

The Bronze Triangle Master Plan

A Master Revitalization Plan for the Bronze Triangle Communities
San Diego California
March 2003



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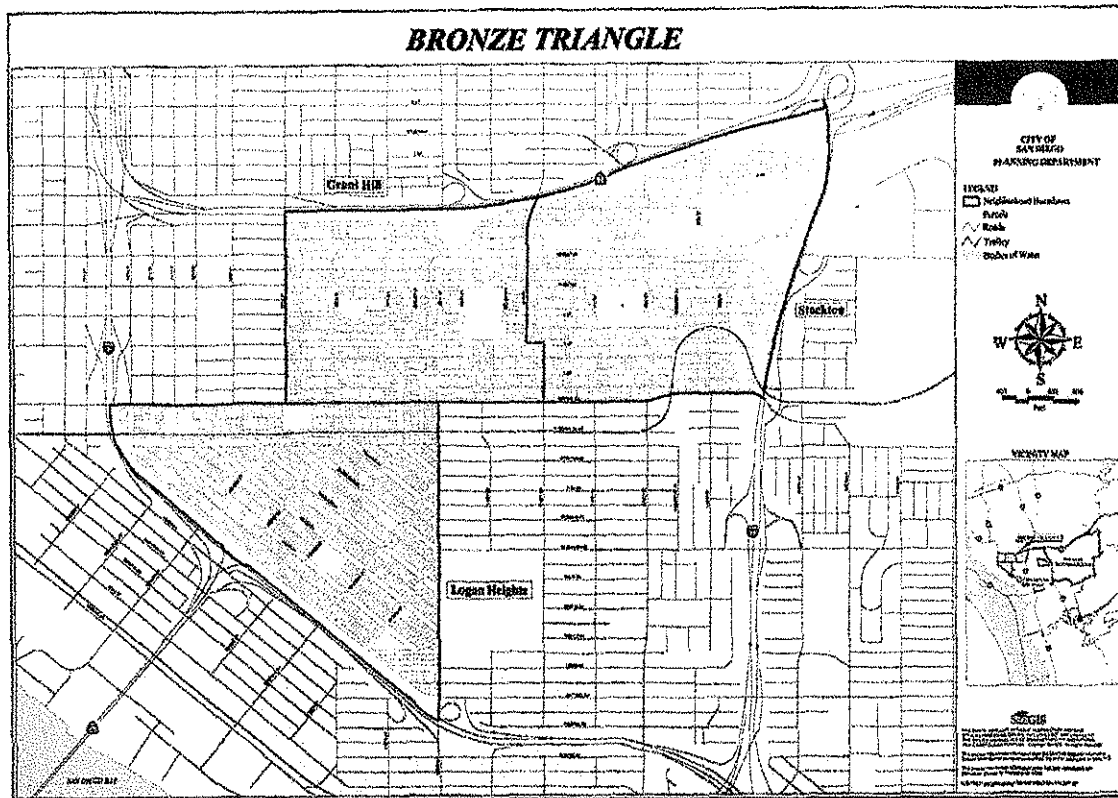


Chapter 1 Introduction

It rises like a mist, cascading across the low roofs and blanketing the sidewalks of the avenue. To those on the street it bears a faint resemblance to the sound of a placid shower on a tin roof. But the neighbors recognize the light's glow in the twilight sky and the roar of a crowd - the Padres are playing tonight. The hanging baskets and flower boxes are bathed in a blend of a receding ochre sunset and the gold light of new street lamps. Their blossoms lightly lustrous from the late afternoon mist as the aroma of spices and cuisine intermingle with incense and flora evident in San Diego's newest place to be. The grand commercial marketplace has been rediscovered - and with it the pride of the Bronze Triangle. Native wares and unique imports, local crafts and arts are for sale on the sidewalk in galleries and on "art walls" that conceal the parking behind. Diners enjoy themselves in delicate chairs beneath a rainbow of flowers, umbrellas, awnings and banners. Brightly attired shoppers join residents on the sidewalks as the supple Pacific breezes that slip across San Diego Bay drift through the crowd in the soft mid-Summer's radiance. The rich sound of local music flows out of cafes and homes along the lanes and paths that tie the nearby residential quarters to their heart... It is twilight on Imperial Avenue.

► *the aroma of
spices and
cuisine
intermingle with
incense and flora
evident in San
Diego's newest
place to be.*

Bronze Triangle Base Map



This Bronze Triangle Master Plan is designed to make that vision come true for the merchants, the customers and most of all, the people of the district. This document was fortunate to have been developed in the context of an active and determined process designed to reach down to those reaching up and bring the residents into the foundation of the decision-making process. The district is blessed with a world-class climate, admirable freeway visibility and access, and a centralized location convenient to all of the regions attractions and employment centers. In addition, the communities exhibit established core neighborhoods, traditional vendors and many desirable design elements. They have a blend of land uses, regional transit facilities (including light rail), abundant alleys, distinct blocks, a network of sidewalks, and above all, an uplifting, extensive and profound heritage that dates to the earliest days of San Diego. There are also problems. Matters of empowerment, opportunity and hope. Issues of fairness, respectability and equity. The citizens of these communities have gathered together to bring focus to their markets and their marketing, their houses and their homes, and their lives and their livelihoods.

► *The citizens of these communities have gathered together to bring focus to their markets and their marketing, their houses and their homes, and their lives and their livelihoods.*

This exercise in introspection has helped define their needs and hopes and identify a course to revitalization. The Bronze Triangle embodies many . "New Urbanist" physical attributes that contemporary urban planners find desirable. This includes traditional neighborhood plan elements such as alleys, front porches, a mix of land uses and the importance of sidewalk social interaction. In an era when many neighbors

are insular and detached, when neighborhoods function like an archipelago of disassociated houses and not a community of homes, it is stirring that the residents and businesses of the Bronze Triangle are active, forceful, focused and resolute. It is significant that the communities of the Bronze Triangle enjoy a level of resident involvement of which others can only dream. It is with this in mind that the Bronze Triangle communities present this revitalization plan as the next plateau in their remarkable decades-long effort to elevate and boost this significant component of the heart of San Diego.

This revitalization effort, which includes the refined and revealing Strategic Plan, and a very successful Charette, is an outstanding grass roots effort initiated and sustained by the sheer will and determination of its people.

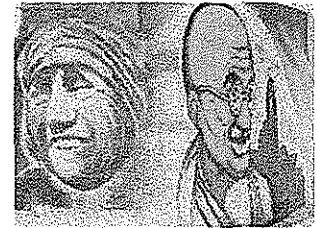
The mission of this plan is to embody the spirit of the citizens of the Bronze Triangle. This plan is, therefore, designed to do more than upgrade the aesthetics, set design standards, enforce building codes and address zoning and land use. It is also intended to have a profound positive effect on each of the 26,000 persons who live upon its land. It is an effort to revitalize more than the "windshield" experience of the casual observer. It is calculated to raise the living standard of the people who work, play, learn, earn, spend, raise children, tend to the infirmed and fashion an existence in the communities of the Bronze Triangle.

►to give voice
to their
concerns,
respect to their
efforts, hope to
their future and
substance to
their dreams

Using This Document

This document is designed to address two key goals:

- To provide specific recommendations to address the concerns and possibilities identified through the civic engagement process; and,
- To meet the criteria of the City of San Diego's "City of Villages" revitalization program.



Wall Mural – 32nd & Imperial

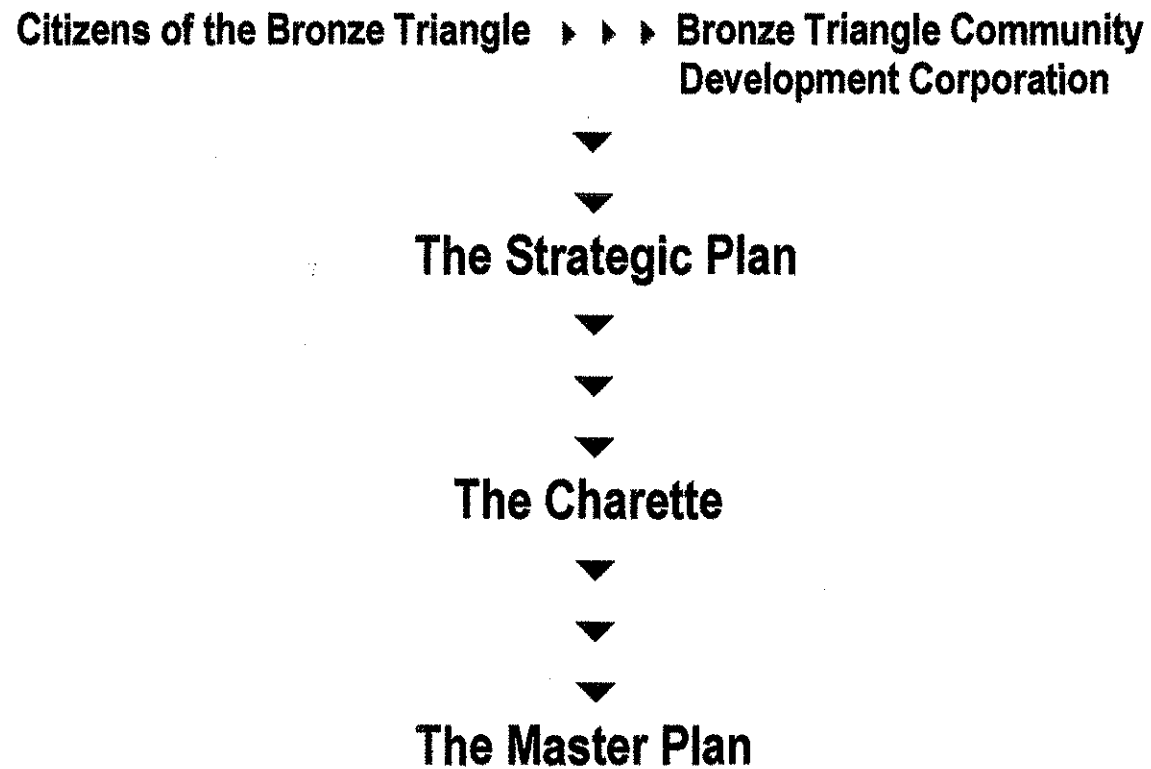
In order to do achieve these goals this document is divided into the following chapters:

- **CHAPTER I - INTRODUCTION** - Sets the tone and philosophies
- **CHAPTER II - CIVIC ENGAGEMENT** - A review of the processes that preceded this plan including the creation of the Community Development Corporation, the development of the *Strategic Plan*, and the performance of the *Charette*. The *Charette* was a watershed event that constituted a culmination of years of public input that focused on Communication, Safety, Beautification, Economic Development, Community Connections, Geographic Connections and Community Identity.

- **CHAPTER III - RECOMMENDATIONS** - This chapter contains specific recommendations derived from the Strategic Plan, the Charette, and the professional planners and evaluators who helped develop this document. It includes land use recommendations, urban design standards, strategies to enhance the transit and commercial corridors, create central gathering places, break down barriers to success and open up avenues of opportunity. There are focused ideas regarding schools, shops, transit centers, parking, a library, parks, gateways, landscaping and, colors, signs, and programs to help achieve success in each of these areas. There has been a conscious effort to identify approaches that are achievable so that limited time and energy can be devoted to efforts that offer the greatest chance for success and produce the most profound and broad-based results. Particular emphasis is placed on three "Active Development Sites," key significant projects that can accelerate the revitalization effort. Project First Class plan recommendations which were formulated in the 1980's are considered still meritorious and have been included in Appendix A.

- **CHAPTER IV - CITY OF VILLAGES STRATEGIES** - This chapter identifies how this plan meets and exceeds the components of the City of San Diego's City of Villages Strategic Element.

Master Plan Development Flow Chart:



Chapter 2 Civic Engagement

Residents' Concerns

The Residents identified the following list of concerns in the Strategic Plan:

- There is a concern that the area is being gentrified by downtown redevelopment that could be driving out local residents.
- There's an abundance of liquor stores and vacant lots in the area.
- Crime is increasingly violent with more drug abuse.
- Our neighborhoods do not look clean. (There's a lot of litter and local property is not picked up.)
- Rents are increasing too fast and are too high.
- There are not enough programs for families and activities for children and teens.
- Banks will not make loans in our neighborhood because they have a negative image of us.



Current Conditions

The following is a description of the Bronze Triangle neighborhoods from the *Strategic Plan*:

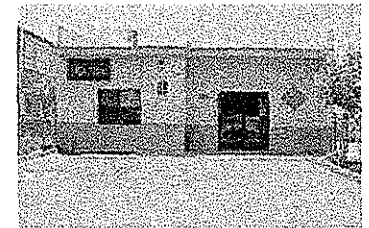
- **LOW INCOME:** Bronze Triangle neighborhoods have the highest concentration of low-income ethnic groups in the San Diego region. By 2020 almost 45% of area households will have annual incomes below \$25,000.
- **POOR EDUCATION:** 53.61% of area residents do not have a high school diploma. 38% of area residents are 17 or younger vs. 27% in the County. 75% of those residents are 17 or younger.
- **INADEQUATE JOB SKILLS:** Job skills of local residents tend to be out of the area and primarily “old economy” oriented.
- **HIGH CRIME:** Concentrated criminal activity and high crime rates in this small underdeveloped community that is surrounded by prosperous thriving neighborhoods.
- **POOR HOUSING CONDITIONS:** Housing conditions and per household densities are among the worst and highest in the city.

History Creation of the Bronze Triangle Community Development Corporation

The Bronze Triangle was founded in October, 2000 by a group of concerned residents who recognized a need for a strong community voice in the face of outside influence and change.

The Bronze Triangle is a Community Development Corporation that was established to empower the people and communities of Logan Heights, Grant Hill and Stockton to mobilize their resources in order to establish protocol and procedures in the improvements. The Community Development Corporation enables the residents to have a say in what happens to their development of their neighborhoods. The Bronze Triangle is for change that works in the best interests of the residents and businesses. In the Bronze Triangle, the residents of Logan Heights, Grant Hill and Stockton now have a legitimate platform from which to develop a resident friendly strategy for the coming years. Change is inevitable. The residents want to determine how that change affects our neighborhoods.

The Bronze Triangle Community Development Corporation has a volunteer board of directors that's responsible for developing resources and coordinating activities that will fulfill the residents' mandates for community revitalization. This strategic business plan is based on the



The Family Resource Center

hopes and dreams of families and individuals who call the Bronze Triangle neighborhood home.

The Community Development Corporation also operates The Family Resource Center. The Center provides a resource-rich environment where families can gain access to employment services, family economic supports, consumer financial services, community connections, and other trusted and high quality services in a convenient location. The Center hosts many programs and services for the community including:

- ▶ Family Economic Support
- ▶ Neighborhood Community Services
- ▶ Family Ties Time Dollar Network
- ▶ Career Center
- ▶ Center for Parent Involvement in Education
- ▶ Logan Heights Health Center
- ▶ Family Activities
- ▶ Earned Income Tax Credit Program

To expedite solutions for the many concerns facing the residents of Stockton, Logan Heights and Grant Hill, the Bronze Triangle has established strategic alliances with a number of government agencies and committees.

- San Diego Police Department
- San Diego City Attorney's Office
- San Diego Trolley Authority
- San Diego Streets Division
- City of San Diego Commission for Arts & Culture
- San Diego Redevelopment Department
- San Diego Planning Department
- Centre City Development Corporation (CCDC)

The Community Development Corporation is utilizing the expertise of these various entities to educate ourselves and the residents regarding quality of life issues that we encounter on a daily basis. What we've learned are the different courses of action we can take to improve matters that affect our community.

The Strategic Plan

In January of 2002, more than 100 residents came together to develop a five-year strategic plan for revitalizing their community. Residents talked about the assets and liabilities of their community today. They created a shared vision of its potential, what it could look like in the future as a result of revitalization. They identified barriers standing in the way of their vision and the key strategic actions needed to overcome those barriers and launch their strategic plan. Next they determined what needed to be accomplished within the first year of the plan in order to move them toward their vision. These recommendations were given to their board of directors for implementation.

► *They created a shared vision of its potential, what it could look like in the future as a result of revitalization.*

The Charette

On June 29, 2002 more than 140 citizens of the Bronze Triangle met in a “charette,” a community workshop to discuss and consider the present and future of their community. The findings and recommendations derived from this event constitute the heart of this master plan.

Chapter 3 Recommendations

This chapter is a compilation and refinement of the raw public input that was cultivated from the watershed Charette held on June 29, 2002 as well as the input of the professional planners and evaluators who helped produce this document. This chapter has been divided into sections devoted to these key issues pursued in the Charette. The first section is devoted to the findings of the following nine workgroups at the Charette:

WORKGROUP TOPICS:

- Affordable Housing
- The Imperial Corridor
- Connecting the Community
- Parks
- School Site
- Hospital Site
- Systems of Care
- Community Services
- Mesa De Habla Espana

These findings have then been refined into a set of specific recommendations in the second section that is divided into the following four broad themes identified in the Charette.

THEMES:

- ▶ Communication & Safety
- ▶ Neighborhood Design
- ▶ Economic Development and Housing
- ▶ Connecting the Community

ACTIVE DEVELOPMENT SITES:

Particular emphasis is placed on three “Active Development Sites,” key significant projects that can accelerate the revitalization effort:

- ▶ School District Warehouse Site
Commercial Avenue and 26th Street
- ▶ Opera Association Site
Commercial Avenue between 30th-31st Streets
- ▶ Hospital Site
Island Avenue and 26th Street

Finally, this plan includes passages from the Urban Design Program of the Project First Class document which was sponsored by the City of San Diego. This plan studied the Fourth Council District and included urban design recommendations that remain valid in the Bronze Triangle of 2003. In particular the following passages exhibit noteworthy recommendations of considerable merit and have been reproduced in this plan in Appendix A :

PROJECT FIRST CLASS PASSAGES:

- ▶ Part Five, The Quality of New Development Pgs. 45-57
- ▶ Part Six, The Neighborhoods, Southeast San Diego Pgs. 65-70
- ▶ Appendix A, Design Guidelines for Discretionary Review, Site Planning Principles, Pgs. 97-107

Section 1: Charette Workgroup Topics

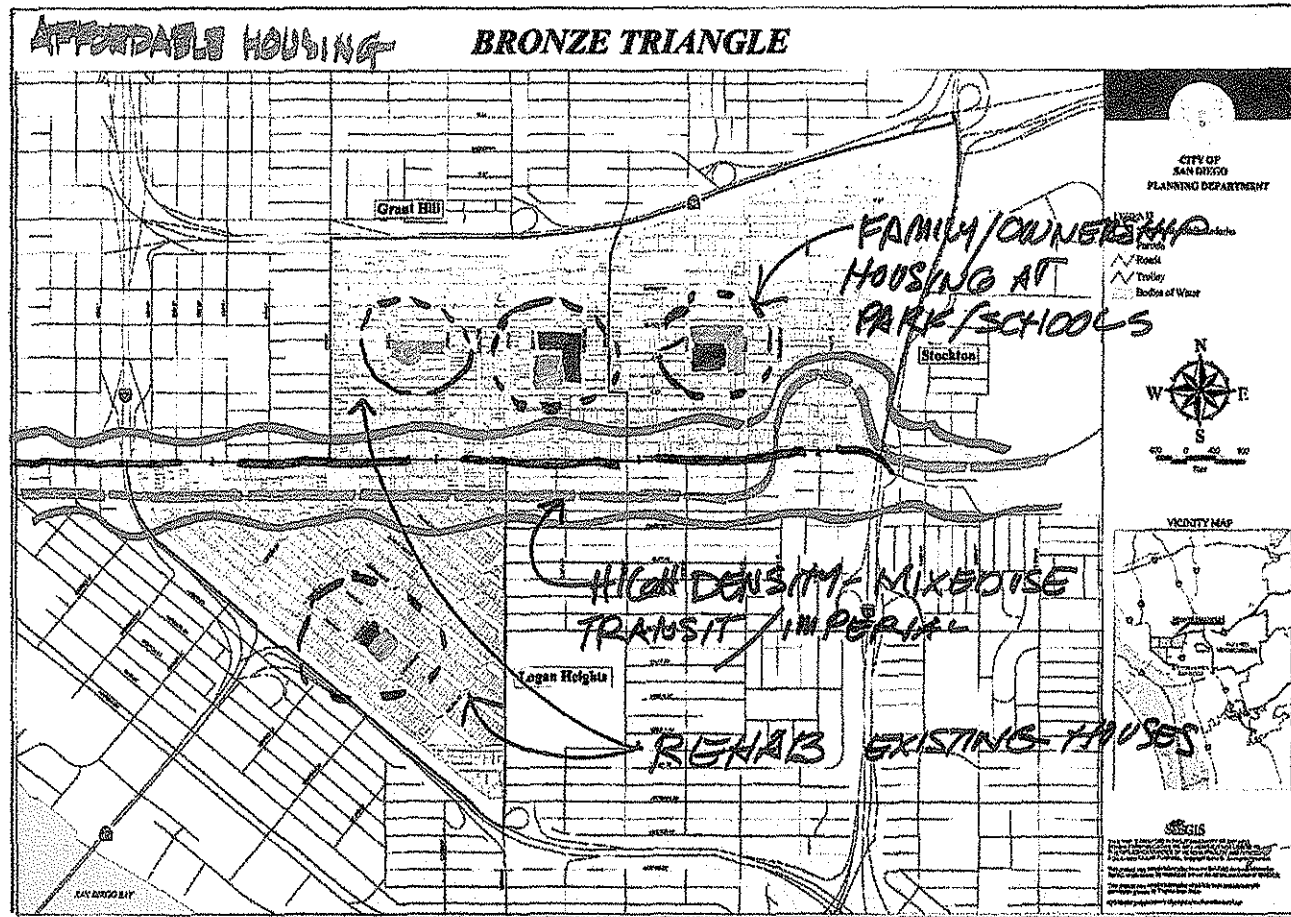
The following are the findings refined from comments and conclusions derived from the nine workgroups who participated in the charette:

Charette Workgroup Topic A: **Affordable Housing**

Findings:

- ▶ Conduct and inventory available sites, redevelopment areas and/or lots.
- ▶ Clean and utilize vacant lots.
- ▶ Lower permit/entitlement costs.
- ▶ Invite residents to be involved in beautification efforts.
- ▶ Provide owners with rehabilitation funds.
- ▶ Provide programs and services necessary to assist residents in home ownership.
- ▶ Develop affordable housing.
- ▶ Housing Mix – Housing developments should serve the needs of the community. A wide range of housing options is needed. (Houses, apartments, town homes).
- ▶ Absentee Ownership – There's a high incidence of absentee ownership. Not enough local residents can afford to finance home ownership.

- ▶ **Economic Opportunities** Economic opportunities are necessary for people to finance home ownership.
- ▶ **Rehabilitation** – Property values are impacted by older, worn out buildings and facilities. Owners need assistance with rehabilitation.
- ▶ **Higher Density** –Have development of moderate to high density housing in areas near local transit, central employment locations and educational facilities.
- ▶ **Gentrification** – the area is being gentrified by downtown redevelopment and it's driving out local residents

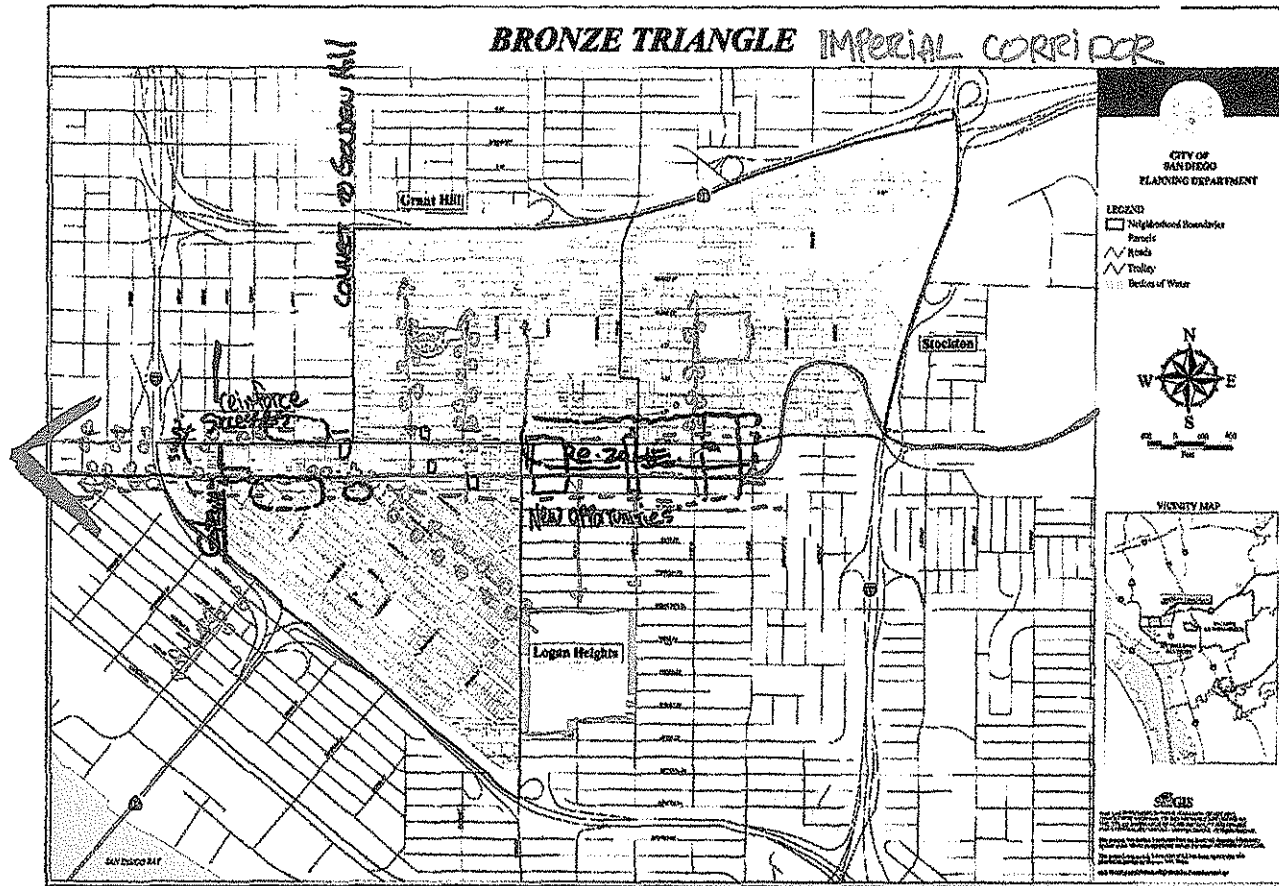


"Affordable Housing" Map from Charette

Charette Workgroup Topic B: The Imperial Corridor

Findings:

- ▶ Landscape the corridor – Develop a tree canopy, yards and a nursery.
- ▶ Organize volunteer clean-ups in our neighborhoods
- ▶ Invite the Southeast Planning Committee and business owners to participate in community revitalization process.
- ▶ Provide residents with assistance to develop businesses
- ▶ Create a community landmark.

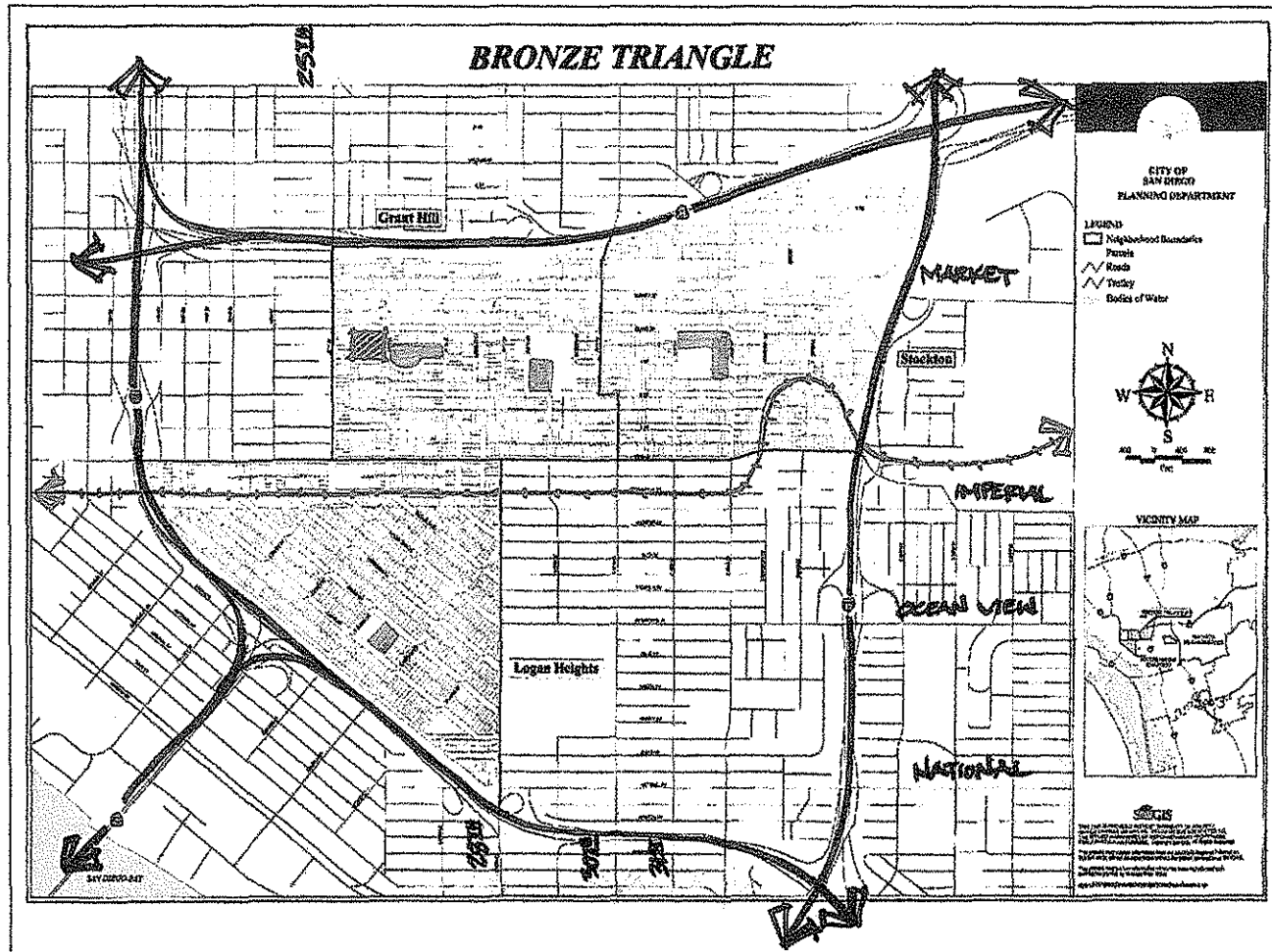


"Imperial Corridor" Map from Charette

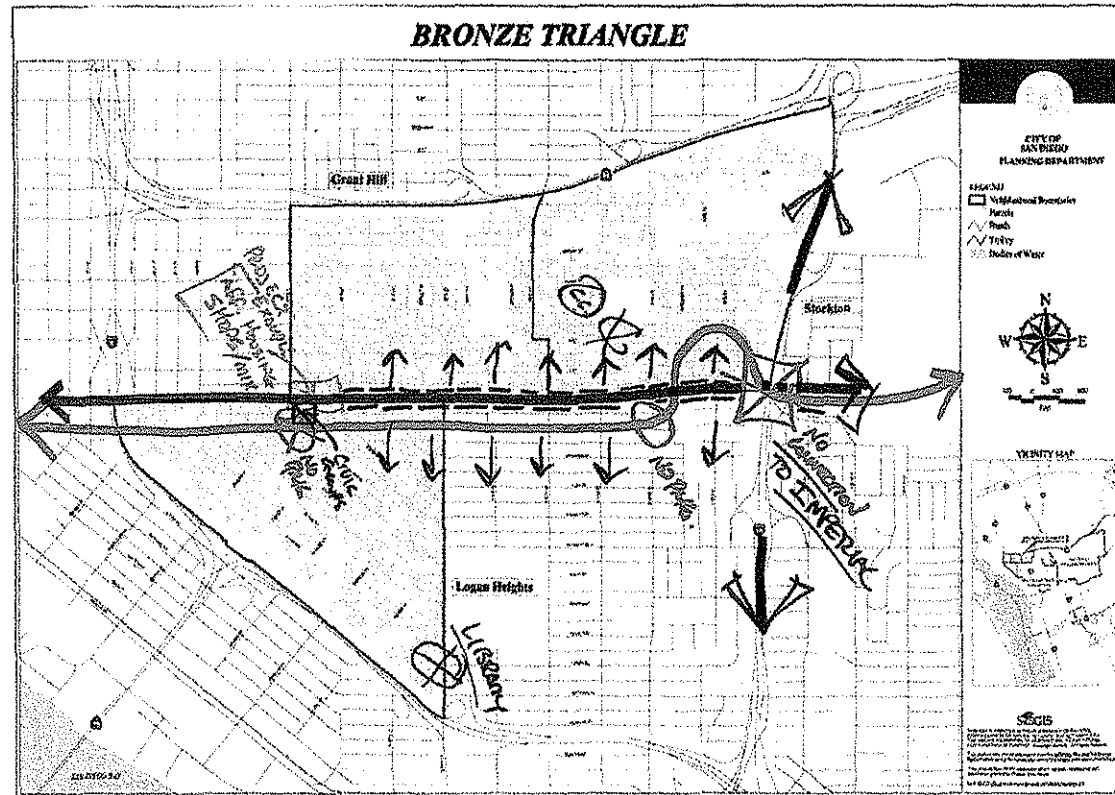
Charette Workgroup Topic C: Connecting the Community

Findings:

- ▶ Create connections at I-15 and Imperial Avenue
- ▶ Develop a physical center for communication
- ▶ Develop community outreach efforts – make sure they are bilingual!!! (Use mail, posters, flyers, grocery stores, churches, schools, television).
- ▶ Facilitate effective public services (street cleaning, effective policing, parks).
- ▶ Build civic connections.
- ▶ Bay to Park link from Golden Hill, through the Bronze Triangle and Barrio Logan to San Diego Bay.



"Connecting The Community" Map from Charette



COMMUNICATION IS KEY

- ↳ SAFETY IMPROVES COMMUNICATION
- ↳ COMMUNICATION CREATES UNITY ⇒ PRIDE / OWNERSHIP
- ↳ IMPERIAL AVE. IS MAIN SOURCE OF PERSONAL COMMUNICATION
- ↳ IMPROVE CONNECTIVITY OF IMPERIAL AVE.
- ① I-15 = CITY HEIGHTS MODEL

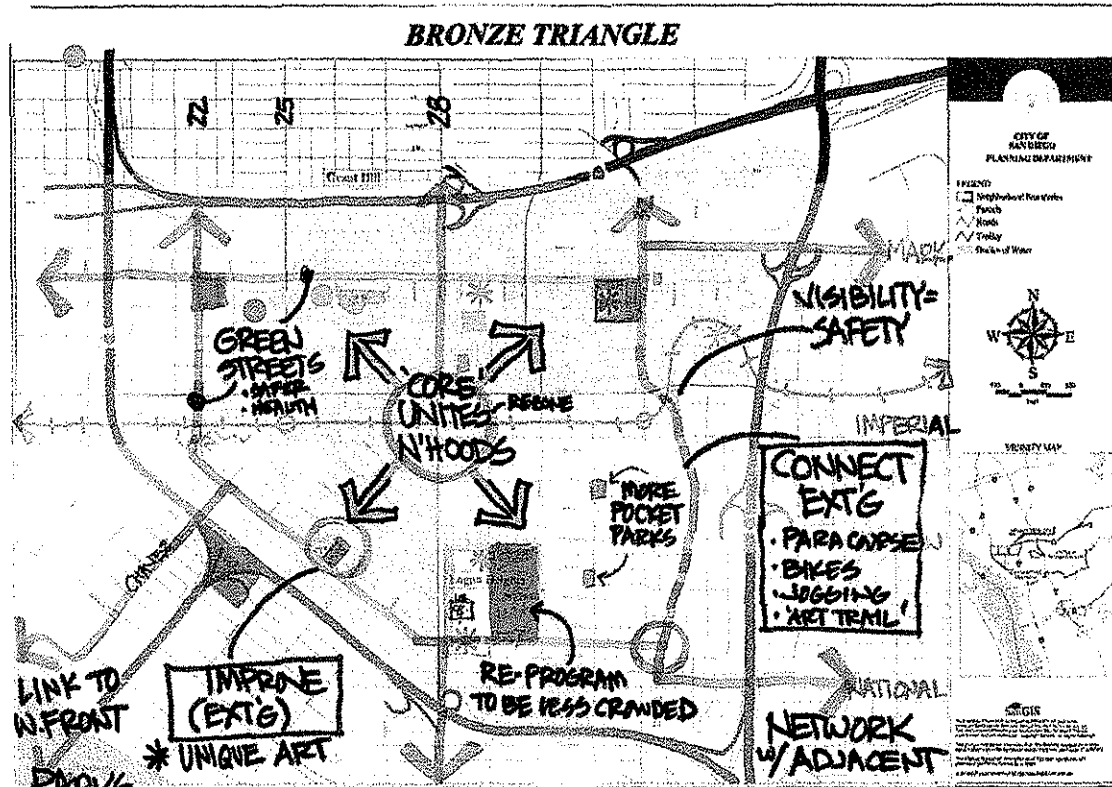
CONNECTION

"Connection" Map from Charette

Charette Workgroup Topic D: **Parks**

Findings:

- ▶ Develop and designate locations with space for spontaneous community play.
- ▶ Invite local artists to imprint our local parks with unique personality.
- ▶ Design and develop the “Ribbon of Green” concept that includes parks, bike paths, walking and jogging trails.
- ▶ Develop a core facility that serves to “unite the neighborhoods” through parks and recreation services – use Plaza center design that includes a playground park, a community center/area, café and/or coffee shops, artist studios, etc.
- ▶ Organize a community needs assessment.



PARKS (& REC. & PLAZAS & O. SPACE & COMMUNITY FACILITIES)

* SCHOOL/LANDMARK
 = PARK/O.SPACE

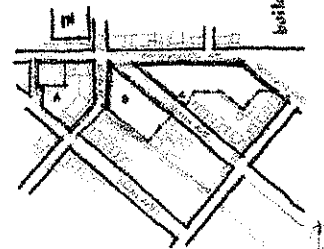
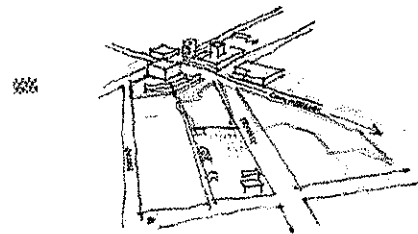
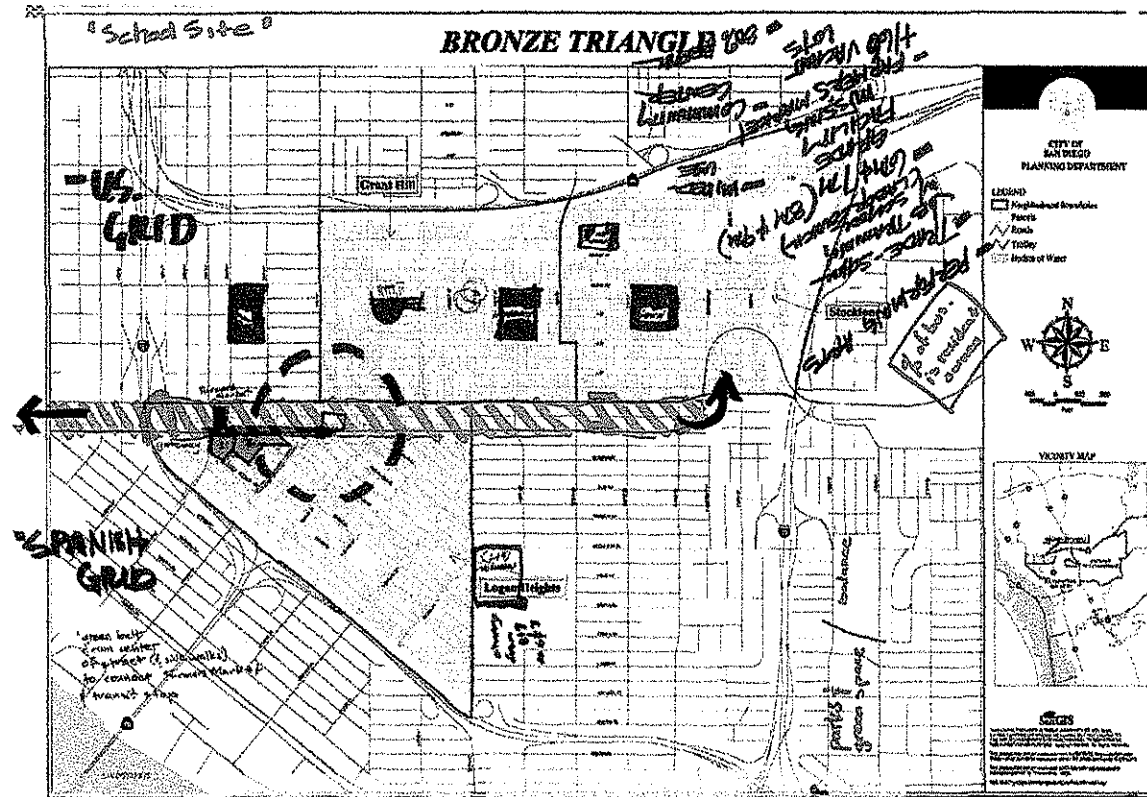
50' AND
 110' WIDE PARKS
 10 AC. SOME 5,000 SQ. FT.
 1/4 MI. 1/2 MI. (5 AC. 1/4 SECTION)

"Parks" Map from Charette

Charette Workgroup Topic E: School Site

Findings:

- ▶ Develop educational and outreach programs through the schools.
- ▶ Research landscaping and beautifying schools – decorate schools to be consistent with community identity.
- ▶ Develop school collaborative with Farmer's Market on half days to provide education and cultural opportunities and to connect youth to the community.
- ▶ Set up mentorship programs within schools.
- ▶ Incorporate the community as a model for school system facilities and programs that are the state-of-the-art.



MURAL BY BUGS.
 exposed artwork - at least 12-15 min
 to forecast? existing
 to predict? existing
 to get away to
 to neighbor hood
 to transit stop
GATEWAY D-7000

"School Site" Map from Charette

Charette Workgroup Topic F: Hospital Site

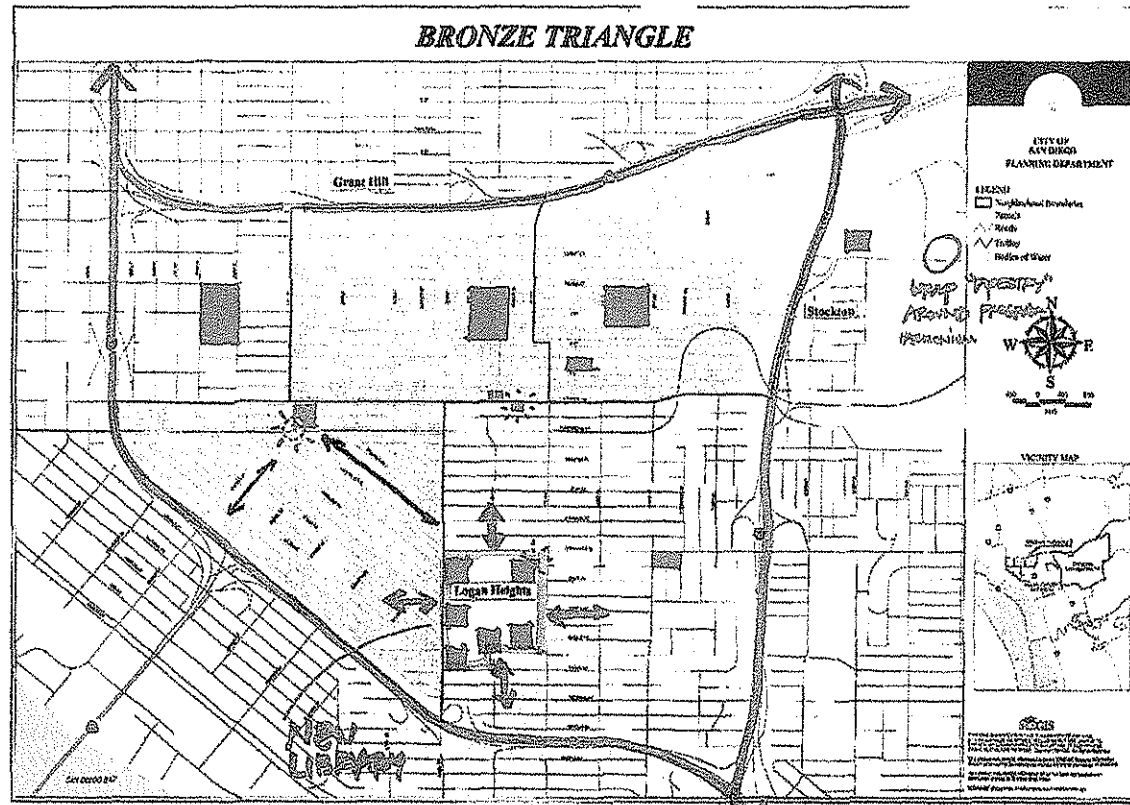
Findings:

- ▶ Survey and assess community needs.
- ▶ Further research potential designs and uses.
- ▶ Further research potential partners.
- ▶ Landscape the facility.

Charette Workgroup Topic G: **Systems of Care**

Findings:

- ▶ Create and organize a community system of care.
- ▶ Facilitate effective public services (street cleaning, effective policing, parks).
- ▶ Develop community outreach efforts – make sure they are bilingual!!! (Use mail, posters, flyers, grocery stores, churches, schools, television).
- ▶ Develop a neighborhood communication center at a central location.
- ▶ Develop and distribute multi-lingual information kits: fact sheets, forms about laws, housing, employment services and community resources, etc.
- ▶ Work to improve relationships with law enforcement.
- ▶ Attend police and community meetings and invite law enforcement to attend neighborhood meetings.
- ▶ Improve and expand neighborhood services.
- ▶ Develop Health Center.



INFORMATION
CENTER
AS POINT OF
CONTACT FOR
COMMUNITY

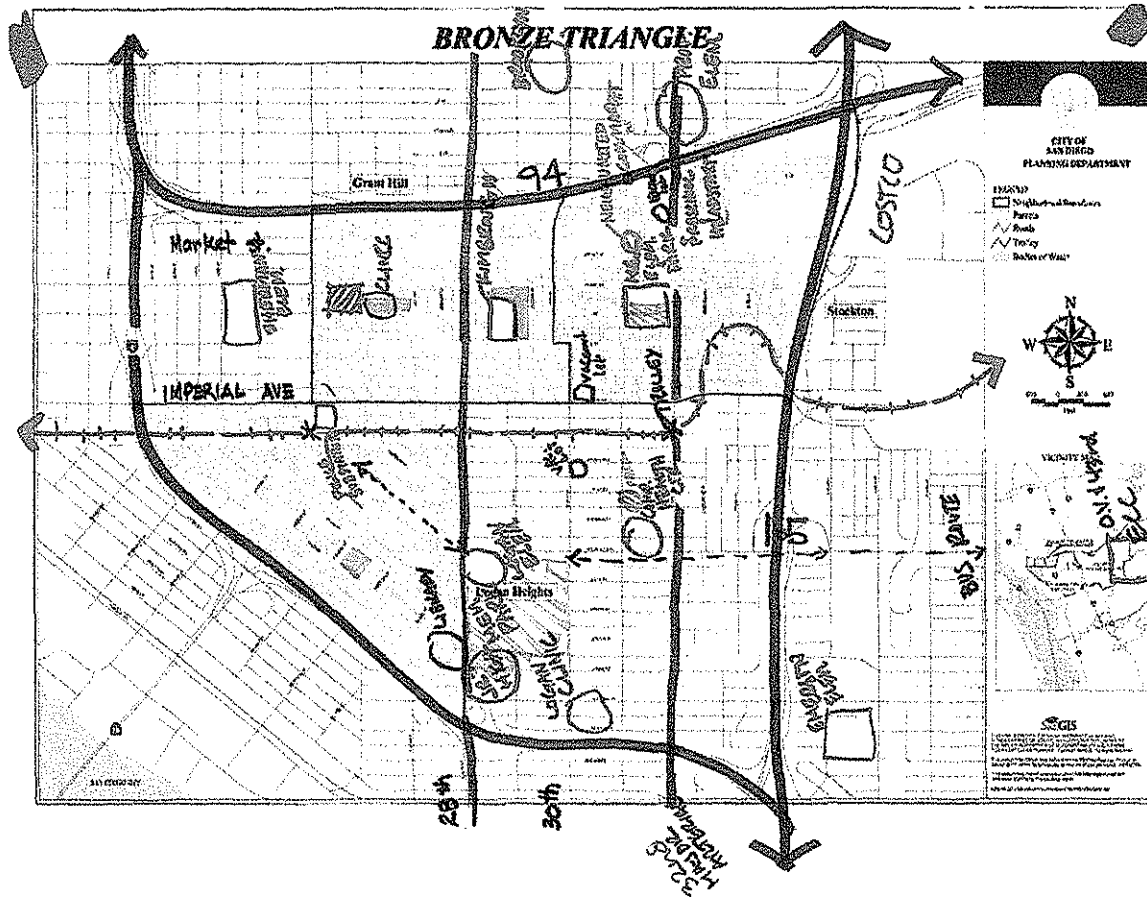
SYSTEMS OF
CARE

"Systems of Care" Map from Charette

Charette Workgroup Topic H: Community Services

Findings:

- ▶ Gang Prevention programs.
- ▶ Job training programs for all residents and ex-offenders.
- ▶ Increase resident participation in existing community council.
- ▶ Provide more programs and services for families.
- ▶ Provide more recreational activities for children and teens.
- ▶ Increase communication about resources (such as trolley schedule).



COMMUNITY SERVICES

"Community Services" Map from Charette

Charette Workgroup Topic I: Mesa de Habla Espana

Findings:

- ▶ More street lighting, stop signs, traffic lights, crosswalks and benches.
- ▶ Develop an effective multi-lingual community newsletter.
- ▶ Provide multi-lingual translations.
- ▶ Host community meetings and provide Spanish translation.
- ▶ Organize volunteers, resident taskforces and resident groups for increased resident participation.
- ▶ Provide more information in Spanish (about housing, community events, resources, programs and services, housing notices, etc.)

Section 2: Charette Themes

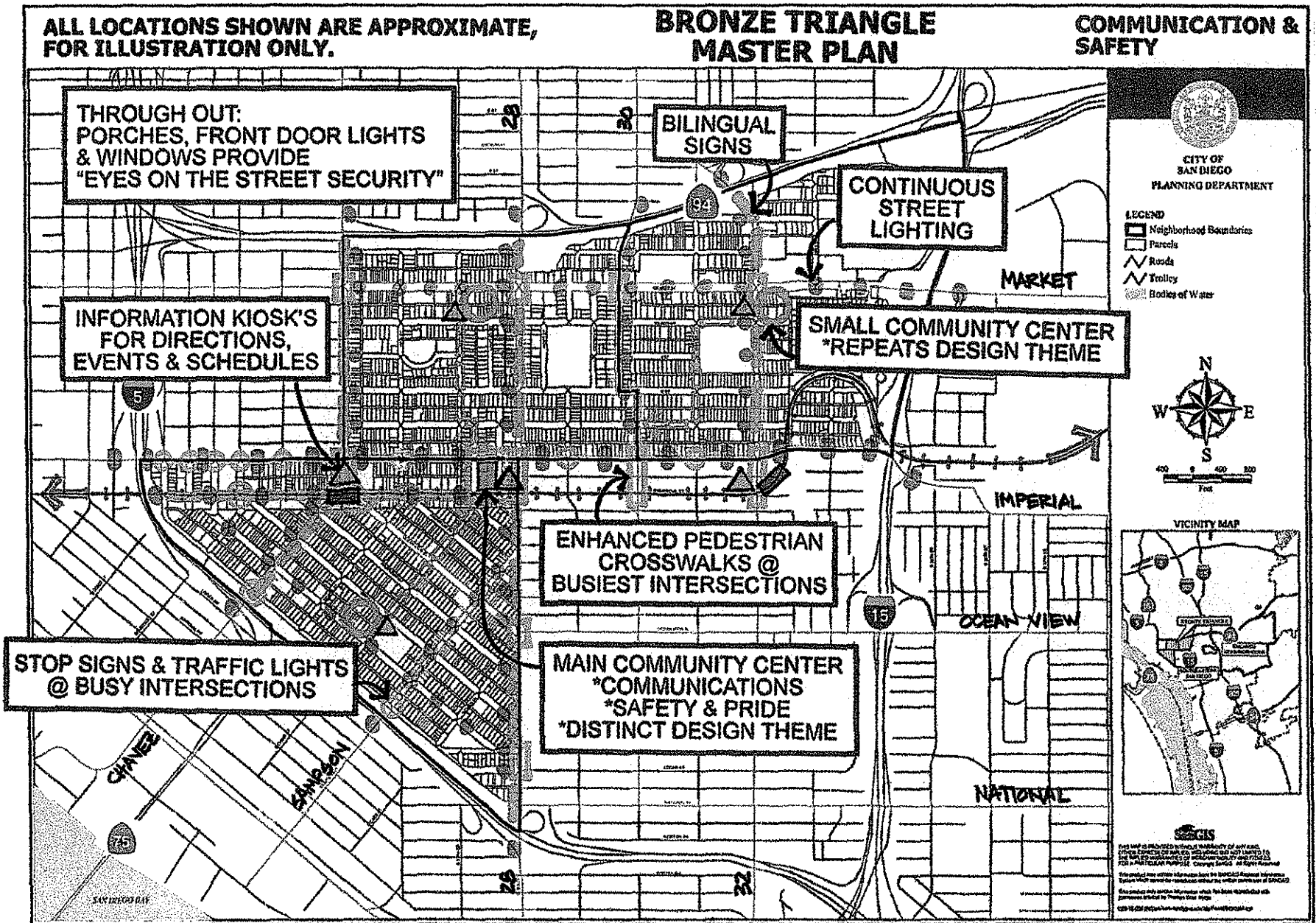
Theme A: **Communication & Safety**

In some instances the very language that joins a community as a social support network and system of comfort and familiarity can also constitute a potential barrier to advancement and assimilation. The Bronze Triangle communities embody clusters of vital and effective neighborhoods that use languages other than English in day-to-day practice. One attribute of this plan is to address the balance that should be maintained to enhance and perpetuate the innate gratification of a shared culture and language while assisting the residents in achieving a working knowledge and comfort with the dominant language of employers, jurisdictions and publications where many opportunities for learning and economic advancement exist. The Bronze Triangle desires to retain rich cultural ties and traditions and still serve as a plateau of transition to the vernacular of San Diego Regional business and commerce. A primary goal is the establishment of a Central Communication Resource Center that would distribute multi-lingual information kits including fact sheets regarding critical life components such as local laws, housing, employment, finance and other community resources.

► *The Bronze Triangle desires to retain rich cultural ties and traditions and still serve as a plateau of transition to the vernacular of San Diego Regional business and commerce.*

This plan also seeks to remove barriers to advancement for the residents of the Bronze Triangle communities. Where the previous chapter attends to the matter of language and culture, this chapter proposes to address the impediment that can exist between residents and the governmental, political and justice institutions that regulate them. There are many valuable and positive aspects to these systems that help provide stability and public services to the Bronze Triangle. However, the citizens want better relationships with law enforcement, transitional programs for youth reentering the community from incarceration, and more integrated and successful public safety programs. The Bronze Triangle communities should form a Political Action Task Force to elevate their voice in the elections and identify and promote candidates and programs that can enrich the community. Legal services should be available to residents to help them understand and navigate through the justice system when necessary. The activities of the Bronze Triangle Community Development Corporation and South Eastern Planning Group can help ascertain specific and contemporary needs and solutions.

► *...this chapter proposes to address the impediment that can exist between residents and the governmental, political and justice institutions that regulate them.*



In order to act as a venue for transition the Bronze Triangle should embody physical attributes that provide the comfort of familiarity to new arrivals and other residents. This includes architecture, colors, landscaping and signs that reflect and enhance the native and traditional cultures. Several new constructions envisioned throughout the Bronze Triangle, especially those that are to serve as focuses of the community, should be designed with high quality architecture that exhibits the current state of the art. Bi-lingual signs should also be used to ease incorporation into the larger San Diego Regional community.

Communication & Safety Recommendation 1

► **Develop Neighborhood/Community Center**

Develop Bronze Triangle Neighborhood/Community Center. A community center can help centralize service agencies, sharing support staff and equipment. It can also serve as a central “place-to-be” for informal social interaction and as a venue for community meetings, plays, performances, displays and neighborhood bulletin boards. This will be a center of community safety and pride with a distinctive design theme that will serve as a community symbol.

► *...the Bronze Triangle should embody physical attributes that provide the comfort of familiarity to new arrivals and other residents.*

Communication & Safety Recommendation 2

► **Use Signature Architecture**

“Signature” architecture for Community Center, as a neighborhood symbol and matter of pride. Although variety and free expression should continue to be emphasized throughout the Bronze Triangle, there is value in identifying some unifying themes and approaches for facilities that have a similar purpose, such as public gathering places, schools, parks and major civic projects such as a Community Center.

Communication & Safety Recommendation 3

► **Develop Neighborhood Links**

Create physical linkages to Community Center with signs, paths, special pavement, landscaping, lighting and artworks. Sidewalks should be studied to determine which ones would serve best as main pedestrian linkages to the commercial core, social central places and transit nodes. Those sidewalks may have additional width, enhanced pavements, timed pedestrian crosswalks and small “eddies” off to the side to allow for spontaneous social interaction. Baby stroller traffic can at times be heavy and should be encouraged as a social exercise and a healthy respite from the day to day. Sidewalks should be wide enough and smooth enough to accommodate stroller traffic. Enhance pedestrian crosswalks at the busiest intersections to emphasize the primacy of pedestrian movement. Stop signs and traffic signals at busy intersections are to be installed to address dangerous pedestrian/automobile conflicts.

► *...enhanced pavements, timed pedestrian crosswalks and small “eddies” off to the side to allow for spontaneous social interaction.*

Communication & Safety Recommendation 4

► **Develop Central Communication Resource Center**

Develop a Central Communication Resource Center (possibly the BTCDC resource center). Multi-lingual resources can reinforce cultural ties and help assimilation. Computer/Internet access is nearly essential for job searches, homework completion and assistance to those who seek a connection to the world community. Such a center should be established to guide residents into the economic and intellectual mainstream of American life.

Communication & Safety Recommendation 5

► **Create Multilingual Forms & Signs**

Bilingual signs are matters of respect and inclusion and should be installed in public locations and at public gathering places such as on street signs and at trolley stations. Develop and distribute multi-lingual information kits: fact sheets, forms about laws, housing, employment services, finance, and community resources, etc. Knowledge is power, and never more clearly is that the case with regard to knowledge of the ordinances, rules, laws and regulations that govern the lives of the citizenry. It is essential that the knowledge base of Bronze Triangle residents be expanded so they may be fully aware of both their obligations and their rights.

► *Knowledge is power, and never more clearly is that the case with regard to knowledge of the ordinances, rules, laws and regulations.*

Communication & Safety Recommendation 6

► **Information Kiosks & Newsletter**

Install information kiosks and an effective Multi-lingual Community Newsletter to chronicle directions, events and schedules. A newspaper/web site can do more than provide information, it can also introduce residents to the pleasures of writing, composition and creative literature. The newsletter can be an outlet for the art of prose, news of important events and it may reinforce the sense of community.

Communication & Safety Recommendation 7

► **Emphasize Community Distinctions**

Strengthen community connections. The identities of the distinct communities of the Bronze Triangle can be clarified, enhanced and broadcast to the citizens through effective communication.

Communication & Safety Recommendation 8

► **Give Youth A Voice**

Involve youth. Youth typically seek two compelling liberties – Fairness and Power. Communication should not be stratified by age group, rather it should reach across the age barriers to aid understanding and compassion, appreciation and respect. Youth can be given a voice in their destinies through sophisticated and sincere communication techniques such as newsletters, meetings, performance art and voting positions on town councils and boards.

► *Youth typically
seek two
compelling liberties
– Fairness and
Power.*

Communication & Safety Recommendation 9

► **Facilitate Community Meetings**

Host facilitated community meetings. There should be opportunities for citizens to gather to do more than protest, there ought to be sessions regarding problem anticipation and solutions. Facilitated by professionals in the field, and propelled by respected community activists, these meetings can help elevate the civic dialogue and bring the communities together to tackle a specific issue or carry out a plan.

Communication & Safety Recommendation 10

► **Coordinate and Appreciate Volunteers**

Organize volunteers, resident taskforces and resident planning groups. Volunteer labor is a precious commodity that should be carefully expended with respectful efficiency. It is imperative that the myriad of volunteer organizations that pervade the community coordinate their efforts to avoid duplication or efforts that run cross-purposes.

► *Volunteer labor is a precious commodity that should be carefully expended with respectful efficiency.*

Communication & Safety Recommendation 11

► **Install Security Lighting**

Security lighting should be emphasized as well as common-sense designs that minimize dark recesses and other opportunities for criminal behavior. Security lights only triggered by motion detectors should be encouraged so as not to spill excess lighting into residences unless necessary.

Communication & Safety Recommendation 12

► **Design With Eyes On The Street**

Existing buildings should be remodeled and new buildings designed to have “eyes on the street” with porches, balconies, verandas and windows facing public rights of way, sidewalks and lanes.

Communication & Safety Recommendation 13

► **Create Pedestrian Imperial Boulevard**

Along the Imperial Avenue corridor street lighting, traffic lights, stop signs, crosswalks and benches should be installed in such a fashion to provide safety and ease the flow of pedestrians as the primary concern. Automobile traffic would then be a secondary concern.

Communication & Safety Recommendation 14

► **Expand Neighborhood Watch**

Neighborhood Watch programs have often proven to help residents resume control of their public spaces.

Communication & Safety Recommendation 15

► **The Tunnel Project**

The “Tunnel Project” is a project to improve the physical connection between the neighborhood and King Elementary School at 31st Street and Island Avenue so the kids can walk in safety and should be implemented with all due dispatch.

► *...crosswalks and benches should be installed in such a fashion to provide safety and ease the flow of pedestrians.*

Communication & Safety Recommendation 16

► **Implement Youth Transition Programs**

Self help programs for youth coming out of incarceration. In order to reduce recidivism programs should be initiated to ease the transitions and offer alternatives.

► *Recruit and engage residents in resuming control of their public spaces.*

Communication & Safety Recommendation 17

► **Taking Back the Public Spaces**

Recruit and engage residents in resuming control of their public spaces.

Communication & Safety Recommendation 18

► **Promote Citizen Participation**

Organize residents to run for and participate in the Community Development Corporation and Planning Group

Communication & Safety Recommendation 19

► **Improve Police/Community Relations**

Improve relationships with law enforcement. Active involvement in community outreach programs and relationship-building exercises can help. Create incentives to have police officers live in the Bronze Triangle as residents. Attend police and community meetings to keep abreast of trends and new approaches. Invite law enforcement to attend neighborhood meetings, hold meetings at shift change times for officers so they may attend before returning to their homes.

Communication & Safety Recommendation 20

► **Develop Gang Intervention Program**

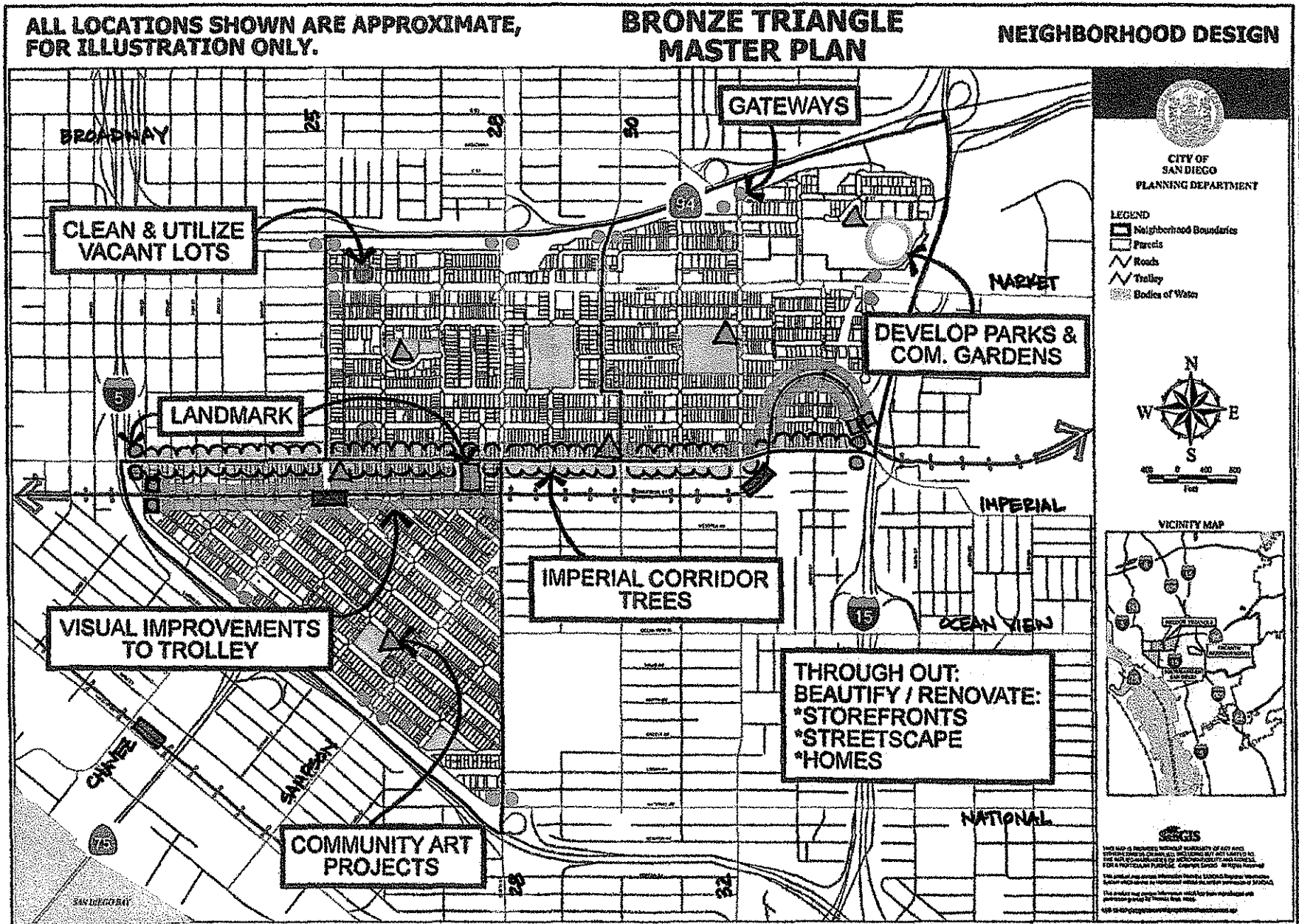
Work with the Police, school authorities, employers and social service organizations to implement intervention programs that reduce the impact of gang activities in the Bronze Triangle. Consider alternative empowerment programs that give youth a voice in their community design, community programs and long range plans.

► *Consider alternative empowerment programs that give youth a voice in their community design, community programs and long range plans.*

Theme B: Neighborhood Design

Design can present a false front to those visiting or passing through an area. Main Street in Disneyland is a false front “movie set” of Victorian/Italianate storefronts that allude to a pleasant and cozy small town village, but behind the facades it is only a place of ethereal and temporary amusement. Conversely, a community that exhibits debris, dilapidation and neglect also presents a false picture of the true community. Design is an important component of this plan because the Bronze Triangle is a better place to live than outsiders can perceive from its public “face.” This is particularly evident along the major transportation corridors such as Imperial Avenue and the Trolley line. Ideas within this chapter address fundamental actions that can quickly, economically and effectively reverse the negative image by use of simple and achievable methods – paint, landscaping and trash removal. Efforts should be undertaken to attract the “Creative Class” of artists, design professionals, and practitioners of diverse lifestyles – establish the Bronze Triangle as a tolerant and exciting district of free expression and innovative design. Finally, this plan includes passages from the Urban Design Program of the Project First Class document which was sponsored by the City of San Diego. This plan included urban design recommendations that remain valid in the Bronze Triangle of 2003. In particular the following passages exhibit noteworthy recommendations of considerable merit and have been reproduced in this plan starting on page 71.

► *...establish the Bronze Triangle as a tolerant and exciting district of free expression and innovative design.*



Neighborhood Design Recommendation 1

► **Adopt Community Standards**

Where appropriate incorporate standards identified herein into the Community Plan and Planned District Ordinance for the Bronze Triangle communities.

Neighborhood Design Recommendation 2

► **Create a Process To Eliminate Non-Conforming Uses**

Revisit inappropriate land uses and amortize legal non-conforming land uses, setting a seven-year deadline, for instance. Incorporate these changes into codes where applicable.

Neighborhood Design Recommendation 3

► **Use Overlay Districts**

Use overlay districts to apply specific color and design review in a concentrated and cohesive area such as Imperial Avenue, at trolley stops and at gateways. Work with merchants and residents to identify specific themes that emphasize the convergence of cultures. Use monuments, gateways and other identifiers to delineate district boundaries.

► Work with merchants and residents to identify specific themes that emphasize the convergence of cultures.

Neighborhood Design Recommendation 4

► **The Renaissance of Imperial Avenue**

On Imperial Avenue include street trees that form a shade canopy and “landmark” structures at the gateways and in the core to reinforce the identity of Imperial Avenue as the central gathering place and commercial image of the Bronze Triangle. As an adjunct visual improvements at the trolley stations to showcase the district and enhance comfort and safety are to be done.

Create a special sign district for commercial corridors to encourage active and vibrant lighting effects. Rethink traditional restrictions and have neon, projecting signs and moving lights in appropriate limited settings to create special districts of distinctive character and regional uniqueness. Perhaps there is an appropriate place along Imperial Avenue to examine the use of signs that dazzle and exhibit a less restrictive environment.

► *Artists should compete to showcase the neighborhoods' unique personality throughout parks, buildings and streets.*

Neighborhood Design Recommendation 5

► **Adopt a Landscape Palette**

Adopt a landscape palette to unify districts and guide residents toward community gathering places, incorporate opportunities for permanent art installations as well as temporary exhibits and displays for sale.

Neighborhood Design Recommendation 6

► **Create Community Gardens**

Community gardens for both food production and landscape display should be encouraged at undeveloped sites or as adjuncts to parks and school sites. The gardens can be active and productive and act as interim land uses that bring the community together.

Neighborhood Design Recommendation 7

► **Emphasize the Arts**

Community art projects, such as a community landmark, should be undertaken to exhibit culture and the creative spirit of the district. The Bronze Triangle should encourage experimentation in all art media. Artists should compete to showcase the neighborhoods' unique personality throughout parks, buildings and streets. Extend the Urban Art Trail from East Village. The Urban Art Project is a venture of the Graphics Education Department of City College, the Commission for Arts and Culture, CCDC, utility companies, private property owners and volunteers. Under this program utility boxes, blank walls, sidewalks, are to be painted with bright colors and designs, flowers are also to be planted. An urban alley project through the Commission for Arts and Culture, the Community Development Corporation, and volunteers should be implemented. Artists would work with neighborhood children to paint over graffiti with colorful murals on garage doors and blank walls in some alleys in the Bronze Triangle. Promote "Artists In Residence." The Bronze Triangle should take advantage of its inventory of relatively inexpensive and underutilized

industrial sites to encourage the establishment of artists residences and studios. The “Creative Class” should be afforded opportunities to come to the Bronze Triangle as a tolerant, edgy and compelling venue for artistic expression and experimentation.

Neighborhood Design Recommendation 8

► Create Street Tree Canopies

With limited exceptions the Bronze Triangle communities lack shade trees on public streets. An aggressive and comprehensive planting program should be initiated to plant street trees along the streets. A Tree Canopy through Imperial Corridor would be instrumental in unifying and humanizing the corridor, for instance.

Neighborhood Design Recommendation 9

► Increase the Number and Elevate the Design of Trash Receptacles

More trash cans should be installed and maintained. This affords opportunities for artistic expression as well.

Neighborhood Design Recommendation 10

► Schedule Regular Neighborhood Clean Up Days

Neighborhood led clean up days need to be scheduled on regular intervals and should be as inclusive as possible to rid the district of tires, toxins and other hard-to- dispose-of materials. Community Engagement through clean up days and volunteer efforts should be conducted on regularly scheduled days to allow residents to anticipate when they can

clean out garages, basements and yards. Clean and utilize vacant lots – At a minimum no vacant lot should be allowed to exhibit the attributes of an attractive nuisance; all dangerous debris, holes, sharp edges and other dangers must be eliminated to give parents comfort and set an elevated level of intolerance for eyesores in the District. Once cleaned lots might be well suited to community gardens, outdoor art displays, street markets or other vibrant interim uses. Ultimately vacant lots should be developed to increase affordable housing and employment.

► *...no vacant lot should be allowed to exhibit the attributes of an attractive nuisance.*

Neighborhood Design Recommendation 11

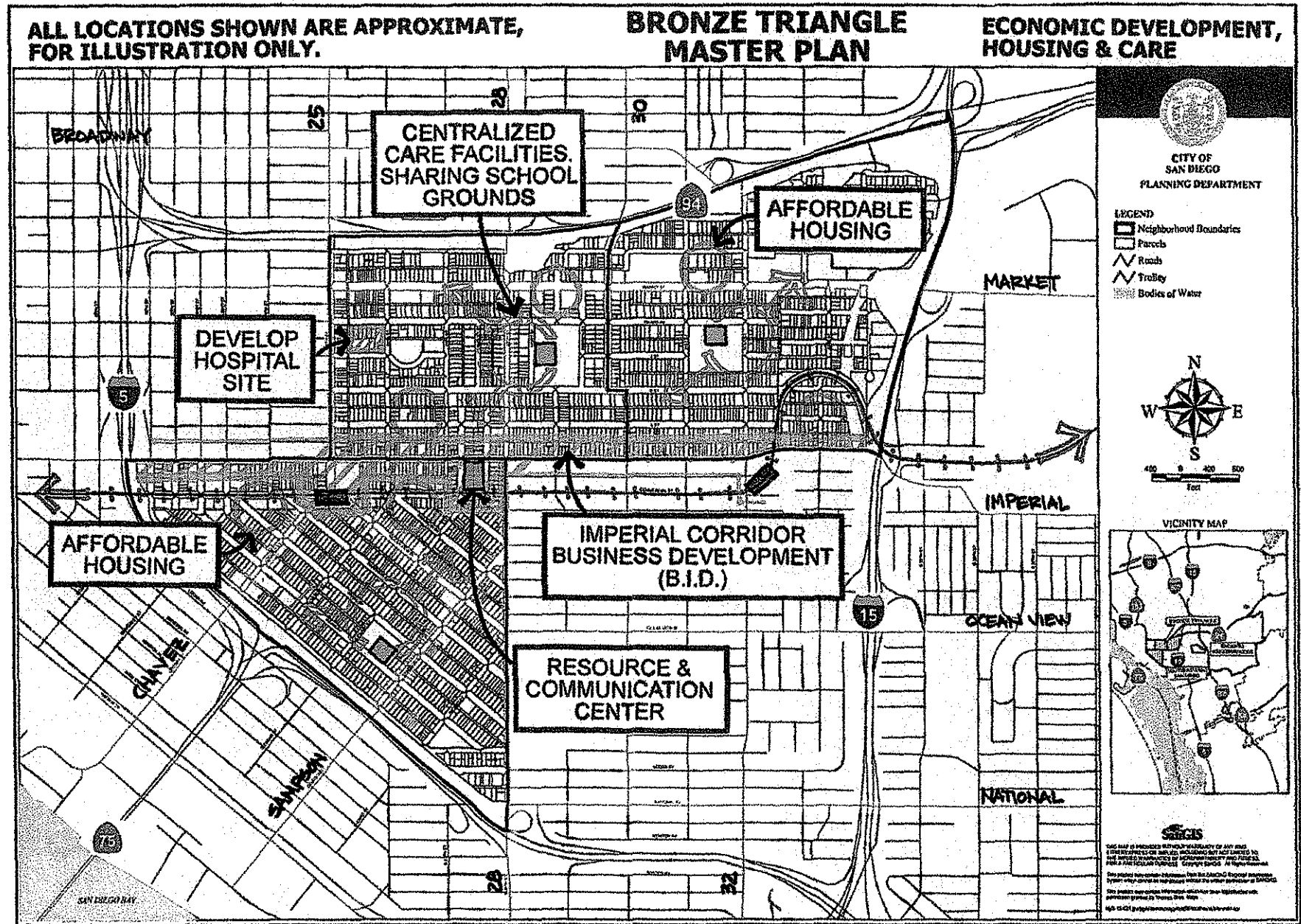
► **Reinforce the Bay-Park Link Through the Bronze Triangle**

The historic and far-sighted effort to create a meaningful and functional link between Balboa Park and San Diego Bay logically goes through the heart of the Bronze Triangle. This link can open the community to additional visitors and, more importantly, establish connections for Bronze Triangle residents to two of the region's premiere recreation venues.

Theme C: Economic Development, Housing & Care

As sincere and determined and focused a plan can be to create an inviting and complete living environment, it has little value if the residents within the plan boundaries have no or limited access to the fruits of the plan and all of its wonderful designs, buildings and vitality. It is critical, therefore, to address specific and achievable strategies that can stabilize or reduce the cost of housing and/or enhance the household income of the residents. This chapter is devoted to that pursuit. The City of San Diego recently adopted an affordable housing program that is testament to the importance this issue has achieved in the political arena. San Diego remains one of the least affordable housing markets in the nation and the residents of the Bronze Triangle are particularly vulnerable to these forces as the area revitalizes and property values inevitable rise. This is the classic dilemma for residents, government and citizens in general; the desire to stabilize and revitalize an area often results in an increase in property values. If the residents are not afforded opportunities to rise along with the properties they occupy, they are in real danger of displacement. Investigate the feasibility of using redevelopment as a tool to finance new development through the use of tax increment financing. Also, include selective and limited use of eminent domain to further the goals of the Southeastern San Diego Community Plan and the Bronze Triangle Revitalization Plan.

► If the residents are not afforded opportunities to rise along with the properties they occupy, they are in real danger of displacement.



Economic Development, Housing & Care Recommendation 1

► **Emphasize Innovative Business Development and Expansion**

Accelerate and expedite the City entitlement review processes with reduced fees and density bonus incentives. The Bronze Triangle should be a pilot for the City's new infill expediting program. The guidelines in this revitalization plan should be part of the criteria used to evaluate infill projects. The City, together with the BTCDC and other agencies, should focus on finding developers/users for vacant and underutilized parcels in the Bronze Triangle. The Bronze Triangle should participate aggressively in the Annie E. Casey Program Initiatives and Enterprise Zone programs.

► *...resume services, job skill evaluations, job training and programs to reduce child-care and transportation barriers to employment.*

Economic Development, Housing & Care Recommendation 2

► **Create a Center for Job Opportunities**

Create a center for job opportunities that includes resume services, job skill evaluations, job training and programs to reduce child-care and transportation barriers to employment. Promote the skills of Bronze Triangle residents to employers along all trolley lines.

Economic Development, Housing & Care Recommendation 3

► **Create Affordable Housing**

Pursue affordable housing issues, include affordable low-to-moderate income properties and strategies to increase per capita income. Develop a wide range of housing options including a mix of market rate and affordable units, create housing for all income groups to avoid homogeneous districts and enclaves. Developing housing near education

and employment opportunities. Rehabilitation funds for housing and businesses the Home ownership assistance program.

Economic Development, Housing & Care Recommendation 4

► **Revitalize the Imperial Avenue Corridor**

Emphasize the revitalization of the Imperial Corridor and include business development bring in businesses and venues to support economic growth. Use the VITA and Earned Income Tax Credit (EITC) program s and seek potential Tax Increment Financing. The Imperial Corridor can serve as the central community focus and a barometer of the progress toward overall Bronze Triangle economic development. The area's upgrade can re-establish the traditional commercial core and provide a safe and attractive place for community interaction and socialization.

► ...it is prudent to apply for the incentives the City offers to successful applicants under this program.

Economic Development, Housing & Care Recommendation 5

► **File a City of Villages Application**

The City of San Diego's City of Villages program seems ideally suited to the Bronze Triangle and it is prudent to apply for the incentives the City offers to successful applicants under this program.

Economic Development, Housing & Care Recommendation 6

► **Share Community Concerns**

Invite community business owners and residents to gather together to share concerns and adopt joint strategies to problem solving. This is vital because some of the solutions either party may offer could run cross-purposes with the others. The Bronze Triangle is a mixed-use district that includes both businesses and residents who will share in the success and failure of the area depending in large part on coordination of plans and programs to elevate all who live and work within its boundaries.

► *The Bronze Triangle is a mixed-use district that includes both businesses and residents who will share in the success and failure of the area.*

Economic Development, Housing & Care Recommendation 7

► **Establish a Resource/Communication Center**

Establish a Resource/Communication Center with improved and expanded neighborhood services. Include a central location for ease of access. The community is ideally sized and configured to benefit from a centralized place to review programs and access all revitalization tools. Have the center connect with indigenous school systems in order to distribute flyers and establish familiarity with its offerings for children and families.

Economic Development, Housing & Care Recommendation 8

► **Develop the Hospital Site**

The Hospital Site at 26th Street and Island Avenue is highly visible and serves as a statement regarding the vitality of the Bronze Triangle. As such it deserves special emphasis and aggressive redevelopment to exhibit revitalization to the residents and visitors.

Economic Development, Housing & Care Recommendation 9

► **Centralized Care Facilities Sharing School Sites**

Given that so many Bronze Triangle residents qualify for public benefits and programs it is important to centralize and organize the distribution of these services. Create and organize a neighborhood system of care. These services as well as medical care should be centralized and share school sites in order to treat families at familiar and safe locations.

Economic Development, Housing & Care Recommendation 10

► **Improve District Visibility and Visual Quality**

Improve how the district is viewed from transit systems such as the freeways, major streets and the trolley line. Enhanced landscaping at interchanges, transit hubs and at entrances to the district can help raise the public's general impression of the Bronze Triangle. The tagging on the backs of properties that are in view along the trolley line should be covered at once and design solutions such as covering some walls with vines should be employed to reduce tagging. Strengthen and further develop Imperial corridor connections to freeways. Set aside designated open spaces and develop an Imperial Avenue special zoning overlay district. Encourage mixed-use development near transit stations. Use art, architecture and beautification throughout community to emphasize the Bronze Triangle as a place of creativity and expression. Accessibility to transportation, jobs, schools, parks, resources, and services for all residents and families is essential. A "Theme" entry monument or gate should be installed at district entry points. A Core Community Park that unites the neighborhoods should be developed. Also, develop pocket parks and use the "Ribbon of Green" concept to link and connect all park areas. Develop a running trail around the community, have more designated bike paths.

► *...covering some walls with vines should be employed to reduce tagging*

Economic Development, Housing & Care Recommendation 11

► **Create Expedited Project Review Process**

As interest in investment in the Bronze Triangle continues to grow, the City of San Diego should employ expedited project review methods in order to help capture and propel projects of merit through the entitlement and plan check stages in order to have them built and operating in a timely manner.

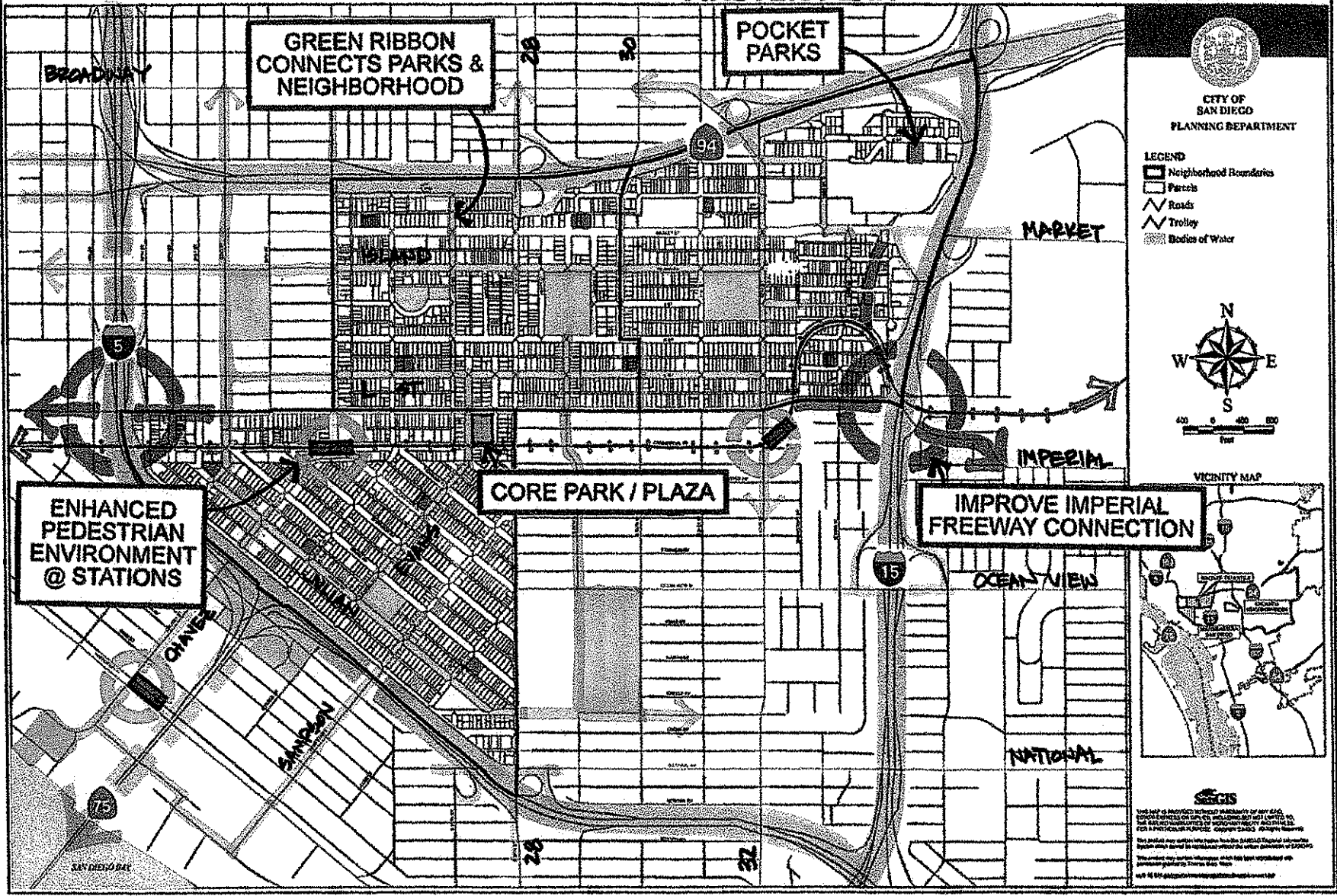
Theme D: Connecting the Community

The Master Plan recognizes the need to enhance the uniqueness and special nature of the Bronze Triangle communities but also acknowledges that the Bronze Triangle is also a part of the larger San Diego Region and the need to reach beyond the boundaries to convey an attractive impression. One of the most compelling attributes of the Bronze Triangle is its accessibility. Located within the triangle formed by the 94, 15 and 5 freeways, and bisected by a regional light rail network, the Bronze Triangle has remarkable visibility and access. In order to build upon the other improvements suggested in the document, the plan recommends that these linkages be enhanced and improved from both the practical access aspect as well as the more evocative design sense. Portals into the district such as highway interchanges, major streets and trolley stations should have significant and noteworthy aesthetic statements through signs, landscaping, plazas, kiosks or other means (where appropriate) to “tell the Bronze Triangle story” and create a welcoming and accommodating image.

ALL LOCATIONS SHOWN ARE APPROXIMATE,
FOR ILLUSTRATION ONLY.

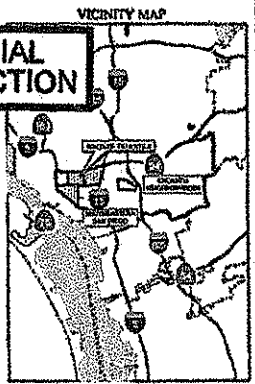
BRONZE TRIANGLE MASTER PLAN

CONNECTING
THE COMMUNITY



CITY OF
SAN DIEGO
PLANNING DEPARTMENT

- LEGEND
- ▭ Neighborhood Boundaries
 - ▭ Parcels
 - Roads
 - Trolley
 - ▭ Bodies of Water



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Connecting the Community Recommendation 1

► **Develop Green Ribbon**

Throughout the Bronze Triangles street trees, pedestrian-friendly crossing pavements and lights and other landscape and street design improvements are to be installed to link the district communities to neighboring communities and to internal Bronze Triangle features of note such as schools, the library, Imperial Avenue, trolley stops and significant open spaces. Emphasis is to be placed on Island, Evans, Julian, Sampson, Chavez, 22nd, 29th, 32nd, and L Streets.

Connecting the Community Recommendation 2

► **Develop Core Park / Plaza**

Centrally located along the Imperial Avenue corridor a “Core Park/Plaza” is to be located that would have substantial hardscape suitable for festivals and public assembly. It will serve as one of the most important of the central gathering places throughout the district.

Connecting the Community Recommendation 3

► **Develop Pocket Parks**

The assembly of one new single large parcel of land to serve as a community-level park is unlikely in the district. Therefore the development of pocket parks that serve a limited nearby clientele is essential to provide open space for residents.

Connecting the Community Recommendation 4

► **Enhance Pedestrian Environment at Trolley Stations**

The trolley stations will serve as vital thresholds for the Bronze Triangle. Their physical attributes project the important “first impression” of the district for visitors and therefore it is essential that these stations have enhanced pedestrian designs that communicate positive images of the Bronze Triangle and guide visitors to community landmarks and venues. These should be fully functional welcome centers for the district.

Connecting the Community Recommendation 5

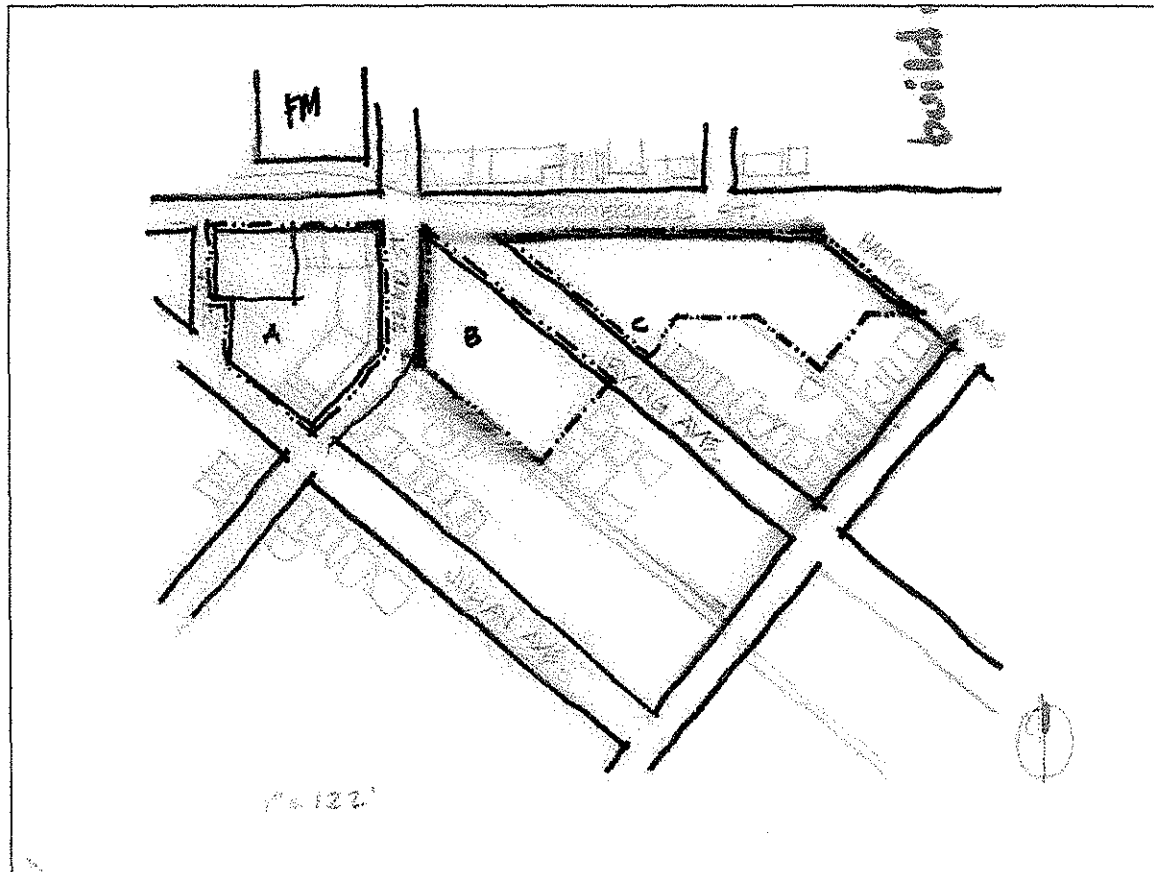
► **Improve Imperial Freeway Connection**

The now closed interchange of Imperial Avenue and the Interstate 5 freeway affords a possible boon to access to businesses and residences in the Bronze Triangle. However, this interchange would provide a tempting short-cut to Petco Park, the new 40,000+ seat baseball stadium for the San Diego Padre’s major league baseball club, to the west of the Bronze Triangle. Therefore the link should not be reopened until such time that the drive-through traffic will serve the Bronze Triangle community and not, perhaps, only those attending events at Petco Park.

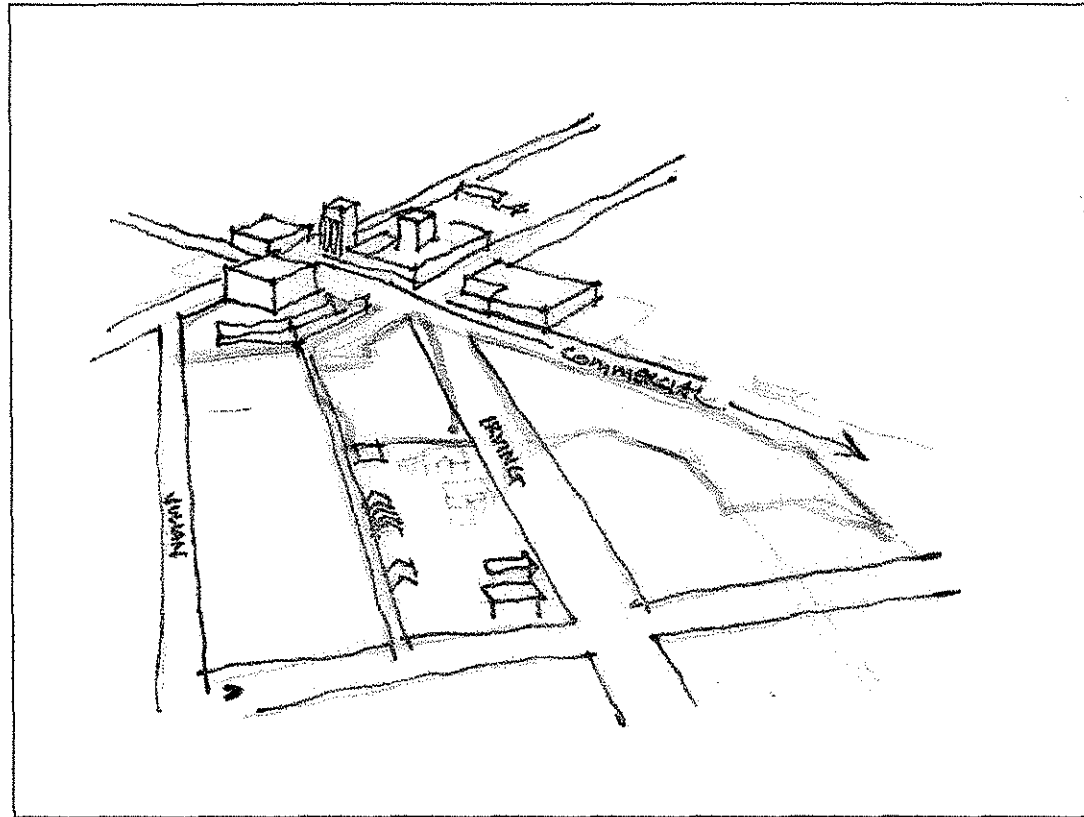
Section 3: Active Development Sites

Active Development Site 1

► School District Site - Commercial Avenue and 26th Street



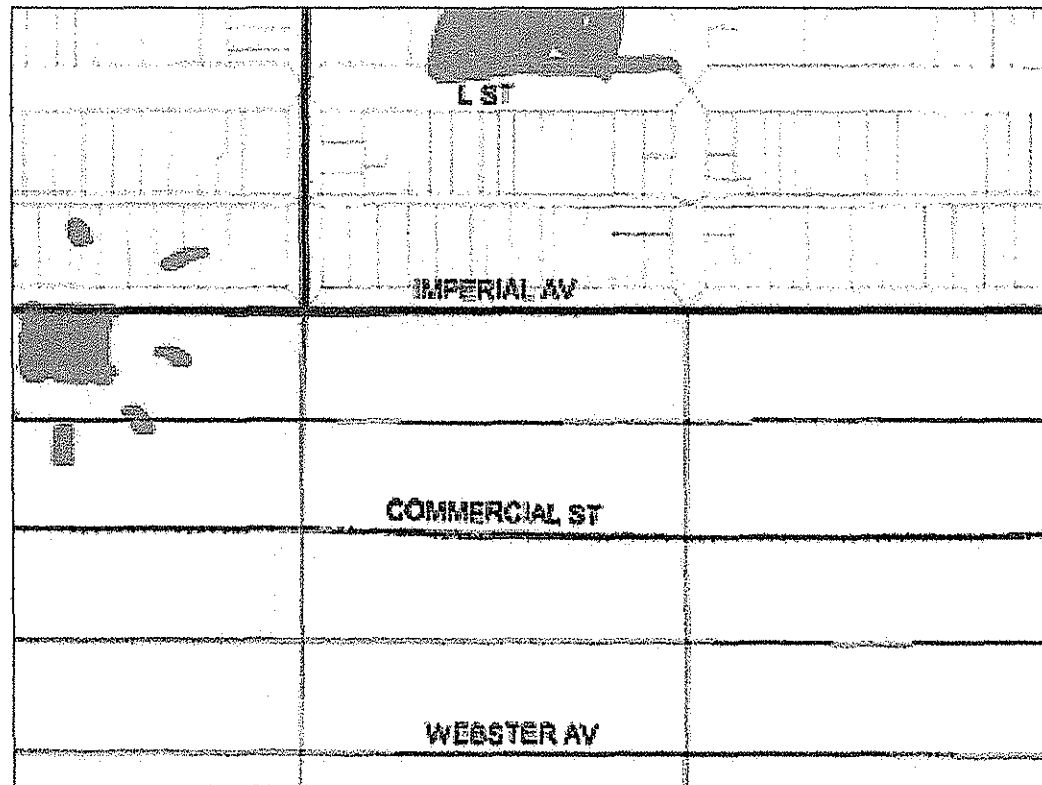
School Site Concept from the Charette



School Site Concept from the Charette

Active Development Site 2

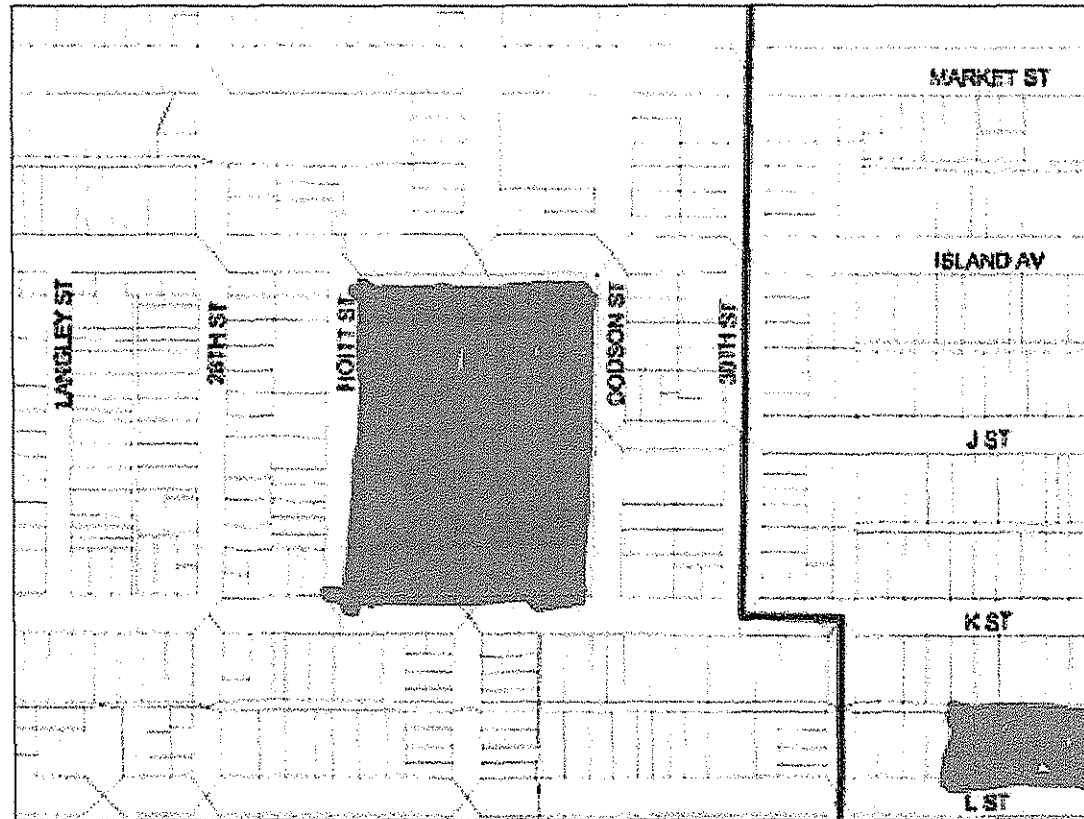
► Opera Association Site - Commercial Avenue at 30th-31st Streets



Opera Site Map from the Charette

Active Development Site 3

► Hospital Site - Island Avenue and 26th Street



Hospital Site from the Charette

Appendix A

Project First Class Recommendations

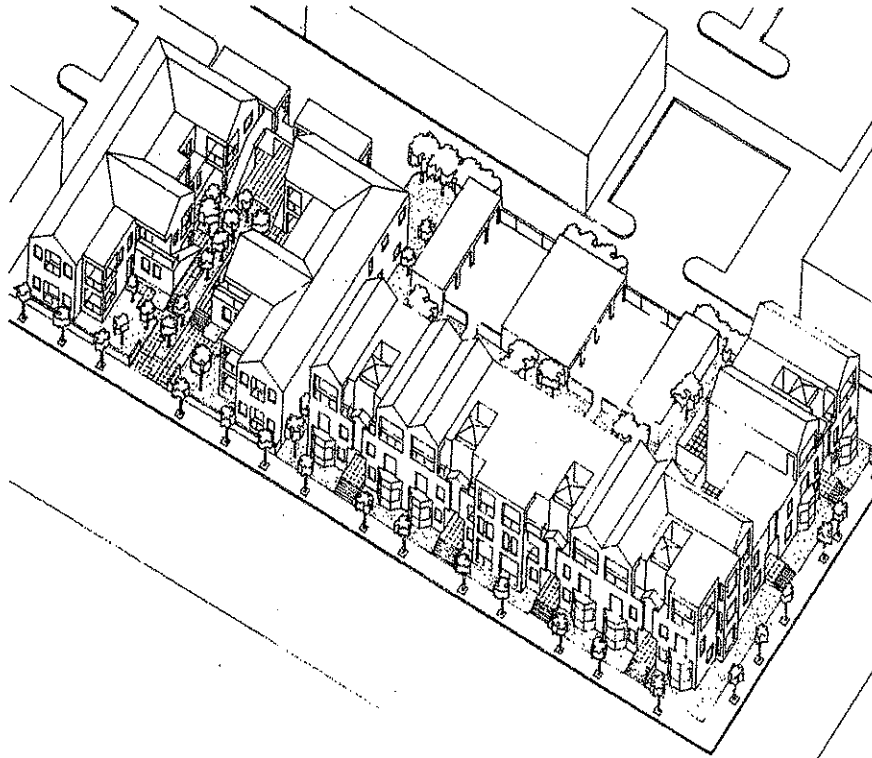
This plan includes passages from the Urban Design Program of the Project First Class document which was sponsored by the City of San Diego. This plan studied the Fourth Council District and included urban design recommendations that remain valid in the Bronze Triangle of 2003. In particular the following passages exhibit noteworthy recommendations of considerable merit and have been reproduced in this plan:

Project First Class Urban Design Program
City of San Diego, 1984
Prepared by the Southeast Urban Design Group
Gerald Gast, AIA; Tectonics, Architecture and Planning; Kercheval and Associates
and the
Project First Class Citizens Task Force
with staff from the
San Diego City Planning Department
Southeast Economic Development Corporation
and
District Four Council Office; William Jones, Councilman

Project First Class Recommendations

- ▶ **Part Five, The Quality of New Development**
(from Project First Class pgs. 45-57)

PART FIVE THE QUALITY OF NEW DEVELOPMENT



Rowhouse and Courtyard Dwellings on Imperial Avenue

Zoning Modifications and Design Guidelines for Discretionary Review

The quality of new development, both residential and commercial, has been an important issue to citizens for several years. Although respectable new buildings have been added, a number of new development projects have been designed and carried out poorly. Present City zoning and development review policies need to be strengthened to promote higher design standards and insure that new development is more respectful of neighboring buildings and properties.

Recommendations are summarized in three parts:

1. **DESIGN GUIDELINES FOR DISCRETIONARY REVIEW.** The Design Guidelines are to be applied, at the discretion of the Planning Director, to all development proposals subject to Discretionary Review.

2. **ZONING MODIFICATIONS.** Changes to present commercial, multi-family and industrial zoning provisions. These standards are prescriptive in nature and are requirements additional to the City Zoning Code, applied as an Overlay Zone to the Project First Class area.

3. **ZONING RECLASSIFICATION.** A plan for re-zoning is presented to bring about more consistent development patterns and better reflect the goals established by the adopted Community Plans.

Design Guidelines for Discretionary Review

Design Guidelines are proposed as urban design standards added to Community Plans. This method, which we believe has applicability citywide in San Diego, enables the Department of City Planning to establish design standards for each community. The Guidelines contain general principles and design standards tailored to the community's special character and needs.

The Design Guidelines are applied to development proposals that are subject to Discretionary Review:

- Planned Developments
- Development within Planned Districts
- Development within redevelopment area of the Southeast Economic Development Corporation.
- Expanded Discretionary Review to include: Multi-family developments 12 or more dwelling units; Commercial developments over 5000 square feet; all industrial development.

Specific Design Guidelines are selected on a case-by-case basis by the Planning Director, tailored to individual proposals according to neighborhood context, site conditions and other factors that may influence physical form.

Expanded Discretionary Review

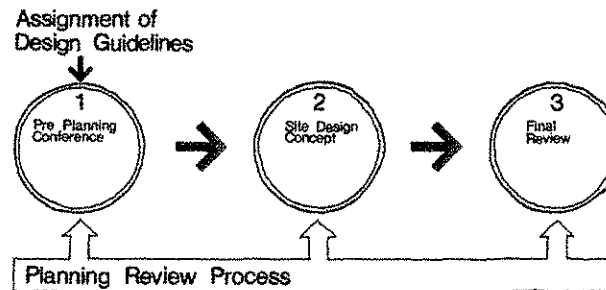
Analysis of recent development leads to the conclusion of a need for expanded Discretionary Review responsibility by the Department of City Planning. Most problem developments have been approved through the conventional zoning process. By contrast, Planned Developments subjected to

Discretionary Review have been higher in design quality. In addition to stronger design standards through modifications to existing zoning standards, Discretionary Review by the Department of City Planning is recommended for the following projects:

1. All multi-family developments of 12 or more dwelling units.
2. All commercial developments over 5000 square feet gross floor area.
3. All industrial development.

Pre-Planning Conference

A Pre-Planning Conference is proposed as a first step in the development review process. The conference should be held between Planning staff and developer-owner before planning and design studies begin. After review of the developer's intentions and program for the site, the Planning Director will identify the specific Design Guidelines to be applied to the project by the Department in its subsequent review.



The following Design Guidelines have been prepared, and are fully described and illustrated in Appendix A of this report.

ALL DEVELOPMENT PROPOSALS:

1. SITE DESIGN PROCESS
2. PROTECTION OF NATURAL FEATURES AND TRACES OF HISTORY
3. COMPACT BUILDING GROUPS AND SPACES BETWEEN BUILDINGS
4. STRONG EDGES ALONG STREETS
5. VISUAL LINKAGES BETWEEN BUILDINGS AND PLANTING
6. DESIGN FOR CLIMATE AND ENERGY CONSERVATION
7. INTEGRATION OF STREETS AND SIDEWALKS

MULTI-FAMILY RESIDENTIAL DEVELOPMENT:

8. CLEAR SITE ORGANIZATION AND SENSE OF ADDRESS
9. PRIVATE OPEN SPACES
10. COMMON OPEN SPACE
11. FACADE VARIATION AND SETBACK
12. OFF-STREET PARKING AREAS
13. SECURITY
14. NOISE PROTECTION
15. SITE LIGHTING

MULTI-FAMILY RESIDENTIAL DEVELOPMENT, SLOPING SITES:

16. VISIBILITY
17. ARRANGEMENT OF BUILDINGS
18. ARCHITECTURE - SCALE AND CHARACTER
19. STREETS
20. GRADING
21. DRAINAGE
22. CONSTRUCTION SYSTEM

COMMERCIAL DEVELOPMENT

23. OFF-STREET PARKING AREAS

INDUSTRIAL DEVELOPMENT

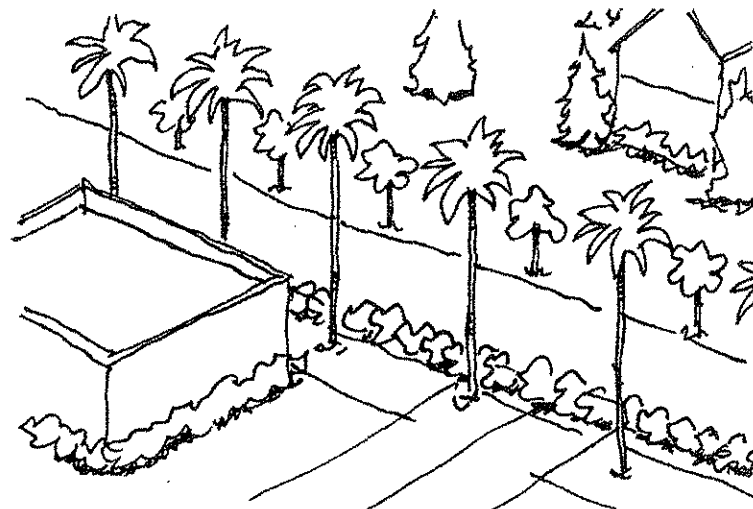
24. SPECIAL GUIDELINES FOR INDUSTRIAL DEVELOPMENT

Example Design Guidelines

4. Strong Edges Along Streets

Develop a strong sense of edge along public streets and private streets within the site.

Use building masses, trees and shrubs to develop a strong and consistent spatial definition of the street. Organize street trees near the public right-of-way in a linear row pattern at an interval of between 20 to 40 feet.



*DEVELOP A STRONG EDGE
ALONG MAJOR STREETS.*

EXAMPLE

Site Planning, Planting and Architecture

6. Design for Climate and Energy Conservation

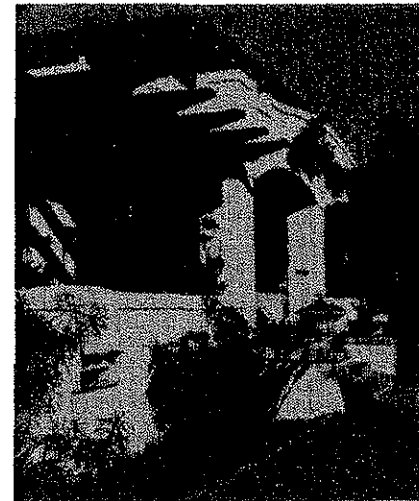
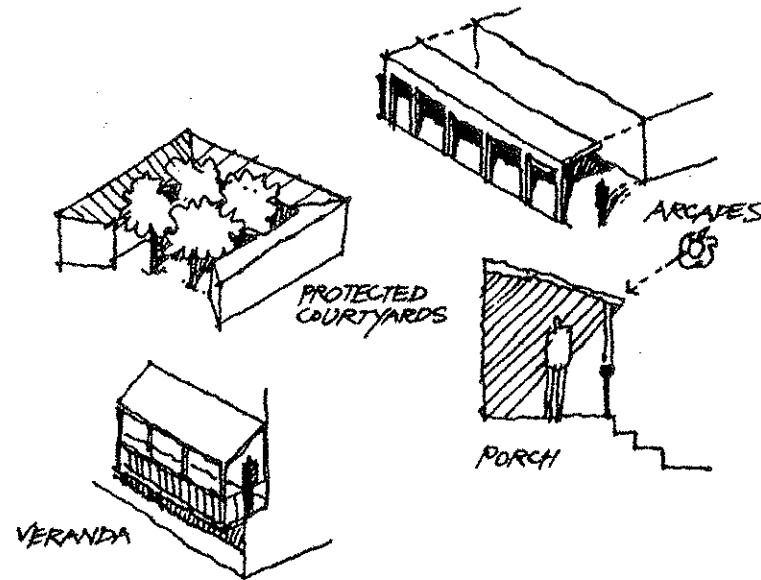
Intent:

Site planning, planting and climate-sensitive architectural design may be used to save building energy costs and provide more comfortable indoor and outdoor spaces.

Many older California buildings illustrate common-sense design principles that are useful and valid today.

Guideline:

1. Consider protected courtyards, arcades, verandas, porches and overhangs as means of shading surfaces and windows from direct sun. These elements may be easily added to existing buildings as temperature-moderating elements. As an added bonus, they usually improve the appearance of a building!
2. South-facing courtyards may be used to capture winter sun and provide a more favorable micro-climate for year-round outdoor activities.
3. Use deciduous trees on the south and west sides of buildings to provide shade from summer sun, while allowing sun penetration in winter months. Shading the exterior and surrounding outdoor areas of a structure is the first line of action to reduce solar heat gain and glare.
4. Use roof overhangs on south-facing walls to protect window areas from the summer sun, but admit the lower winter sun.



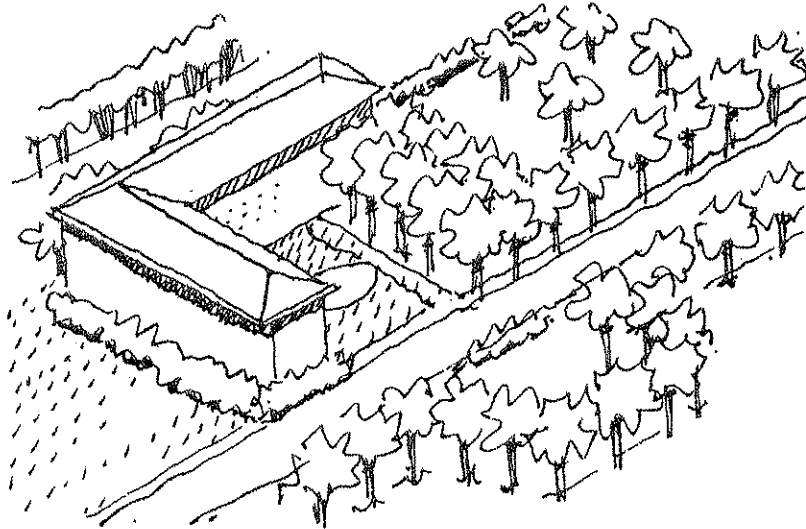
EXAMPLE

Site Planning Principles

3. Compact Building Groups and Spaces Between Buildings

1. Create compact building groups and clusters

- to use land more efficiently
- to visually connect separate free-standing buildings and form outdoor "rooms" between buildings.



BUILDINGS AND TREE MASSES SHOULD WORK TOGETHER TO FORM OUTDOOR "ROOMS".

2. Recognize the importance of spaces between buildings as opportunities to develop places for outdoor activities, for a sense of transition between indoors and outdoors, and for "focus" in a building group or cluster.

- Building additions to "wrap" spaces and define outdoor "rooms"
- Courtyards
- Terraces
- Arcades and colonnades
- Low walls
- Vegetation as space-defining elements





Zoning Modifications Residential Development

The new zoning provisions are applicable to all multi-family residential development in the District. Their intent is to address basic site planning, building massing and landscape issues that are fundamental to the way new development relates to its neighborhood context.

An essential provision is the requirement to provide residents with private outdoor spaces. Our review of San Diego's Zoning Code found this as its most important deficiency. Given the City's spectacular climate and opportunity for almost year-round outdoor living, we were surprised to find such a requirement did not exist. There are ample precedents in other California cities. This one provision will do much to improve the living quality of new housing in the District. It should be considered for adoption citywide in San Diego.

The full text of Zoning Modifications is given in Appendix A of this report. The provisions are presented here in summary.

DESIGN AND DEVELOPMENT REQUIREMENTS FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT

1. Yard Requirements

-Front and street yard requirements are maintained at 15 and respectively.

-Interior side yard requirements are increased to 10 feet for lots over 100 feet wide.

-Rear yard requirements are increased to 20% of lot depth, or a minimum of 20 feet. For lots with alleys, allowance is made to permit garages and service buildings in rear yard areas.



2. Private Open Space

-A minimum private open space of 100 square feet is required for each dwelling unit. Common open space may be substituted for up to 75 square feet of this requirement, increased by a factor of 1.5 for every square foot substituted.

3. Usable Open Space

-Minimal usable open space standards are established for site development in similar manner to Planned Residential Development.

Usable open space is the net site area less the area of buildings, streets, driveways, and parking areas. The following standards are proposed:

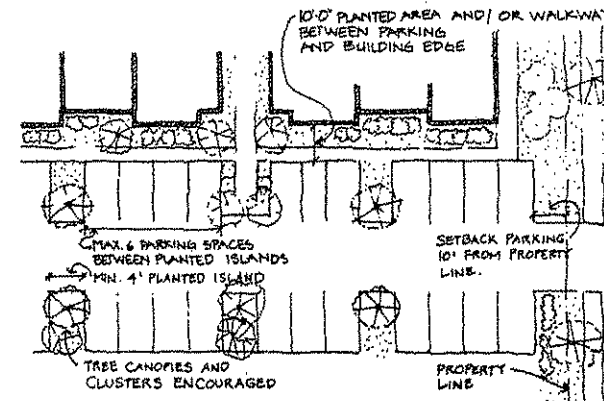
<u>Zone</u>	<u>Required Usable Open Space Per Dwelling Unit</u>
R-3000 (R-2)	600 square feet
R-1500 (R-2A)	400
R-1000 (R-3)	200
R-600 (R-3A)	175
R-400 (R-4)	100

4. Off-Street Parking and Driveways.

-Off-street parking is prohibited in required front, street side and interior side setback spaces. In addition, off street parking areas may not be located in front of the building in the area between the building and street.

-A minimum 5 foot buffer area between parking areas and buildings is required, to be landscaped or used as a walkway.

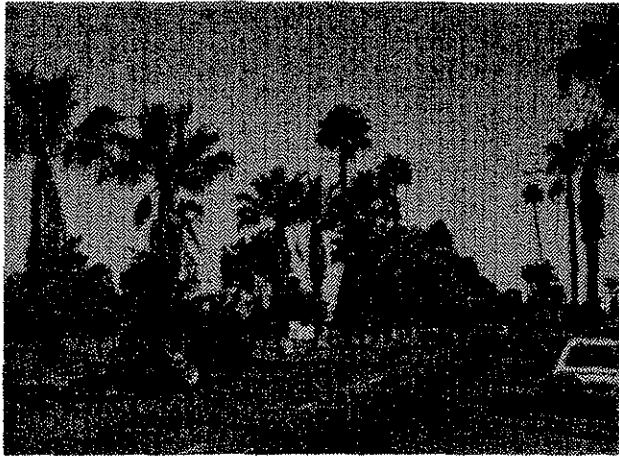
-Curb cuts for driveways are minimized to reduce the amount of paved areas visible from streets and preserve on-street parking spaces. A schedule listing the maximum number and width of curb cuts is presented in Appendix A.



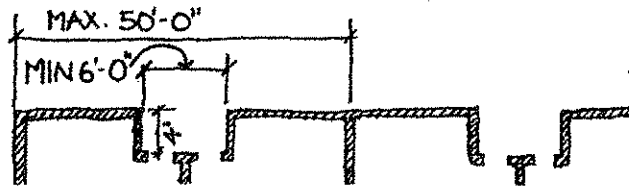
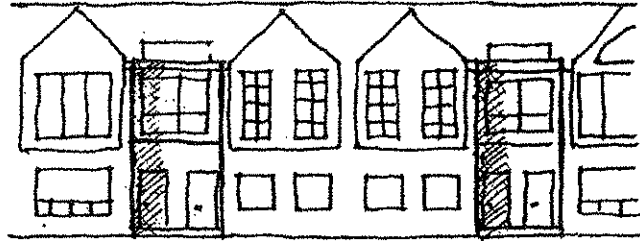
5. Landscaping. Planting requirements are increased throughout building sites.

-The entire front yard and at least 50% of side yard and usable open spaces must be landscaped and provided with an underground irrigation system.

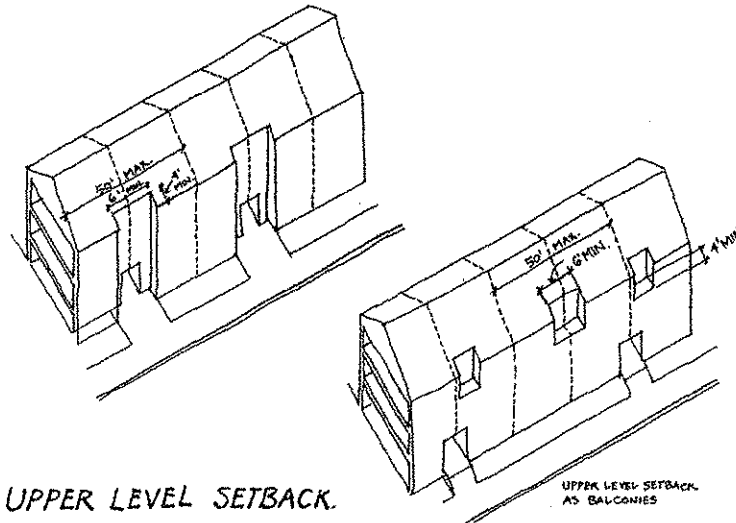
-At least one tree is required for every 200 square feet of landscaped open space. One street tree is required for every 30 feet of lot frontage.



6. Facade variation and setbacks are required to break up the mass of multi-family buildings into smaller-scale visual components.



GROUND LEVEL SETBACK



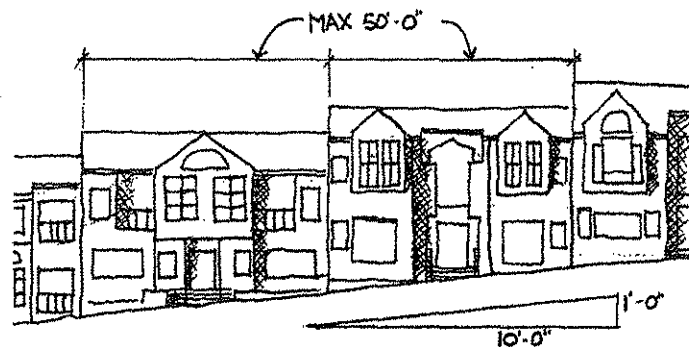
UPPER LEVEL SETBACK.

UPPER LEVEL SETBACK AS BALCONIES

7. Visible street entrances are required to maintain traditional entry patterns and eliminate lifeless facades. At least one visible street entrance must be provided for every 50 feet of front building elevation. A street-facing courtyard, with entrances off the courtyard, may substitute for this requirement.



8. Step with slopes. Buildings on slopes of 10% or more must step with the grade at an interval of at least every 50 feet of elevation.



Zoning Modification Commercial Development

The types of commercial development and their requirements vary widely throughout the Project First Class area. They range from traditional shops oriented to the pedestrian in older neighborhoods to drive-in commercial centers in the newer, lower-density neighborhoods. The proposed Zoning Modifications recognize the diversity of neighborhood characteristics and business needs. Their purpose is to build a more coherent and consistent development pattern while permitting reasonable flexibility.

The method used identifies three basic commercial development types. Design standards are presented for each type and then applied to commercial zones. The design standards provide stronger controls and will produce more continuity in development than present zoning provisions. The three development types and their application are:

1. Case One. Pedestrian-oriented commercial streets in the older neighborhoods. Similar to the present C-C (Community Commercial) zone provisions. The standards are to be applied to most commercial development west of State Route 15 and to all C-C zones.

2. Case Two. Smaller-scale neighborhood commercial development. This is the most common development type. The design standards introduce more consistent setback, landscaping and parking requirements. They are to be applied to all C-N (Neighborhood Commercial) zones.

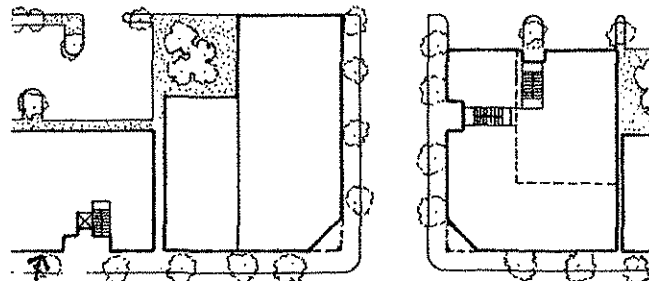
3. Case Three. Larger-scale commercial centers and drive-in uses in the newer, lower density neighborhoods. The design standards allow more flexibility than Cases One and Two, but provide stronger measures for landscaping and parking area design than does present zoning. They are to be applied to all C (General Commercial) and CA (Area Shopping Center) zones.

The full text of proposed Commercial zone modifications is given in Appendix A. The provisions are presented here in summary:

COMMERCIAL DEVELOPMENT - CASE 1

Application: To all CC (Community Commercial) Zones.

1. Setback consistency. To maintain a consistent street setback pattern, Commercial buildings must be built to, or within 10 feet of, the front property line.



BUILDINGS MUST BE BUILT TO, OR
WITHIN 10 FT. OF, PROPERTY LINE

Commercial Development: Case 1

2. Facade Variation and transparency. The fine-grain scale of older shopping streets should be preserved by breaking building masses into smaller visual components. Buildings on shopping streets should develop a transparency with the pedestrian environment of the sidewalk.

-A minimum ground level setback 4 feet deep and 6 feet wide is required for every 50 feet of facade segment on buildings over 50 feet long.

-A minimum transparency requirement of 40% of wall area at ground level is introduced to avoid blank or solid walls at the sidewalk.

3. Off-Street Parking and Driveways. For parcels with 100 feet or more street frontage, liberalize the present ban on parking in the front one-half of the parcel to allow a parking area of up to 1/3 of the parcel length measured parallel to the street. The parking area must not be located between the building and the street and must be setback at least 10 feet from the front property line. The intervening area between parking lot and street must be fully landscaped.

-Curb cuts for driveways are limited in number and width, described in the text of Appendix A.

4. Planting Requirements.

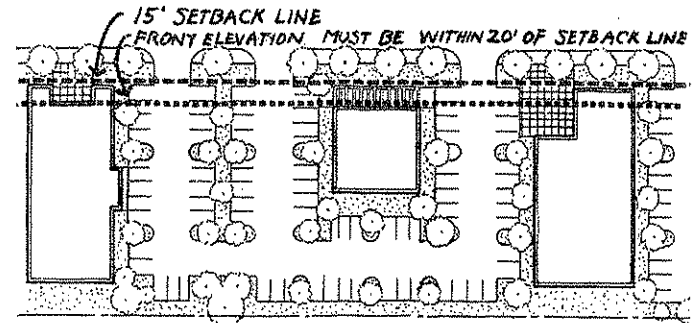
-One street tree is required for each 30 feet of lot frontage.

-If buildings are setback from the property line, 75% of the area between the building and street must be landscaped or provided with decorative paving.

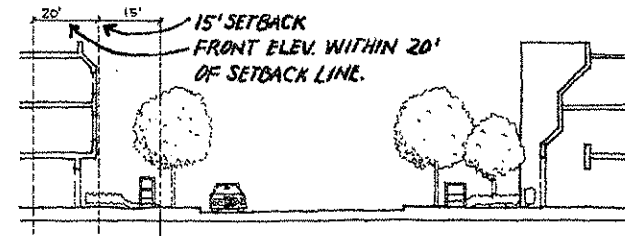
COMMERCIAL DEVELOPMENT - CASE 2

Application: To all CN (Neighborhood Commercial) and CO (Commercial Office) Zones; Market Street between 25th Street and State Highway 15; Imperial Avenue between 61st and 69th Streets.

1. Setback Consistency. The front yard requirement in the CN zone is increased from 10 to 15 feet. To maintain a consistent street setback pattern, at least 50% of the building's front elevation must be built to within 20 feet of the front setback line. This requirement shall not be construed to prevent multi-building developments which setback some buildings deeper into the lot. Such developments shall be submitted as Planned Commercial Development proposals.



Commercial Development: Case 2



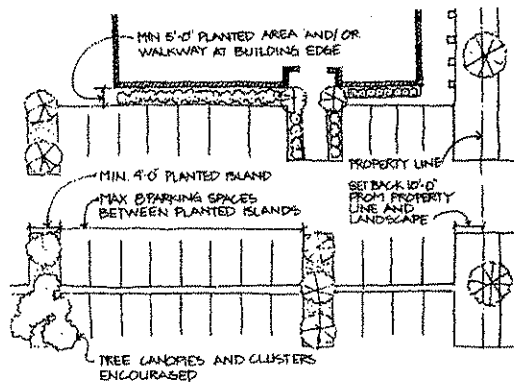
SECTION AT BUILDING

2. Off street parking Areas and Driveways.

-Parking areas are restricted to the side and rear of the building, not to be located between the front of the building and the street. Parking areas must be setback at least 10 feet from the front property line, and the intervening area fully landscaped.

-Rows of parking spaces must be interrupted by a 4 foot planted island or break at a minimum interval of every 8 spaces. Parking areas are not to directly abut buildings - a 5 foot planted area or walkway is required between building and parking lot.

-Curb cuts for driveways are limited to reduce traffic conflicts and preserve on-street parking spaces. A schedule of maximum number and width of curb cuts is presented in Appendix A.



**PARKING AREA REQUIREMENTS
ALL COMMERCIAL DEVELOPMENT**

3. Planting Requirements.

-A minimum of 10% of the site area must be landscaped and at least one tree provided for each 200 square feet of landscaped area.

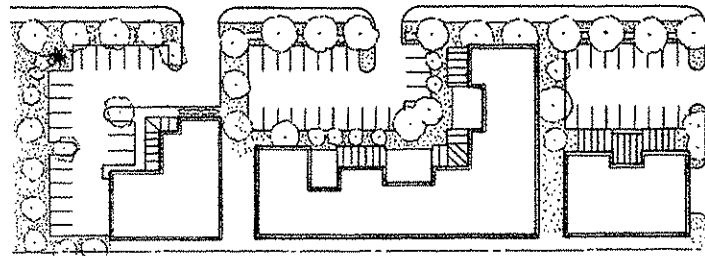
-A minimum of 50% of the required front yard area of the site must be landscaped.

-One street tree is required for each 30 feet of lot frontage.

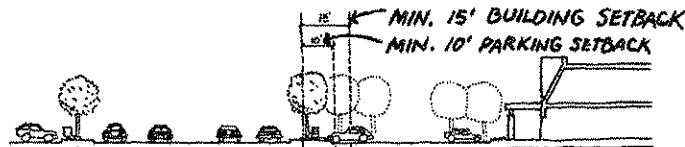
COMMERCIAL DEVELOPMENT - CASE 3

Application: To all C (General Commercial) and CA (Area Shopping Center) Zones.

1. Setback Standards. The front yard requirement is increased to 15 feet. Fences and walls are to be setback at least 3 feet from the front property line, and the intervening area landscaped.



Commercial Development: Case 3



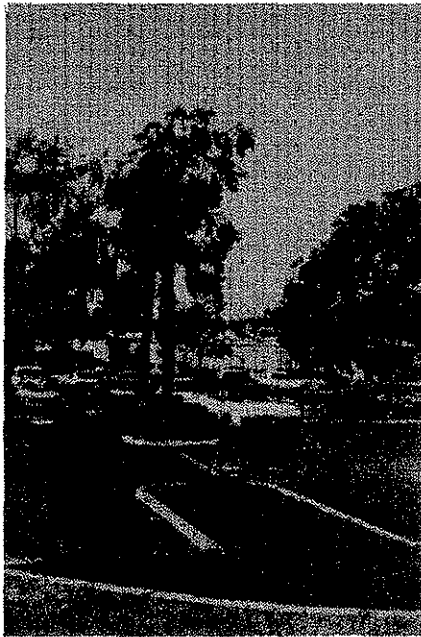
ILLUSTRATIVE SECTION

2. Off-Street Parking Areas and Driveways.

-Parking areas must be setback at least 10 feet from the property line, and the intervening area fully landscaped.

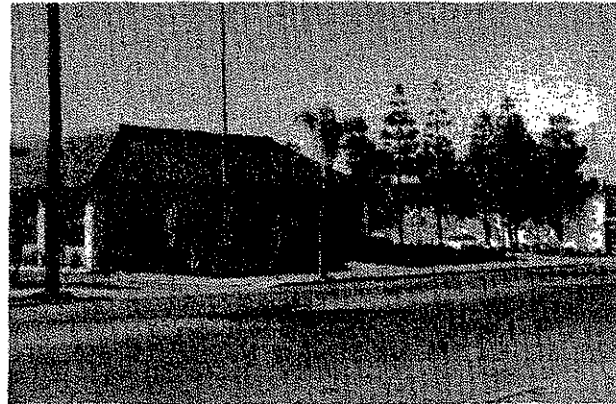
-Rows of parking spaces must be interrupted by a 4 foot planted island or break at a minimum interval of every 8 spaces. Parking areas are not to directly abut buildings - a 5 foot planted area or walkway is required between building and parking lot.

-Curb cuts for driveways are limited to reduce traffic conflicts and preserve on-street parking spaces. A schedule of maximum number and width of curb cuts is presented in Appendix A.



ZONING RECLASSIFICATION

The following maps describe proposed zoning reclassifications in District Four.



Project First Class Recommendations

► Part Six, The Neighborhoods, Southeast San Diego

(from Project First Class pgs. 65-70)

Southeast San Diego

West of State Route 15

Sherman, Logan, Memorial, Grant's Hill, Stockton, Wabash.

With Golden Hill, these neighborhoods are the oldest in the study area. They are rich in history and architectural character, but are now troubled by conflicting land uses, declining commercial districts and problem properties. Many locations have spectacular views to downtown San Diego, the Bay and mountains. Conservation of neighborhood character and new infill development need to be combined as the key to the area's future.

Sherman

The Sherman neighborhood is an important resource to the city which should be protected by preservation and conservation programs. The following actions are recommended:

1. The city should initiate a historic survey and seek Historic District status for Sherman.
2. Downzone the neighborhood from the present R-3 (43 dwellings/acre) to R-2A (29 dwellings/acre) to strengthen conservation goals.
3. Prohibit the demolition or moving of contributing buildings.
4. Focus Housing Commission programs to assist rehabilitation activities.
5. Encourage private preservation groups such as Save Our Heritage to rehabilitate historic properties in the neighborhood.

6. Maintain a strong code enforcement effort to improve property conditions.

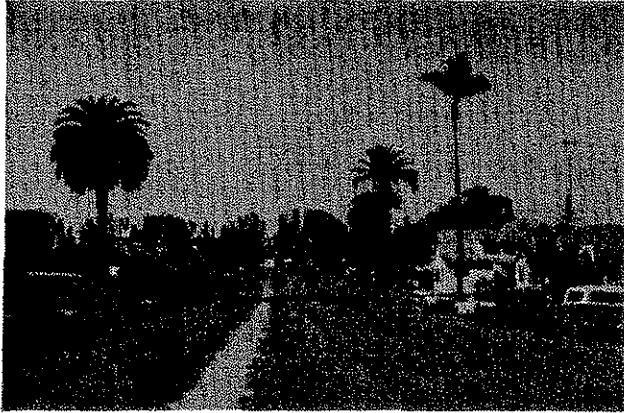
7. All new development in the District should be subject to discretionary review.

8. Street corridor planting improvements on 25th, Imperial and Market.



Houses, Sherman Neighborhood

Memorial and Logan



Memorial and Logan should be targeted for conservation emphasis except on Commercial and Imperial Avenues, where changes in land use and redevelopment are needed.

1. Redevelopment efforts should be focused in the 25th and Imperial and 30th and Imperial areas with new mixed residential-commercial development on Imperial. The 30th and Imperial area should become a focus of rehabilitation activities, where several good older buildings should be retained to preserve a part of the community's history.

2. Present auto storage and salvage activities on Commercial Avenue should be removed by City action, followed by redevelopment for incubator and light industrial activities more compatible with the surrounding residential neighborhood.

3. Memorial Park should be strengthened as an important community focus with planting improvements and public art.

4. Street planting, lighting and graphics at the 25th and Imperial area adjacent to the new Trolley stop. Improvements funded by the Metropolitan Transit Development Board. A similar effort is needed at 32nd Street.

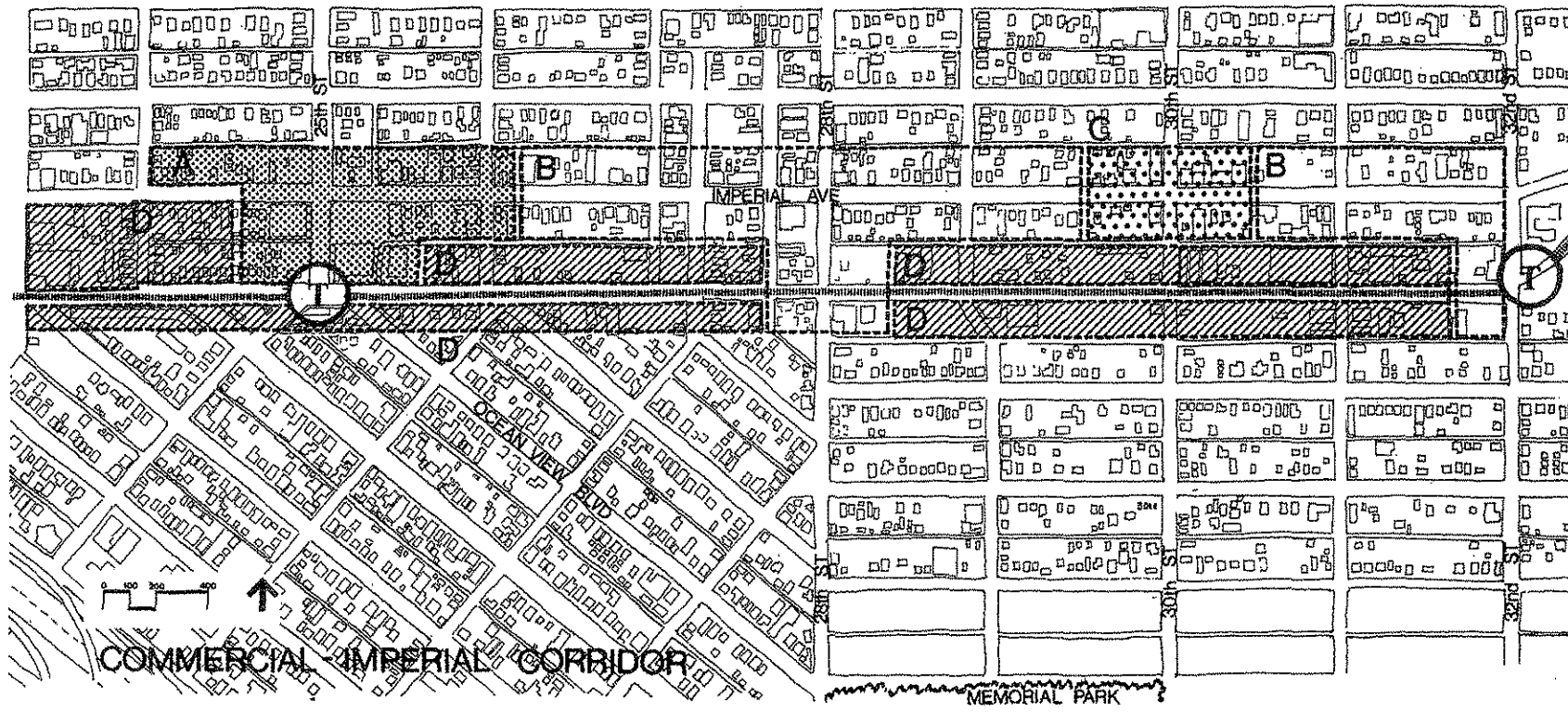
5. Street corridor planting improvements on Imperial, 25th, 28th, 32nd, Ocean View and National.

GRANT'S HILL, STOCKTON AND WABASH

1. Commercial properties on Market Street, from 25th eastward to Route 15, should conform to CN (Neighborhood Commercial) zone requirements.

2. Street corridor planting improvements on Market, 32nd, Ocean View and National.

3. Concentrated code enforcement is needed in the Wabash neighborhood, an enclave with several deteriorating properties.



**Study Focus:
Imperial Avenue—Commercial Avenue Corridor**

The study focus encompasses 18 square blocks along Imperial Avenue and Commercial Avenue, from 24th Street eastward to 32nd. The "corridor" is 1 mile long and 2 blocks wide. The East Line Trolley will traverse the entire length of Commercial, with stops at 25th and 32nd Streets.

Although a few existing land uses and buildings are viable and desirable to retain, substantial redevelopment, especially on Commercial Avenue, is needed. The size of the area and its redevelopment needs are so

great that public resources can provide only a small part of the improvements. Two basic principles of redevelopment are proposed:

1. Remove the problem land uses through City legal action to end their tenure. The City has established a precedent for this in the Gaslamp District.
2. Focus redevelopment resources at 25th and Imperial, and 30th and Imperial, to stimulate new mixed residential - commercial development.

REDEVELOPMENT ZONES:

Area A. 25th and Imperial, adjacent to the Trolley stop.

Proposed as the focus of publicly-sponsored redevelopment. Public actions would include land assembly for new development, construction of a public parking area, rehabilitation assistance to targeted commercial properties, street landscape and lighting improvements. The proposed mix of activities includes neighborhood-serving commercial, multi-family dwellings, offices and business services.

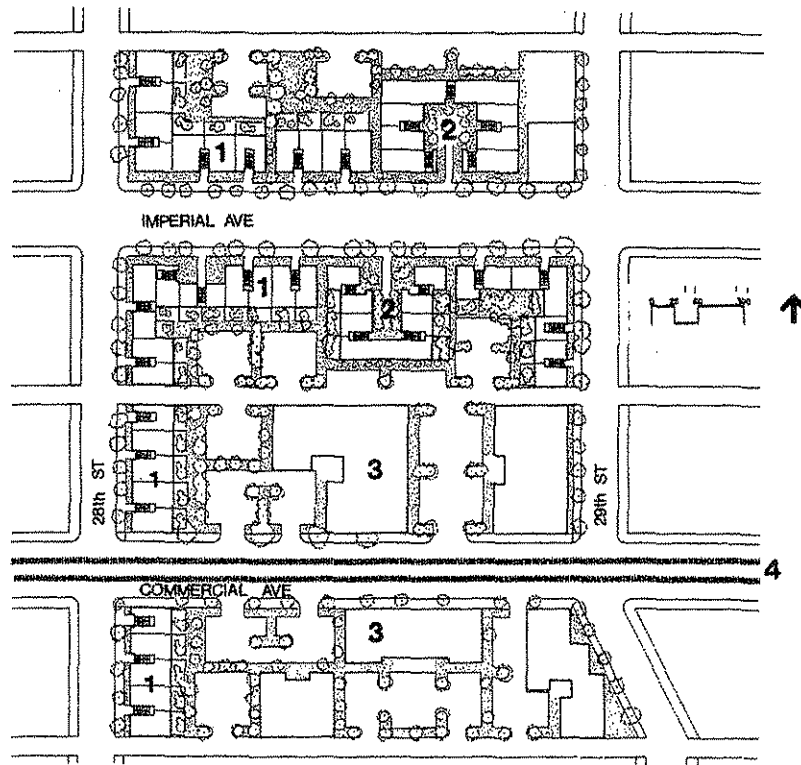
Properties are to be developed at zero lot line, similar in character to the CC (Community Commercial) zone. The development scale is primarily 3 story, with dwellings and offices above ground floor commercial activities.

Area B. Imperial Avenue, from 26th to 32nd, except the 30th and Imperial intersection.

Proposed for multi-family residential development in rowhouse and small (15-30 unit) courtyard buildings 2-3 stories high.

Development would be at 10 foot setbacks from the front property line, with parking and auto access restricted to the rear of buildings. The present alley system would be retained.

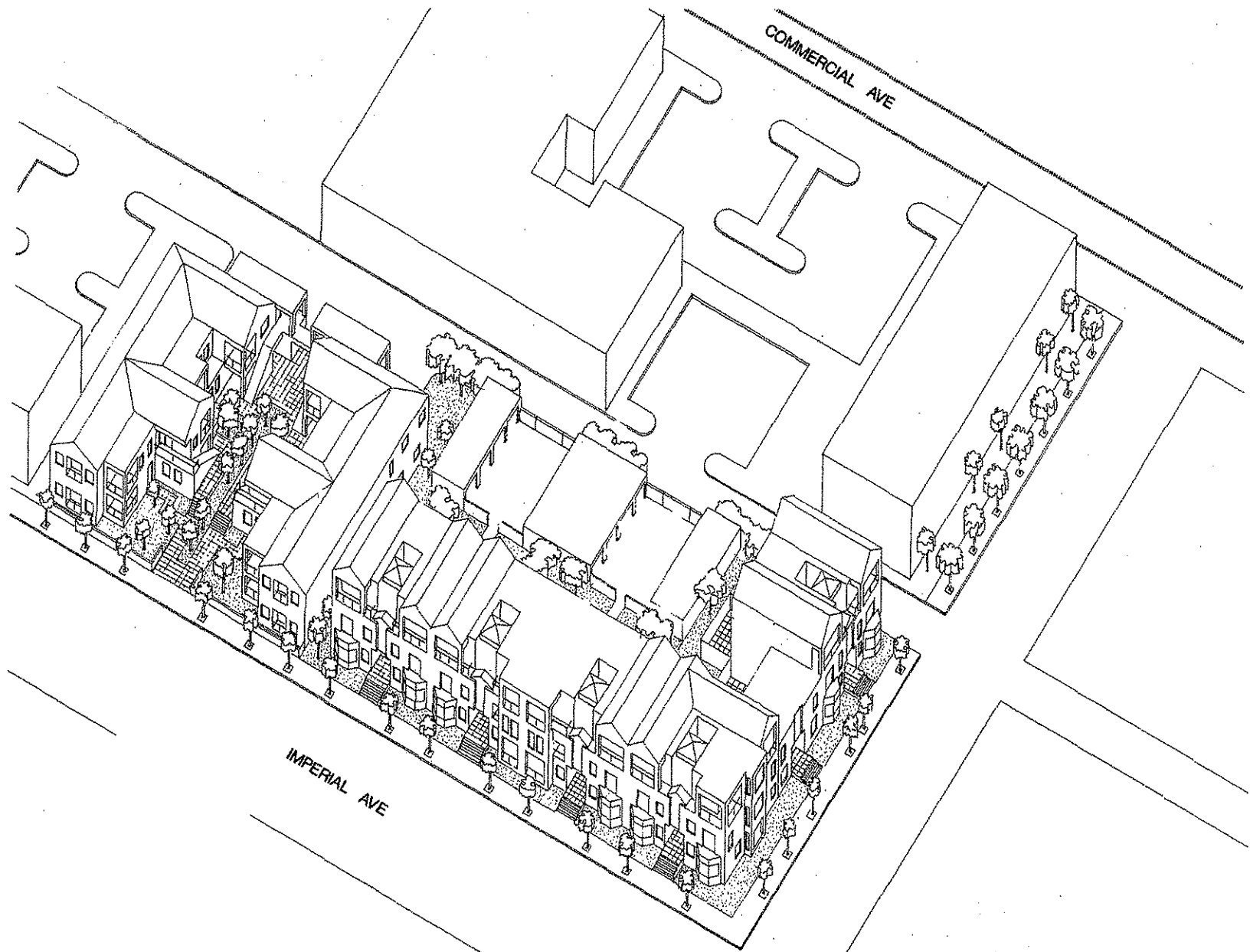
The accompanying drawings illustrate the building type and pattern suggested. Buildings have strong frontal relationships to the street space and are broken into smaller-scale components by setbacks, terraces, balconies and bays.

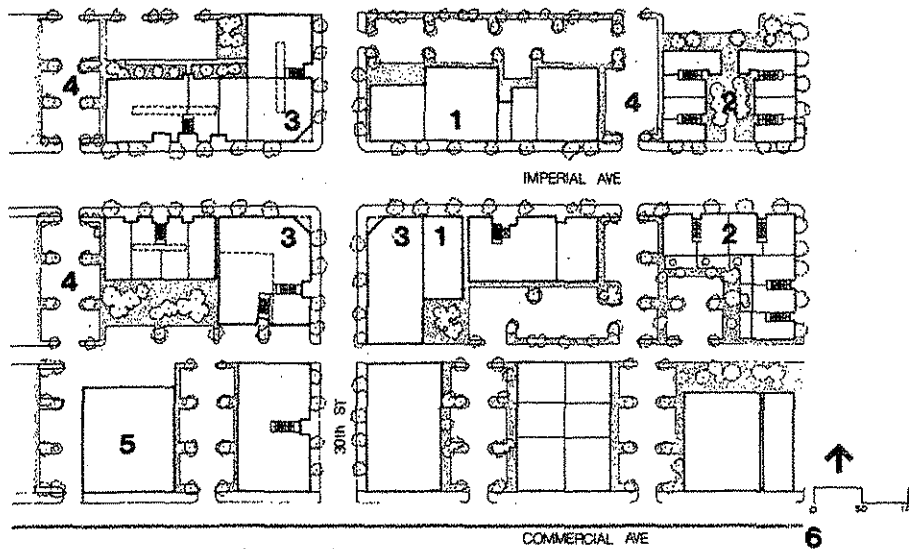


IMPERIAL-COMMERCIAL CORRIDOR

NEW MULTI/FAMILY RESIDENTIAL DEVELOPMENT

1. Rowhouse building type
2. Courtyard building type
3. Commercial Avenue light industrial and business services
4. San Diego Trolley





IMPERIAL AVENUE AT 30th REHABILITATION FOCUS

IMPERIAL AVENUE AT 30TH STREET

1. Commercial revitalization and rehabilitation
2. New multi family residential buildings
3. New mixed commercial/residential buildings
4. Public parking areas
5. Commercial Avenue light industrial and business services
6. San Diego Trolley



Area C. Imperial Avenue at 30th Street.

The 30th and Imperial area is proposed as a focus of publicly-sponsored redevelopment, with emphasis on rehabilitating existing commercial buildings. Public actions include rehabilitation assistance to sound older buildings designated for retention, provision of a public parking area, street landscape and lighting improvements. The mix of activities includes neighborhood-serving commercial, offices and dwellings.

Properties are to be developed at zero lot line, similar in character to the CC (Community Commercial) zone. The Development scale of new infill buildings is primarily 2 and 3 story, with dwellings and offices above ground floor commercial activities.

Area D. Commercial Avenue

Most of the present land uses along the 1-mile corridor are incompatible with the adjacent residential neighborhood. After City legal action to "sunset" the existing auto storage and salvage uses, the area should be re-developed as a light industry and service zone for small and incubator businesses - printing, wholesaling-supply, distributing and secondary office space. Typical development sites have 100-200 feet of street frontage and 2-3 story buildings. The alley system should be retained for service and parking access, reducing conflict with the Trolley.

In order to stimulate property owners to change existing land uses and redevelop their properties at an early date, the City should consider awarding development density bonuses for properties re-developed within a specified period of time.

Project First Class Recommendations

▶ Appendix A, Design Guidelines for Discretionary Review
Site Planning Principles

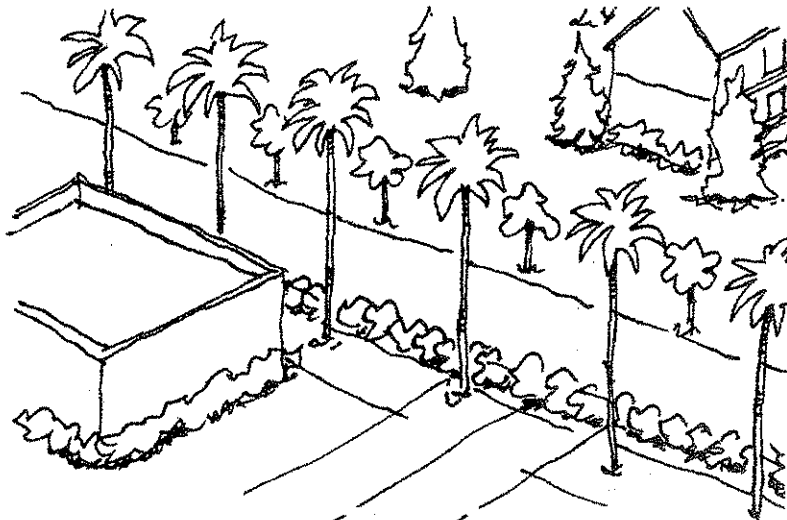
(from Project First Class pgs. 97-107)

Site Planning Principles

4. Strong Edges Along Streets

Develop a strong sense of edge along public streets and private streets within the site.

Use building masses, trees and shrubs to develop a strong and consistent spatial definition of the street. Organize street trees near the public right-of-way in a linear row pattern at an interval of between 20 to 40 feet.

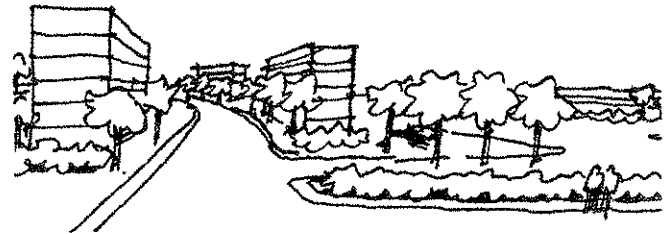


DEVELOP A STRONG EDGE
ALONG MAJOR STREETS.

Site Planning and Planting Principles

5. Visual Linkages Between Buildings and Planting

Establish strong visual linkages between building masses and planting masses. Use planting to tie buildings and site developments to existing streets and sidewalks, visually anchoring buildings to the larger environment of the neighborhood.



USE PLANTING MASSES TO TIE
BUILDINGS TO STREETS AND SIDEWALKS



6. Design for Climate and Energy Conservation

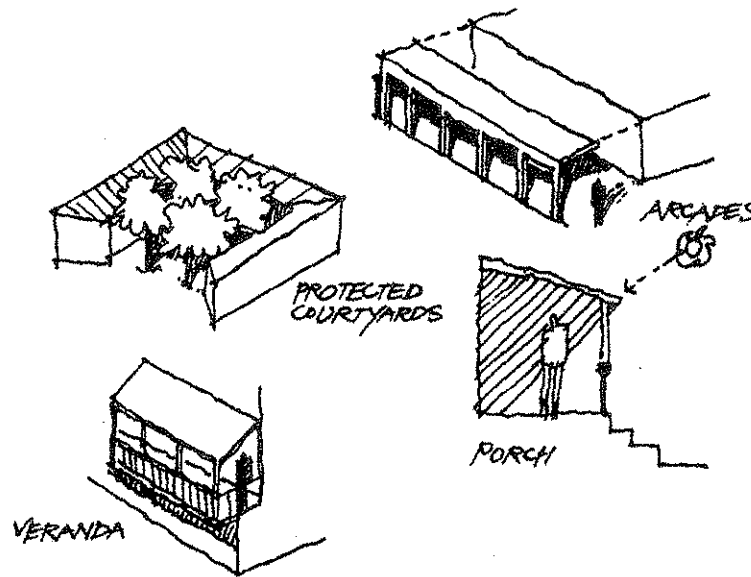
Intent:

Site planning, planting and climate-sensitive architectural design may be used to save building energy costs and provide more comfortable indoor and outdoor spaces.

Many older California buildings illustrate common-sense design principles that are useful and valid today.

Guideline:

1. Consider protected courtyards, arcades, verandas, porches and overhangs as means of shading surfaces and windows from direct sun. These elements may be easily added to existing buildings as temperature-moderating elements. As an added bonus, they usually improve the appearance of a building!
2. South-facing courtyards may be used to capture winter sun and provide a more favorable micro-climate for year-round outdoor activities.
3. Use deciduous trees on the south and west sides of buildings to provide shade from summer sun, while allowing sun penetration in winter months. Shading the exterior and surrounding outdoor areas of a structure is the first line of action to reduce solar heat gain and glare.
4. Use roof overhangs on south-facing walls to protect window areas from the summer sun, but admit the lower winter sun.



Site Planning Principles -

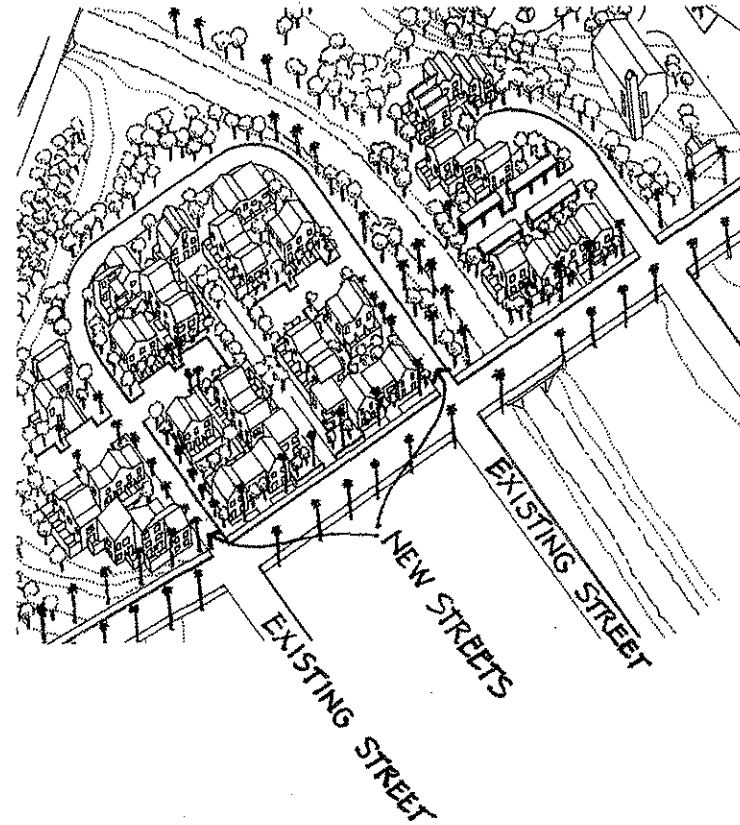
7. Integration of Streets and Sidewalks

Intent:

New site developments should be carefully integrated with the existing street and sidewalk patterns of surrounding development. The intent is to create a coherent circulation system, linking new development to existing neighborhood fabric and avoiding the development's becoming an enclave or "complex" apart from the neighborhood.

Guideline:

1. Align new streets and sidewalks with existing streets and sidewalks adjacent to the site.
2. Provide a sidewalk on at least one side of all important private streets within the site.



Residential Development
Site Planning Principles -

**8. Clear Site Organization and
Sense of Address**

Intent:

The site's organization should provide clear, direct relationships between buildings, streets and the pedestrian circulation system. The site concept should recognize the traditional value of the street as a place of visual focus and orientation where the image and identity of the dwelling group is formed.

Guideline:

1. Within the site, orient buildings to define street spaces. Place as many buildings as possible in direct frontal relationship to streets.

In similar manner, orient buildings toward existing public streets at the perimeter of the site.

2. Each dwelling should have a sense of address on the street. Hidden units on the back portions of the site, or behind other buildings, should be avoided.
3. For buildings fronting a public street, two means of providing a street entrance are encouraged:

- Through a street-facing courtyard, with dwelling units entered from the courtyard.
- Through visible street entrances.

Both configurations have proved the best means of providing security to sidewalks and building entrances through natural surveillance opportunities.

4. For non-courtyard buildings that front a public street, provide at least one visible street entrance for every 50 feet of building front elevation.



9. Private Open Space

Intent:

San Diego's climate is one of the most favorable in the nation for outdoor living. The character of new residential development should take advantage of this special opportunity by providing usable private open space for each dwelling.

As an added benefit of this provision, private outdoor spaces such as balconies, terraces, decks and courtyards will do much to add visual interest to the elevation of a building.

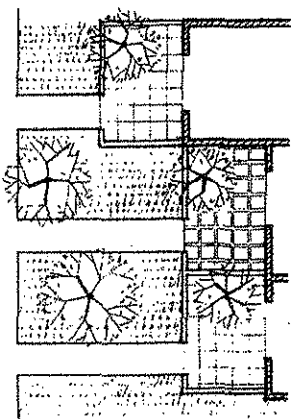
Guideline:

1. Provide at least 100 square feet of private open space directly accessible to each dwelling unit. This may be a garden, courtyard, terrace, roof deck or other space which allows residents to have their own territory outdoors. This requirement shall be additional to other open space requirements for the site.
2. Private open spaces on the ground should be a minimum of 8 feet in each dimension (width and length) and should be screened from public view by planting, courtyard walls, privacy fence or other method.
3. Common open space may be substituted for up to 75 of the 100 square feet of private open space per dwelling. Increase by a factor of 1.5 for every square foot substituted. Common open space substituted for private open space shall be calculated as additional to other open space requirements for the site. Common open spaces created by this substitution

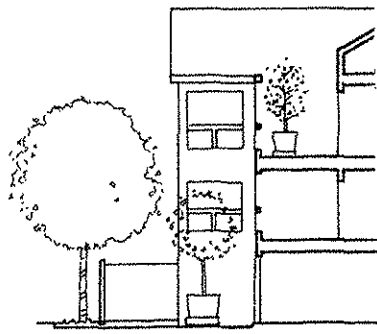
shall be a minimum of 30 feet in each dimension and slope no more than 5%. In no instance shall a dwelling have less than 25 square feet of private outdoor space.

4. Consider the following in providing private outdoor space:

- a) Site terracing for sloped sites.
- b) Open living spaces of the house (living, kitchen, family room) directly to an outdoor space at or near the same elevation.
- c) Orient private outdoor spaces to receive good sun penetration.



Private open spaces.
Courtyards, terraces
and balconies.



Residential Development
Site Planning Principles -

10. Common Open Spaces

Intent:

New residential development should take advantage of the special opportunities of San Diego's climate by providing common spaces for recreation, relaxation, play and other outdoor activities.

Guideline:

1. Provide common outdoor spaces usable in all seasons, including shaded areas for outdoor use in warmest months.
2. Provide both hard and soft surfaces to accommodate a variety of activities.
 - Hard surfaces needed for bicycles, toys, barbeque.
 - Soft surfaces for vegetables, flowers.
 - Flexibility may be given by laying paving blocks in sand so they can be rearranged as future needs change.
3. Consider the special needs of each age group of the expected residents. Provide spaces and site furnishings for outdoor activities tailored to these needs.
4. Consider a special area for bicycle parking.

5. Provide sidewalks between important shared facilities and to important off-site destinations such as transit stops.



11. Facade Variation and Setbacks

Intent:

The intent of this Guideline is to divide the mass of larger multi-family buildings into smaller components, giving the buildings a finer scale and grain.

Guideline:

This Guideline applies to all building elevations over 50 feet in dimension that are visible from a street (public or integral to the development) and to all elevations facing courtyards or major open spaces.

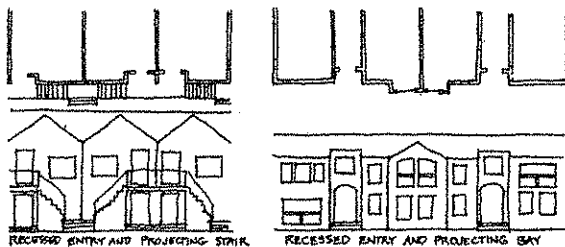
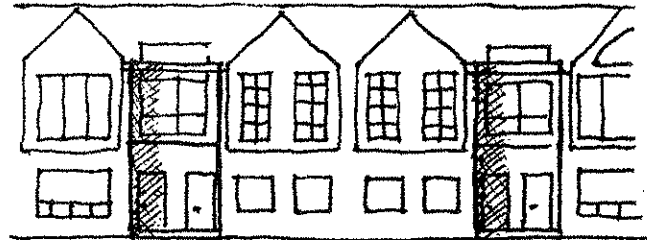
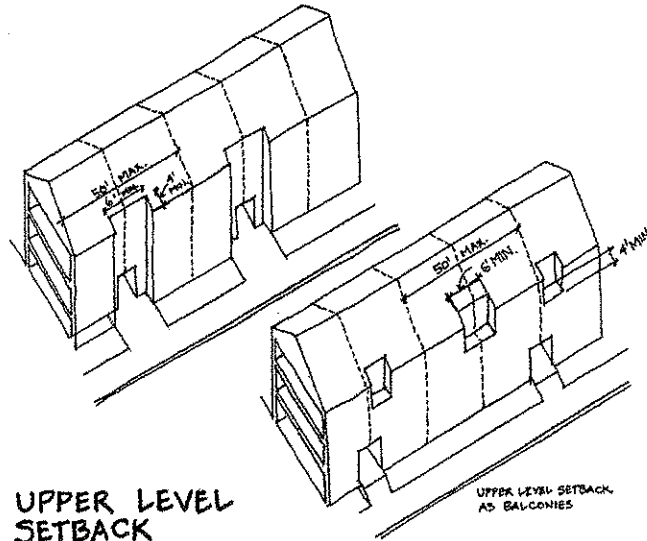
1. Ground level setbacks

Provide a minimum ground level setback 4 feet deep and 6 feet wide for at least every 50 feet of facade segment.

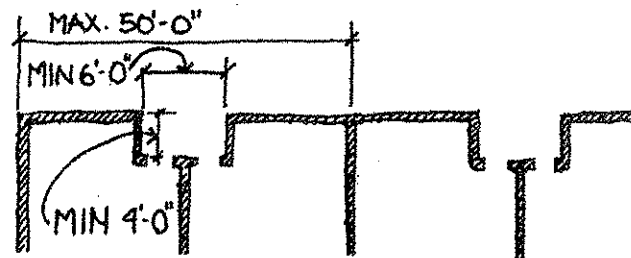
2. Upper Story Setbacks

For buildings 2 or more stories in height, provide one upper story setback at least 4 feet deep and 6 feet wide for at least every 50 feet of facade segment.

This Guideline does not apply to buildings over four stories in height.



SETBACK EXAMPLES



GROUND LEVEL SETBACK

Residential Development
Site Planning Principles

12. Off Street Parking Areas

Intent:

To minimize the visual impact of off-street parking areas on the environment of the site and surrounding neighborhood.

Guideline:

1. Number of off-street parking spaces.

The number of off-street parking spaces shall be as provided by the Planning and Zoning Code, except for the following revisions of the Guest Parking requirement applicable to Planned Residential Developments in Council District Four. The revisions listed reduce the number of off-street guest parking spaces required.

GUEST OFF-STREET PARKING SCHEDULE

<u>Number of dwelling units</u>	<u>Required spaces*</u>
0-10	0
11 or more	.2 per dwelling

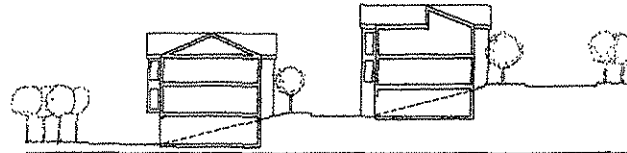
*Up to one half of the required guest parking may be met by on-street parallel parking on public streets abutting and accessible to the site. All on-street parking spaces provided on private streets within the site may count toward this requirement.

2. Covered and Tuck-under Parking.

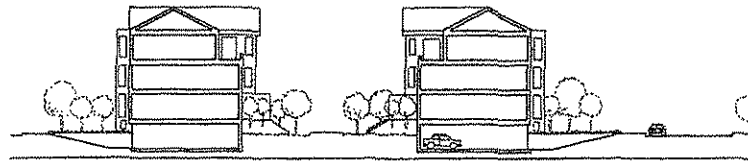
Covered parking areas - by means of garages, carports and trellised canopies - are strongly encouraged.

Tuck-under parking, on sloping sites and at half-level below on level sites, is encouraged.

For developments of 20 or more dwelling units, at least 25% of parking spaces must be covered by providing garage, carport, canopy or tuck-under parking.



Tuck-under parking, sloping site



Tuck-under parking, level site

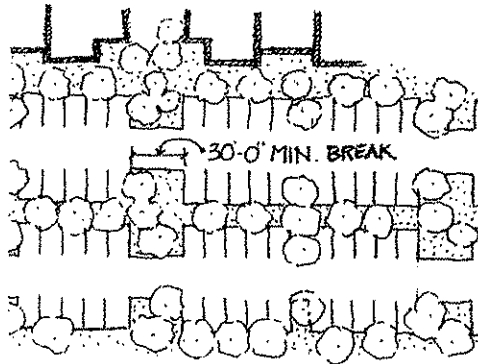
3. Tandem parking.

Consider tandem parking spaces (8.5' x 35') as a means of reducing the size of paved parking areas and increasing site open space.



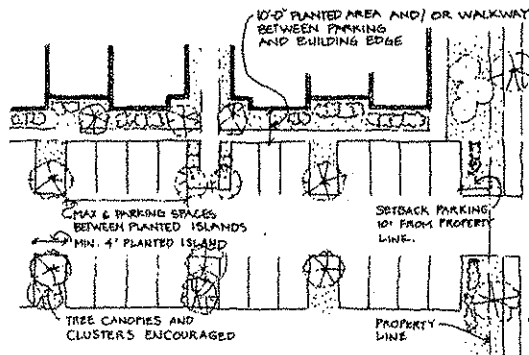
4. Size of parking areas.

Parking areas shall be limited to a maximum of 20 spaces. The minimum distance between parking areas on the same site providing 20 or more spaces shall be 30 feet.



5. Landscaped breaks in parking areas.

No more than 6 parking spaces shall be placed in a row without a fully-landscaped break of at least 4 feet in width. At least one tree shall be provided in each required break.



6. Parking on private streets.

Parallel parking is encouraged on private streets within the development, avoiding diagonal and perpendicular parking. On sloping sites, diagonal and perpendicular parking on private streets may be used if it reduces the need for grading of existing slopes.

7. Joint and common driveways.

Use joint and common driveways to minimize grading and paving.

8. Visual screening of parking areas.

Place parking and service areas in unobtrusive locations to minimize their visual impact. Use shrub planting or low walls to partially-screen parking areas at ground level. Use trees to develop a canopy of vegetation overhead. To allow opportunity for surveillance of parking areas, low shrubs may be used to allow a line of sight into the parking area. The following species are recommended.

9. Maintain a distance of at least ten feet between buildings and parking lots. Except where walkways are provided, plant this transition zone with ground cover, shrubs or trees. If walkways are provided, the planted area must be at least 5 feet in width.



USE SHRUB PLANTING, LOW WALLS, EARTH BERMS, AND TREE PLANTING TO GIVE EYE LEVEL RELIEF AT PARKING AREAS.

Residential Development
Site Planning Principles -

13. Security

Intent:

The site development should provide a secure environment without complete reliance on fences and mechanical devices.

Guideline:

1. Make buildings and grounds "self-policing" so that residents may participate in its security.
 - Position windows to allow residents to naturally watch public spaces and entrances to dwellings.
 - Make common open spaces and entryways visible from the street, allowing clear vision by neighbors and law enforcement officers.
 - Provide windows to allow natural surveillance of parking areas by residents.
 - Locate paths of travel between parking areas and dwelling units, and between the street and dwelling units, so as to allow natural surveillance over the entire path.
2. Provide night lighting along walkways, streets and at parking lots. Use fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most, increase efficiency and reduce interference with bedroom windows.
3. If a security fence is used, give attention to its detailed design. Wrought iron fences and other security devices can become attractive architectural details.

4. Parking areas may be buffered from the street with planting while allowing for natural surveillance if low shrubs and ground covers are used.



Residential Development
Site Planning Principles -

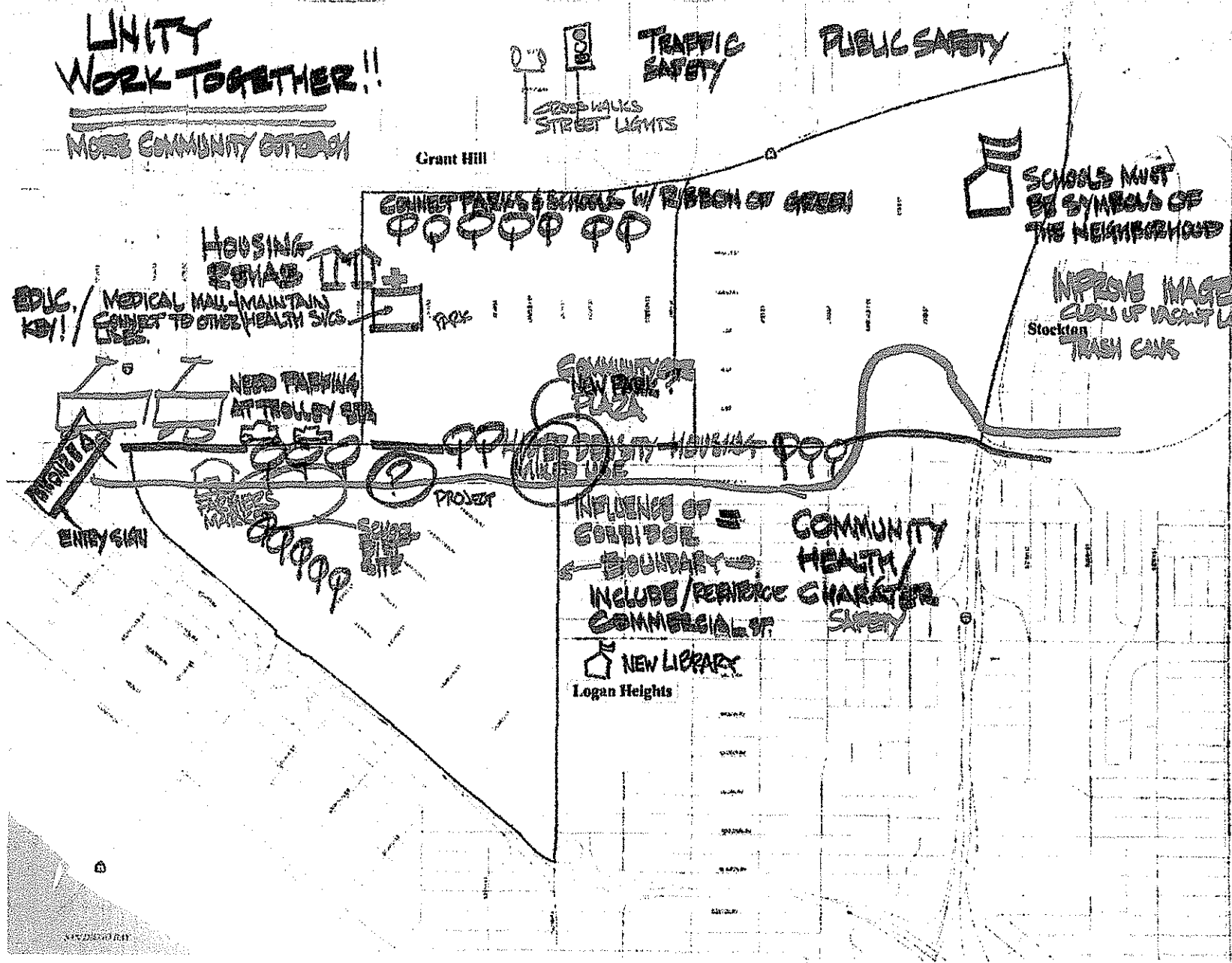
14. Noise Protection

Intent:

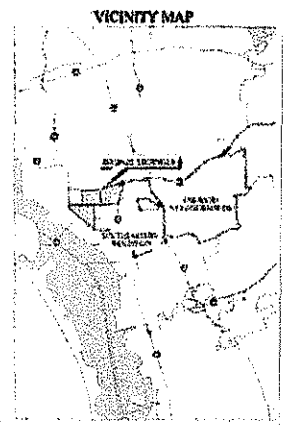
Site planning for multi-family residential development should strive to buffer dwellings and important outdoor spaces from off-site noise.

Guideline:

1. In certain circumstances on large sites, locate buildings as far as possible from freeways, noisy streets or other sources of off-site noise.
2. Locate building masses to buffer and protect other buildings and important open spaces from off-site noise. Consider walls, earth forms and tree masses as additional means of buffering noise.
3. Locate potentially noisy areas on the site such as playgrounds and parking lots away from living areas. Buffer them from dwellings and private outdoor spaces.



- LEGEND**
- Neighborhood Boundaries
 - ▭ Parcels
 - ∧ Roads
 - ∨ Trolley
 - ▨ Bedins of Water



SAN GIS

THE CITY OF SAN DIEGO PLANNING DEPARTMENT IS AWARE OF THE NEED FOR ACCURATE AND UP-TO-DATE DATA TO SUPPORT THE CITY'S PLANNING AND POLICY DEVELOPMENT. SAN GIS PROVIDES A RANGE OF DATA SERVICES TO SUPPORT THE CITY'S PLANNING AND POLICY DEVELOPMENT. SAN GIS PROVIDES A RANGE OF DATA SERVICES TO SUPPORT THE CITY'S PLANNING AND POLICY DEVELOPMENT.

