within the community is also older and characterized by small, low scale, one- and two-story structures. Over the recent years, higher-density development, which is out-of-scale and out-of-character with existing development, has been introduced into the community causing adverse impacts on the visual environment. It is important that all new development and redevelopment be designed to blend into the scale, character and visual environment of the community (see Figures 8 and 9).

1. New development and redevelopment should complement the character and scale of existing development to avoid abrupt and negative changes to the established development character.
2. It is critical that each new building design be carefully evaluated to ensure that balance and compatibility between the old and new is achieved.

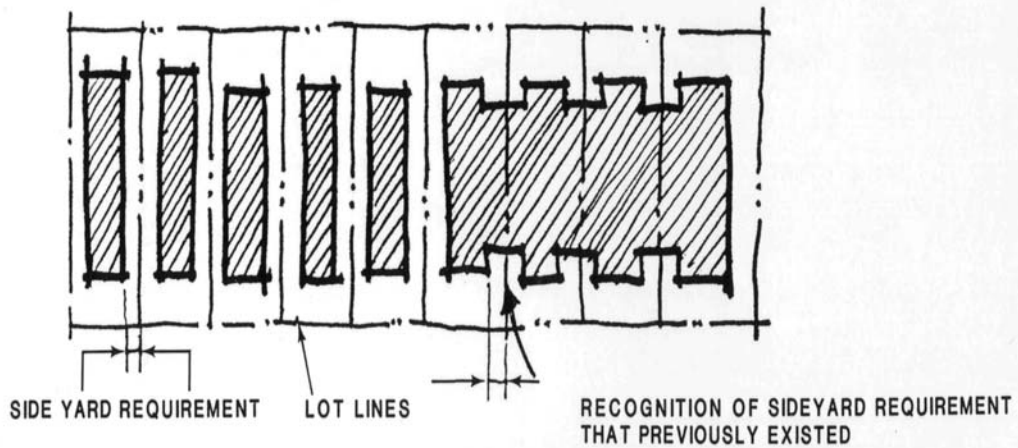
3. Abrupt differences in scale should be avoided. Gradual transitions in scale are preferred.
4. New buildings should be compatible with the scale, 50-foot lot pattern, form, color, texture of surrounding development and overall appearance of historically significant and/or higher quality buildings in the surrounding neighborhoods. This is especially important for multi-family developments.
5. Multi-family development should incorporate offsetting planes, facade articulation, and texture to reduce its apparent size and reflect the pattern of the surrounding development- Building bulk should also be controlled through the use of clearly defined vertical and horizontal offsets and other architectural features which serve to break up building facades.
6. The roofline of new structures should complement the dominant rooflines of the neighboring buildings. A building that does not share roof form or profile with adjoining structures is particularly disruptive to a neighborhood street.
7. Visually distracting roof appendages such as stairways, towers, air conditioning or ventilation equipment should be screened with compatible architectural styles, materials, and color from the public view.
8. In order to ensure that these design considerations are incorporated into new multi-family development and redevelopment, the community plan recommends that medium and high density development (R-1500, R-1000, and R-600) be approved through a discretionary review process (see Implementation Element).



When many smaller lots are joined to make one large lot the result is often a structure that in no way resembles the other buildings in the neighborhood.



Existing and new structures built within existing lot lines appear to be harmonious.



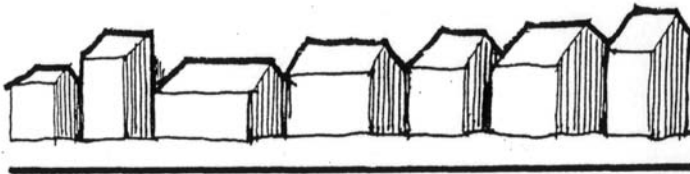
BUILDING HARMONY

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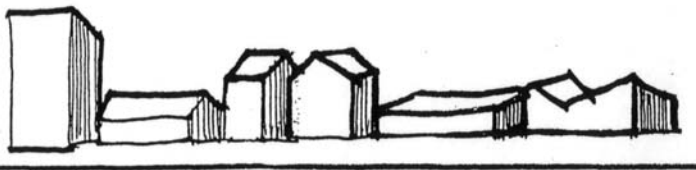
Figure 8



RHYTHM OF SPACING OF BUILDINGS ON THE STREET: Moving past a sequence of buildings, one experiences a rhythm of recurrent building masses to spaces between them. This rhythm is necessary to create an added element of harmony in a neighborhood's architecture.



UNITY is provided by the orientation of houses to each other and the use of related shapes.



Chaotic and restless, a clash of shapes and scale.

Most concern about height has to do with its apparent visual impact on its surroundings. Due to a variety of reasons buildings of recent years have tended to be larger and bulkier with particular architectural emphasis being placed on accentuating height. The result has been larger, more massive structures that have tended to relate poorly to their adjacent neighbors.



BUILDING RHYTHM

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Figure 9

Hillsides and Open Space

Structures should be designed to protect views of Golden Hill's natural scenic amenities, especially San Diego Bay, the Coronado Bay Bridge, Balboa Park, Switzer Canyon, and the 32nd Street and 34th Street canyons.

1. When existing streets serve as public access and view corridors of the park and canyons, development on corner lots requires special design considerations. In order to maximize public views, new development and redevelopment should be set back from the corner or terraced away from the street.
2. Where the street rights-of-way serves as a view corridor to park and canyon areas, improvements/encroachments into the right-of-way shall be limited to provide only necessary access, with minimal disturbance to the natural terrain, and not obstruct the view corridor.
3. Hillside developments shall be required to complement the natural character of the land and minimize disturbance of the topography and vegetation.
4. Developments which are on any part of a property within designated open space shall maintain existing views and public access to canyon areas and adapt to the natural terrain.

Landscaping and Streetscape Design

The use of appropriate landscaping materials can exert a major influence on the character of individual neighborhoods and streets. Landscaping should be utilized to add texture to blank walls, soften edges and provide a sense of pedestrian scale.

1. Existing trees should be preserved. Development should be sited and designed to mitigate any harmful impacts to mature trees or any other significant mature vegetation. Where removal is unavoidable, replacement landscaping of equal prominence should be provided on-site.
2. Street trees and other landscaping which are compatible with the existing species should be required.
3. Extensive tree plantings should be provided along major and collector streets to preserve and enhance the visual quality of public streets and provide a strong element of continuity as future development and redevelopment occurs. Where feasible, tree massing should be carried into adjacent public and private spaces.
4. For all new development and redevelopment, residential and commercial, sidewalk widths and patterns shall be consistent with the most dominant pattern and width on the street. This is especially important in the older and historic neighborhoods within Golden Hill.
5. Street furniture, coordinated signage and lighting, planters, kiosks, public art, and plant material should be incorporated whenever possible to add vitality to the streetscape.
6. Excessive use of pavement in front yards should be avoided.

Parking

While the automobile will continue to play a major role in the circulation system of Golden Hill, it is necessary to ensure that primary consideration be given to the needs of the pedestrian; parking facilities should not be the dominant element of a neighborhood.

1. On-site parking should be screened or located in areas that are not highly visible from the street.
2. Large surface parking areas should be broken up with landscaped islands and screened from view by landscaping. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned paving as a means to enhance surface areas.
3. on-site parking should be located in the rear of the buildings and accessed from the rear alley whenever possible. Where alley access is unavailable, street curb cuts should be minimized in number and width.
4. Required parking spaces are not to be utilized for trash receptacles or storage facilities. Adequate area should be provided on-site for refuse collection and storage facilities to retain required on-site parking.
5. Underground parking and parking structures should be considered as alternatives when surface parking is inadequate or would result in large paved areas without adequate space for landscaping amenities. Access should also be taken from alleys whenever feasible.

Signage

All signage in Golden Hill shall conform to the Citywide Sign Ordinance.

1. All signs that do not conform to the Citywide Sign Ordinance and Planned District Sign Code standards should be abated within a reasonable amount of time.
2. The facades of commercial structures shall not be used for any type of temporary or permanent signage unless allowed by the Citywide Sign Ordinance.

Balboa Park

Balboa Park lies adjacent to Centre City, Greater North Park, Uptown and the community of Golden Hill.

The park is divided into four major segments by three deep canyons, Cabrillo, Florida and Switzer. In some cases the mesas are so widely separated from one another that it is difficult to associate one mesa with another as being in the same park. This distinct topographic cleavage has been successfully overcome in the western sector by the construction over Florida and Switzer Canyons. The north-south division of the park, the Cabrillo and Florida Canyons, has

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

The easternmost two-thirds of Balboa Park has been further divided by Switzer Canyon, which runs in a northeast-southeast direction. The triangular area south of the canyon contains a nine-hole golf course, the Golden Hill picnic area and community recreation center. North of Switzer Canyon is a community recreation center and an 18-hole golf course. In the northeast portion of the park is the Morley Field area, a developed active recreation area.

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

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

Designing for Defensible Space

The concept of territoriality and defensible space should be considered in designing public and private improvements. Crime prevention which can be accomplished without building fortresses is successful when potential intruders perceive that they will be noticed. The Neighborhood Watch Program successfully uses this premise. Guidelines that may provide such deterrents are as follows:

1. Buildings and grounds should be designed so that residents may participate in its security.
2. Smaller scale courtyard developments are encouraged, as they are easier to self-police than large complexes,
3. Windows should be positioned to allow residents to easily watch public spaces, parking areas, and entrances to dwellings.
4. Common open spaces and entryways should be visible from the street, allowing clear vision by neighbors and law enforcement officers.
5. Sidewalks or paths should be located between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.
6. Night lighting along walkways, streets, and at parking lots should be provided 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.
7. Parking areas may be buffered from the street with planting while allowing for surveillance if low shrubs and ground covers are used.
8. Residences should be separated, by physical barriers or distance, from possible crime generators such as bars and from regional serving facilities which generate large volumes of pedestrian and vehicle traffic such as post offices, regional high schools, shopping centers, hospitals, adult care facilities, drug abuse centers, health clinics, and community park and recreation centers.
9. Fencing should be an attractive architectural feature of a project and should be graffiti-resistant, and, such as in the use of wrought iron fences, integrated into the overall design of the project.
10. For buildings fronting a public street, entrance should be taken from the street front yard or through other entrances visible from the public street.
11. The physical design of a development should provide surveillance opportunities of the neighborhood by its residents and of the commercial areas by merchants, employees and visitors to the area. All projects should provide adequate lighting in all areas, avoid hidden "pockets" within landscaped areas, and eliminate long, narrow hallways or passageways. Parking areas, pedestrian pathways and entrances should be well marked and open to visual surveillance. Mixed-use and other developments providing daytime as well as nighttime activities in the commercial areas should be provided to encourage use by a variety of people and extended hours of usage.