Encanto Neighborhoods Urban Design Guidelines

June 2003

Prepared for: City of San Diego, Planning Department
Prepared by: Estrada Land Planning, Inc.

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ACKNOWLEDGMENTS

A very big THANK YOU goes to all who contributed to this report. First and foremost, thanks to all the members of the Encanto Neighborhoods who participated in the workshops. A full list of participants is included in the Appendix. We would also like to acknowledge the Euclid-Market Action Team and the Jacobs' Center for Non-Profit Innovation for their invaluable input, guidance, and support throughout the workshop process. The Encanto Neighborhoods Community Planning Group also deserves recognition for their support and participation. And, finally, thanks to CALTRANS for their Community-Based Transportation Planning Grant Award to the City of San Diego Planning Department that made these studies possible.

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1. Introduction & Background

PURPOSE OF THE GUIDELINES

The purpose of these guidelines is to guide development within the Encanto neighborhoods area by creating an image that is consistent with neighborhoods' strengths and assets as well as the community's vision for its future.

The guidelines illustrate the quality and controls that a builder or developer will maintain. The guidelines will help to ensure the quality of development on individual sites. Structures, landscaping and site planning of a high quality and consistent character are important aspects of the overall identity of the Encanto neighborhoods area.

Malcolm X Library

Current urban design guidelines for the Encanto neighborhoods area are provided within the City of San Diego's *Southeastern San Diego Community Plan*, adopted by City Council in 1987. Although the *Community Plan*'s design guidelines provide a good basis for the planning of a development, several changes in terms of planning concepts and ideas have occurred since 1987 affecting how the community perceives development in this area.

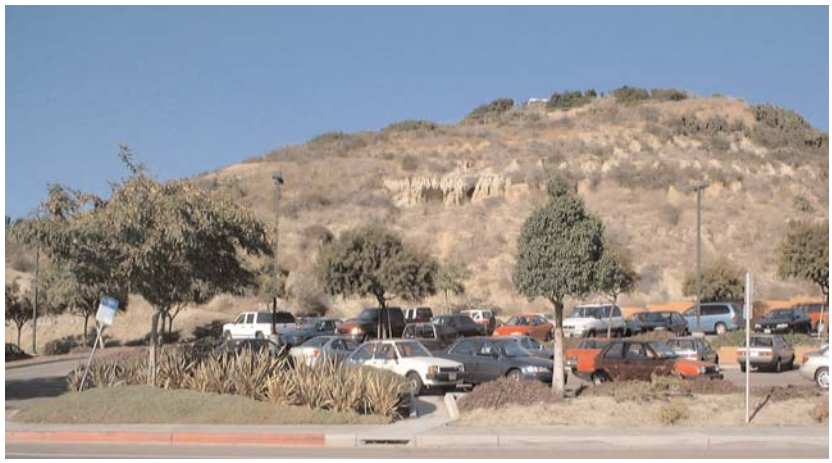
Today's Encanto neighborhoods are becoming dynamic places. Many proposed developments and recently completed projects are changing the image of the area. The Malcolm X Library, Elementary Institute of Science, and Market Creek Plaza, all next to the intersection of Euclid Avenue and Market Street, are positive examples of architecture, design, and community-driven development. This type of character, liveliness, and quality of development should be expressed in design guidelines to ensure that subsequent development in this community is equally positive and meaningful.

Market Creek Plaza

Elementary Institute of Science

Approaches to planning within the City of San Diego have changed. In 2002, the City of San Diego approved the City of Villages strategy as part of an update to its General Plan. The City of Villages strategy, under the Strategic Framework Element, encourages the development of mixed-use village nodes adjacent to transportation hubs. Mixed land uses (such as combinations of retail, office, or residential) tied together with carefully planned pedestrian networks can add vitality to the area, while providing much-needed housing. The current *Southeastern San Diego Community Plan* does not include guidelines for mixed-use or transit-oriented developments.

Also, recently, awareness has grown about the relationship between development and the natural environment. Natural canyons, dramatic topography, and great views are all assets to the Encanto Neighborhoods. Work has started on Chollas Creek, which runs through the community, to restore the creek bed as well as to create a trail system along its edges. Steep slopes combined with large amounts of paving due to urbanization create storm water problems within the community. Guidelines can encourage development to respect, protect, and work with the natural resources in the community.



Natural topography near the Malcolm X Library

Finally, growth in the area between 2010 and 2020 is expected to be 3.3%, significantly higher than the Citywide average. This projected growth provides a potential for developing the community in a positive way that benefits future generations. Urban design guidelines are one way, along with land use planning, economic analysis, and development standards, to ensure that future development matches the community's vision for its future.

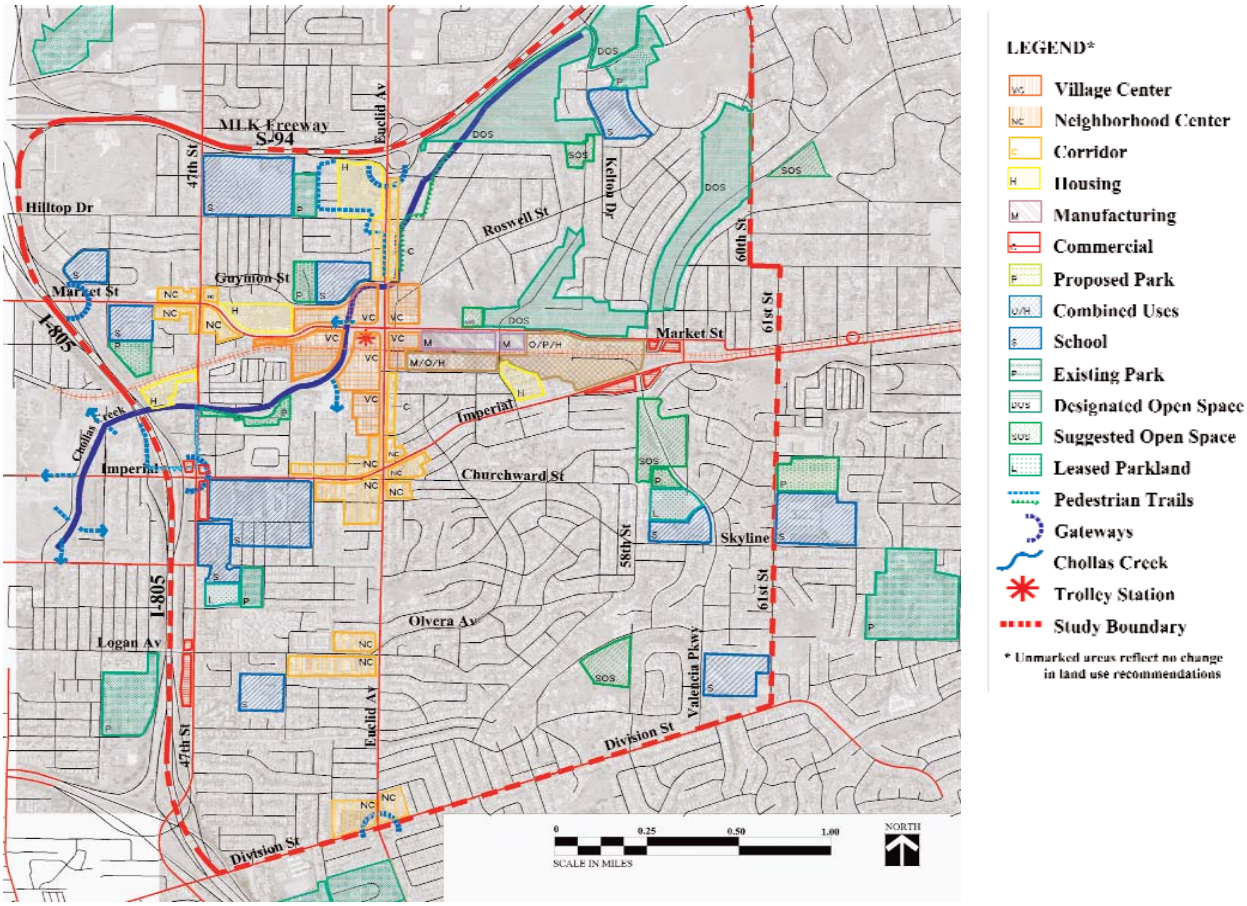
DESIGN GUIDELINES INFLUENCES

Although these design guidelines were developed directly from an intense four-month series of six-workshops via a community planning process, their influences go back through several years of community participation, planning, and processes within the Encanto neighborhoods area.

PLACE^{3}S

In 1995 through 1998 community members participated in a planning effort to develop a land use plan that balances economic, energy and environmental sustainability. PLACE^{3}S (PLAnning for Community Energy, Economic, and Environmental Sustainability) was a joint community planning program of the City of San Diego, the Fourth Council District, the San Diego Association of Governments, the California Energy Commission, and the Lincoln Park, Chollas View, Emerald Hills, and Valencia Park Neighborhood Councils. They generated a land use plan, a list of goals and objectives, and suggestions for future development in a 500 acre area around the Euclid Trolley Station. Suggestions from this effort have been incorporated into these design guidelines.

Euclid Market Master Plan



These design guidelines are also considered a companion piece to the Euclid Market Master Plan. The Euclid Market Master Plan is a community-driven plan that provides recommendations for land use and equitable development in the neighborhoods surrounding the Euclid Avenue and Market Street intersection. These guidelines are a step towards ensuring that the proposed land uses in the Euclid Market Master Plan are developed in a quality manner.

Community Workshops

The Encanto Neighborhoods Urban Design Guidelines are the direct result of an urban design studies process involving six community workshops: two focusing on neighborhood center concept plans, two on design guidelines in general, and two on a bicycle and pedestrian network plan. This process was funded by a grant from CALTRANS awarded to the City of San Diego Planning Department in May of 2001.

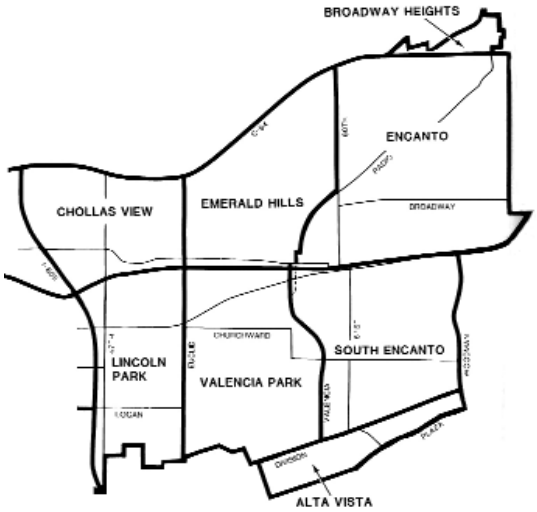
The workshops not only invited the community to participate but were also planned in collaboration with community members. Dedicated community members greatly participated in the organizing of the workshops. As a result, there is an active group of community members knowledgeable about the site planning and development process who can now easily engage in conversations with the City and developers about development projects.

Market Analysis of Encanto, a Community of the City of San Diego

As part of the CALTRANS grant award, the City of San Diego also undertook a market analysis of the Encanto Neighborhoods. The study investigated the relative economic benefits of differing land uses and specifically evaluated the economic benefits of hypothetical mixed-use projects in the area. The scenarios used for the mixed-use economic analysis were also used as the basis for developing the neighborhood center concept plans in these urban design studies.

GEOGRAPHIC AREA DESCRIPTION

The Encanto Neighborhoods are located about 6 miles east of downtown San Diego, bordered by the Martin Luther King, Jr. Freeway (SR-94) to the north, Interstate 805 to the west, the City of Lemon Grove to the east, and National City to the south. The Encanto Neighborhoods are defined as: Chollas View, Lincoln Park, Emerald Hills, Valencia Park, Encanto, South Encanto, Broadway Heights, and Alta Vista. Known in the early 1900s for its rolling hills, dairy land, railroad connections, and rural atmosphere, now much about the area has changed. The Encanto Neighborhoods have developed into a diverse, urban community.



The Encanto Neighborhoods area

Demographics

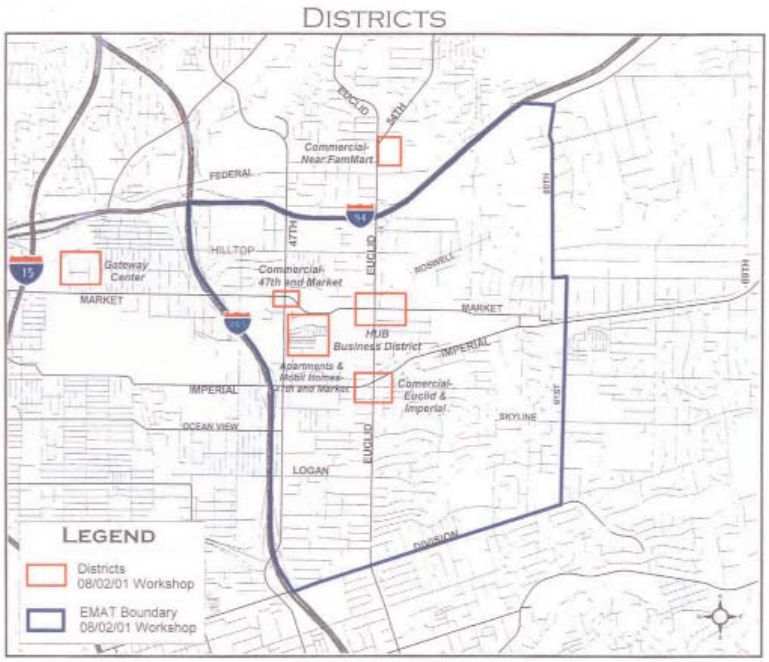
The Encanto Neighborhoods make up one of the most diverse areas in San Diego. According to the recently prepared *Market Analysis of Encanto* (2002), the largest ethnic group in the mile surrounding the Euclid Avenue and Market Street intersection is Non-Hispanic Blacks (40%), followed by Hispanics (36%), Asians (20%), and Non-Hispanic Whites (5%).

It is also a community with a large youth population. Eighty percent of households in the one to two miles surrounding the Euclid and Market intersection are family households, while Citywide family households make up only fifty-eight percent of all households. Also, the number of residents under the age of fifteen is above the City average. People over 65 are in the group with the highest projected growth. Planning should consider the needs of these groups and pay special attention to education, recreation facilities, accessible places, and safe streets.

The area's proximity to downtown and low housing prices (the average price of resale home is nearly thirty-eight percent below the Citywide average) make the neighborhood an attractive market for newcomers. The San Diego Association of Governments (SANDAG) estimates that the population of this area will grow by 3.3% between the years 2010 and 2020, a rate significantly higher than the projected Citywide rate.

Landmarks and Districts

As a part of the Euclid Market Master Plan process, community members were asked to identify districts and landmarks within their neighborhoods. These non-governmental designations are also important to understanding the functions of the area.



Districts and Community Landmarks from the Euclid-Market Planning Circles

Commercial districts were identified at 47th and Market, Euclid and Imperial, and Euclid and Market. The neighborhood schools (such as Gompers and Lincoln), churches (St. Rita's, Mt. Erie), and trolley stops (47th Street, Euclid Ave., 62nd Street) were identified as important landmarks. Community participants also noted the Elementary Institute of Science, the Malcolm X Library, and the Tubman Chavez Center as landmarks.

Natural Context

Natural assets within the Encanto Neighborhoods include several canyons and rolling hills. The hills and views in the neighborhoods are a valuable asset to be protected. Chollas Creek, which runs diagonally through the neighborhoods, provides potential for connecting the neighborhoods through a recreational trail system.

Chollas Creek Enhancement Plan Phases

Village and Neighborhood Centers

The recently developed Euclid Market Master Plan suggests developing community centers at the existing commercial hubs of Euclid and Market, Market and 47th, Euclid and Imperial, and Euclid and Logan. Since these intersections already have commercial activity and are transportation hubs, they have potential for developing into mixed-use cores. Most existing retail in the neighborhoods is in these areas and along the corridors connecting them. PLACE3S and SEDC's *Commercial Corridor Urban Design Guide* also identify these intersections as key activity areas deserving more detailed design attention.

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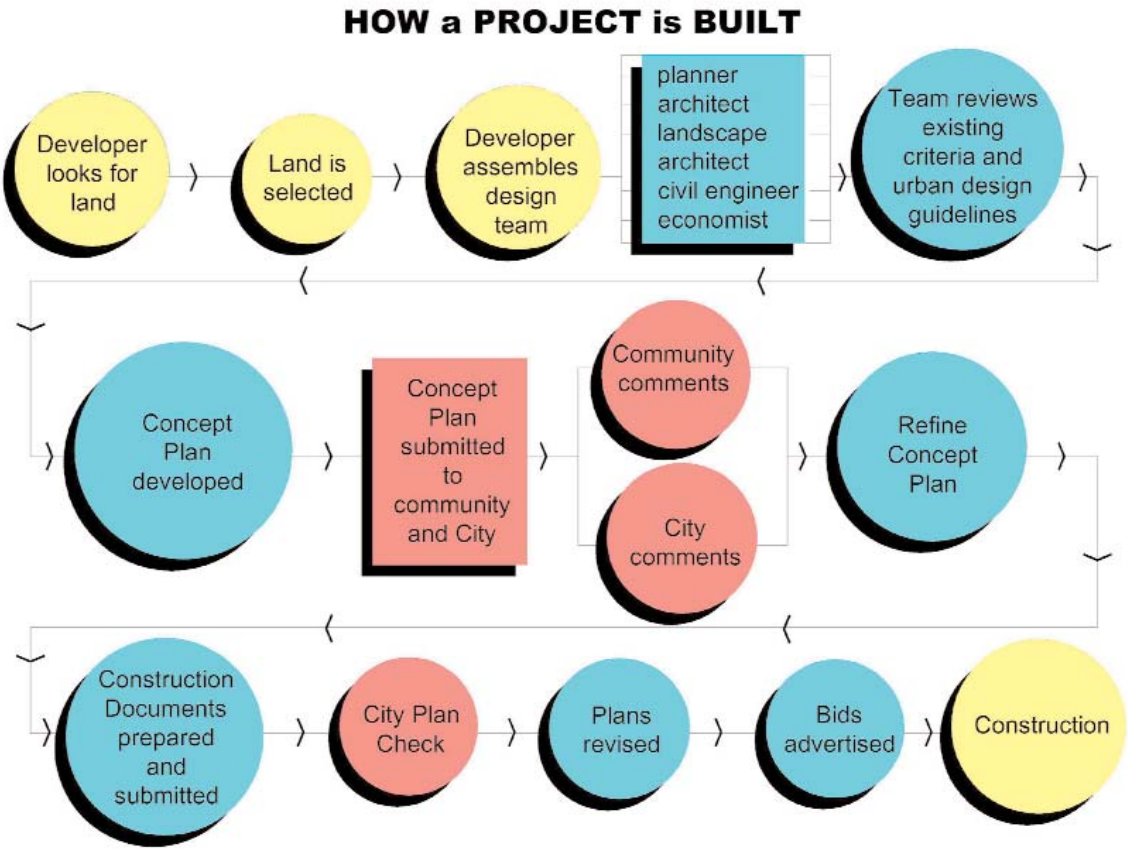
2. How to Use the Design Guidelines



DESIGN REVIEW PROCESS

Design guidelines are a tool for the design team in planning a development. They can also serve as criteria with which the community and local government can evaluate plans of proposed projects.

When a developer starts a project, s/he must first look for and acquire appropriate land. Once the land is selected, the developer chooses a design team, a collection of professionals including an architect, a landscape architect, planner, engineer, economist, and other related disciplines.

These professionals consult existing guidelines and regulations about development in the selected area. Working together, they produce a concept plan which undergoes review by the community and the City. The community and City can review the concept plan against the stated

goals and objectives expressed in the design guidelines as well as existing zoning regulations. The community and City then make recommendations and comments for revisions. The design team then revises the plan.

When the revisions are approved by the community and City, the team creates construction documents, which are in turn reviewed and approved by the City. Once the City has approved the plans, they can go out to bid. Then a construction contractor is selected through the bidding process and construction on the project starts.

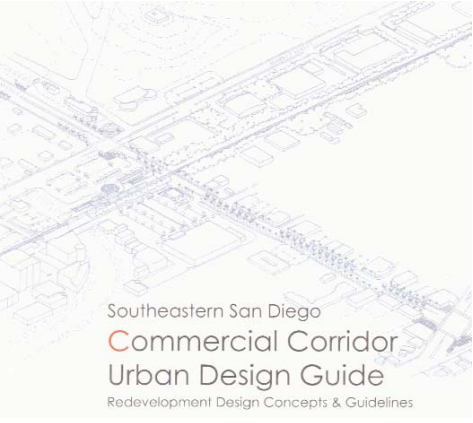
HOW TO USE THE URBAN DESIGN GUIDELINES

Project proponents should review these design guidelines prior to beginning a project's design.

The first half of these guidelines addresses design of mixed-use and commercial cores. The second half contains general guidelines for the entire community.

Any new building, additions, exterior alterations, or landscaping, and any modification to an approved landscaping plan or parking lot design should adhere to these design guidelines as applicable. It is important to note, however, that these design guidelines do not affect existing buildings which are not proposed for new construction, exterior alterations, landscaping, or changes in the parking lot layout.

These guidelines should be used as a starting point for creative design process and should not be looked upon as the only solution for design. Owners of properties should strive to be creative and innovative, and should look beyond franchise or boilerplate architecture and landscape architectural design treatment. It is important too, that property owners involve City staff, community groups, affected merchants and business owners in the design process prior to making a significant investment in design.



SEDC Design Guideline Documents

These guidelines are intended to be used within the existing regulatory controls. All developments within the Encanto Neighborhoods are subject to the requirements of the City of San Diego Land Development Code, the Southeastern San Diego Planned District Ordinance, and the policies of the *Southeastern San Diego Community Plan*.

Some of the existing guidelines from the *Community Plan* are included in the design guidelines. These are marked with an asterisk (*).

Projects within the Southeastern Economic Development Corporation's (SEDC's) Area of Influence should consult the SEDC's *Multi-Family Development Guidelines* or the *Commercial Corridor Urban Design Guide*, where applicable. The Encanto Neighborhoods Urban Design Guidelines are intended as a supplement to these existing documents, to cover land uses not discussed in them and to address areas outside SEDC's Area of Influence.

INTERPRETATION OF PROVISIONS

To aid in the interpretation of these guidelines a development applicant should understand the meaning of “should,” “encouraged”, and “discouraged.”

Guidelines which employ the word “should” are intended to express the community’s desire and expectation. An alternative measure may be considered, however, only if it meets or exceeds the intent of the guideline.

Guidelines using the words “encouraged” or “discouraged” are meant to express a more or less desirable design solution.

Qualitative Guidelines (non-numeric based guidelines)
The majority of guidelines in the manual are qualitative. They provide, through descriptions and graphic illustrations, the manner in which design should be carried out in relationship to a given land use, building type, or spatial setting. By their nature, qualitative guidelines allow for considerable flexibility and interpretation so long as the intent of the guidelines are upheld.

Quantitative Guidelines (numeric based guidelines)
Throughout this manual, some design guidelines are written with a specific numerical component to them. In some instances, design guidelines may include a certain measurement (e.g. sidewalk width). In other instances, a number may be included in a design guideline that specifies a preferred quantity (e.g. ratio of trees to parking spaces). Quantitative guidelines, while more specific in nature than qualitative, still provide flexibility in design. However, in most cases, the numbers specified are tied to a desired image or operational characteristic that enhances the quality of development.

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3. Mixed-Use Guidelines

GUIDING PRINCIPLES

The Village Center and Neighborhood Centers are the activity cores of the community, providing jobs, services, retails, and housing in well-planned, visible, and accessible areas. As the centers develop and increase in activity, the corridors linking these centers (Euclid Avenue, Market Street, Imperial Avenue, Logan Avenue, and 47th Street) also will need special consideration.

Example of a mixed-use development

The purpose for this section is to provide guidelines for future mixed-use and commercial projects in these nodes and along these key corridors, in a way that:

- **Revitalizes the social and business atmosphere of these areas**
- **Expresses the character of the community**
- **Encourages pedestrian activity**
- **Provides a pleasant and safe places**

Detailed designs for these key community centers and corridors, including street tree selection, plaza location, and signage suggestions, can be found in the *Commercial Corridor Urban Design Guide*.

Neighborhood Center Concept Plan, small site (0.8 acres)

Neighborhood Center Concept Plan, large site (5.0 acres)

Retail on first floor of mixed-use

GUIDELINES

Site Planning

- Mixing commercial (retail) and residential uses within one building must be carefully planned. Only specific commercial uses that are compatible with a residential atmosphere should be considered. Uses that create strong, unpleasant odors, loud noises at late hours, or that endanger safety (especially for children) should not be allowed. Alternatives could include a mix of commercial and office space, or a mixing of uses on a single site, but keeping residential units in a separate building from the commercial uses.

- Commercial uses should be placed in the most visible areas – along the street front, on the first floor, and especially on corner lots. Residential uses should be located on upper stories and on ground floors areas that are not fronting the street.

- Limits on hours of operation for commercial businesses and on delivery truck hours need to be considered for mixed-use projects. Sound buffers should be integrated into the site design.

- Attractive and usable public open space should be integrated into the site design. Residential areas need to include age-appropriate open space for the residents (i.e. play areas for children, seating areas and gardens for seniors) which are buffered from vehicular traffic. It is encouraged that at least 10 to 20 square feet of public space be provided, in addition to required sidewalks, for every 10 off-street parking spaces or for each 1,000 square feet of floor space, whichever is greater. Public open space can include small plazas, pocket parks, and play areas.

Site Planning - "Likes" from community workshop


Shared open space between apartments

Architecture

- Along pedestrian oriented streets where existing buildings are close to the property line, new buildings should be required to be up to or within ten feet of the property line. In these cases, parking should not be allowed between the building and the street, and any parking in the front half of the lot should be set back to allow landscaping.

- The building height to street width ratio is encouraged to be between 1:2 and 1:3. This is the ratio of building height to street width, measured from building façade to building façade. For a large street of 60 to 80 feet, building heights would be two to three stories.

- Main commercial entrances should be oriented towards the street, close to the sidewalk. Corner entrances are encouraged wherever possible. Entrances should be clearly identifiable and set apart with detailing, accent colors, a change in setback, and/or façade articulation.

Businesses with entrances facing the street and windows for "transparency"

- First-floor, street fronting buildings should develop a transparency with the pedestrian experience on the sidewalk. Glass windows at eye-level are encouraged.

- Outdoor spaces should be integrated into the architectural design. Patios and terraces for restaurants are encouraged. Semi-private outdoor space in the form of balconies, patios, porches, stoops, or roof terraces, should be provided for each of the residential units. Plazas at key intersections and pedestrian gathering spaces are encouraged. For suggested locations of public plazas, see the *Commercial Corridor Urban Design Guide*.

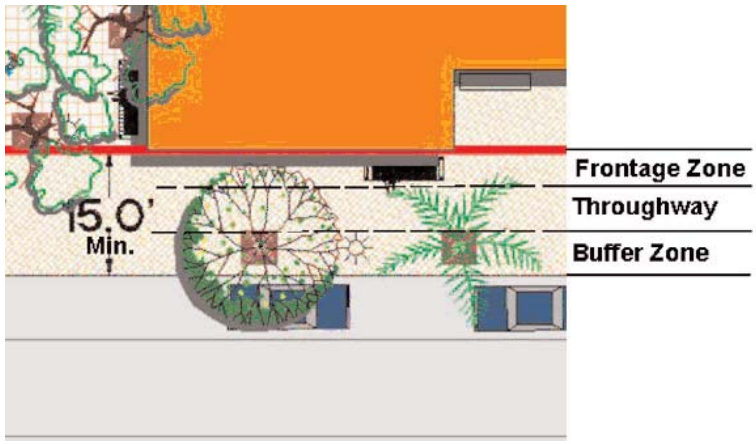

Balconies, green space, and patios


On-sidewalk patio dining


Stoops and balconies integrated into architecture

Streetscape and Landscape

- Sidewalks between major streets and the buildings should be about 15' to 20' in width. This width should include a buffer area with street trees and lighting adjacent to the street, a throughway for walking, and a frontage zone for benches, bike racks, kiosks, public art, patio dining, etc.



Sidewalks with buffer zone and frontage zone

- Street trees should be provided in the buffer area between the street and sidewalk. In areas with no on-street parking, the buffer area may consist entirely of ground cover, shrubs, and trees. In areas with on-street parking or high levels of pedestrian traffic, trees shall be in cutouts in a paved strip.

- Street tree planting should be consistent in species along each major corridor. For a suggested planting list, see the *Commercial Corridor Urban Design Guide*.

- Pedestrian walkways should connect existing sidewalks, building entrances, parking, and transit stations. Safe crossings using decorative paving should be used in the parking lots, across driveway entrances, and at major intersections.

- Streetscape elements including kiosks, walkways, street furniture, street lighting and signage should be used to enhance the appearance and function of commercial developments. These elements should be compatible with the materials, color and design of the structures and should be planned as a unifying element of a commercial area.*

Circulation and Parking

- Where possible, parking should be located in an underground structure, especially for the residential units. Parking for residential units should be separated from retail parking.

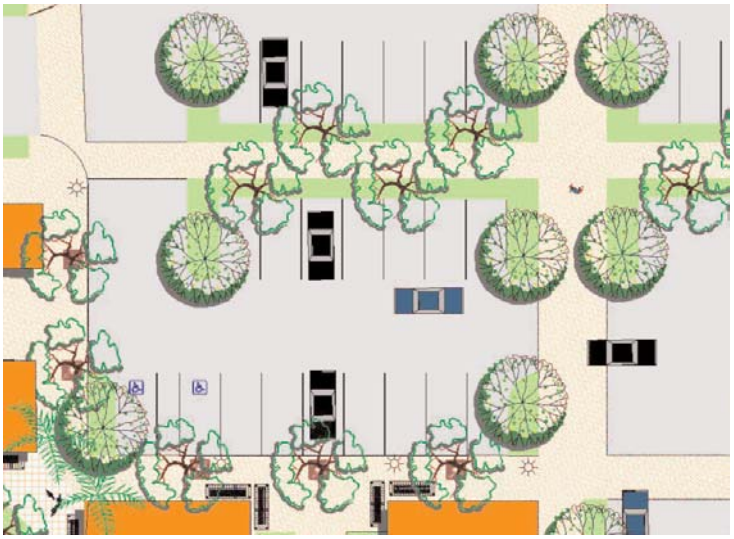
Underground structured parking is preferred

- Surface parking should be located behind the building or to the side of the building instead of between the building and the street.

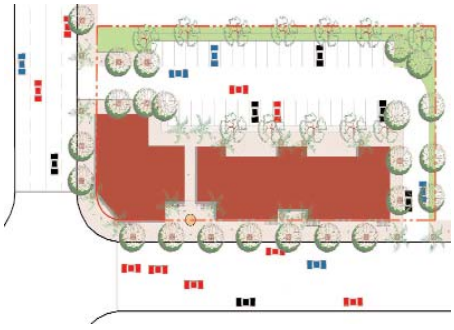
- On street parking is encouraged, especially for ADA accessible spaces.

- Using several small parking lots (about 30 spaces) is preferred to one large parking lot. Large parking areas should have 10% of the area landscaped, provide pedestrian pathways and crosswalks across the lot, and be well-lit.

Parking between street and building, not desirable



Parking lots with pedestrian pathways, lighting, and landscaping



Parking behind building, desirable

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4. Site Planning & Visual Guidelines

Site planning addresses the location and "footprint" of a structure on each individual parcel, as well as the location of parking, roads and walkways, and open space within a development. Issues include: building setbacks and massing; building location and orientation; circulation and parking; views and buffers; storage, service, and loading areas; mechanical and electrical equipment; and utilities and communication devices.

GUIDING PRINCIPLES

Through the community workshops and discussions, people in the Encanto neighborhoods voiced the following opinions about site planning:

- **In single-family residential neighborhoods, setbacks should relate to the existing residential scale, and retain an open, landscaped look. At major intersections, in commercial areas, and along major corridors, an urban atmosphere should be created with buildings closer to the street and sidewalk.**

- **Site design should include adequate room for sidewalks and landscaping along streets and building fronts.**

- **Functional and attractive open space areas should be integrated into the site plan.**

- **When buildings are close together, nearby open space needs to compensate for tight setbacks.**

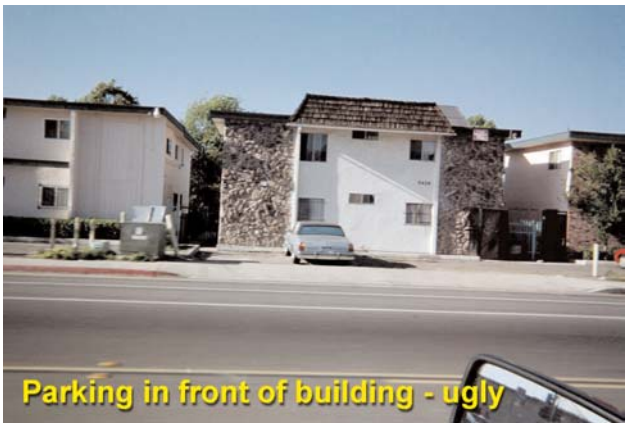
"Likes" and "Dislikes" in site planning - images provided by community participants

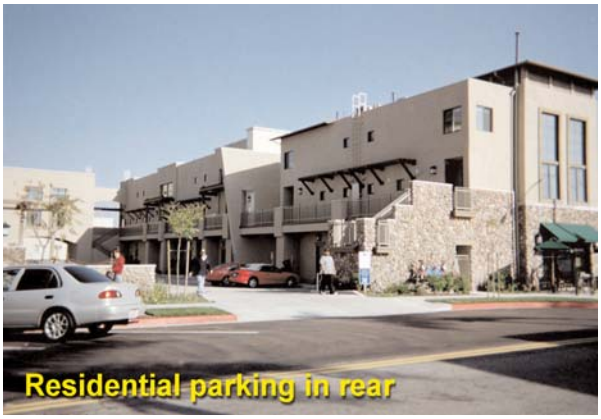
- **When possible, parking should be behind the building, underground in a parking structure, or in other visually unobtrusive areas.**

- **Landscaping, decorative fencing or walls, should be used to buffer non-compatible uses, especially traffic and pedestrian and play areas.**

- **Several entrances and clear signage helps access.**

- **Structured parking can be great, but safety issues must be addressed with them. Design of these structures must be attractive as well.**





"Likes" and "Dislikes" for site planning - images provided by commuity participants

GUIDELINES

Building Setbacks and Massing

- Building setbacks shall comply with existing zoning regulations for the City of San Diego.

- In general, setback size depends on existing context. All new community and neighborhood commercial development should be built with appropriate setbacks from the street to maintain a consistent street setback pattern.*

- In existing single-family residential areas, setbacks should relate to the existing setback to preserve the existing neighborhood character along the street front. The apparent mass of each building should be minimized by placing the building away from adjacent streets, thus allowing landscaping to soften the appearance of the building.

- In commercial core areas and along major corridors, setbacks should be closer to the street to provide a comfortable building height to street width ratio (1:2 or 1:3) while still providing ample space for sidewalks and street trees.

- In areas between commercial cores and residential, setbacks should provide a gradual transition from one experience to the next.

- The minimum distance between separate structures on a lot should be 10 feet.

- In residential areas, the street sideyard setbacks should be no less than 10 feet.

- No parking, other than automobile overhangs, should be permitted closer than 5 feet from an interior property line.

- Planters, walls, sign elements not exceeding 3'-0" in height may be permitted in street-side setback areas. Roof overhangs may extend a maximum of 5'-0" into setback areas.

- The setback area shall be fully landscaped in a manner compatible with the landscape design guidelines. Parking areas should not be permitted closer than 10 feet from the adjacent street right of way.

- Vistas should be created by varying building heights.

- In developments with multiple buildings and internal circulation systems:
  - No building should be permitted to be constructed closer than 15 feet from the curb line of the interior street system. All areas within the 15 foot setback should contain a mixture of landscaping and paving for sidewalks.

  - Façade setbacks of adjacent buildings should vary 5 to 10 feet to provide interest and variety.

In commercial core areas and mixed-use centers, buildings should be closer to the street

* from the *Southeastern San Diego Community Plan*

Building Location and Orientation

The location and orientation of buildings within a site should take into consideration the following factors:

Natural Features

- Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

- Clustering of office and commercial buildings is encouraged to make the most efficient use of the site, as long as the resulting building height does not overwhelm the existing scale of the neighborhood or disturb existing view corridors.

Solar Orientation

- Taller buildings should be located north of outdoor plaza areas. This eliminates plaza areas that receive little sun. Studies have shown, that by far the most successful outdoor plaza spaces are located to the south and west of multi-story structures.

- South facing windows should be placed to allow sun penetration in winter and provide complete shade in the summer.

- Buildings should be sited to maximize opportunities for natural ventilation and illumination.

Existing Streets and Circulation Patterns

- New development should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood.

- Projects should front on the public street and provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the project.

- Where lot consolidation takes place, special consideration should be given to adjacent parcels to ensure that new development does not visually overwhelm neighboring areas.*

* from the *Southeastern San Diego Community Plan*

Crime Prevention and Safety

- Buildings should be oriented toward the public street. Each dwelling should visibly relate to the street. Units hidden on the back portion of the site or behind another building should be avoided.

- Visible street entrances or street-facing courtyards with dwellings entered from the courtyard are encouraged. The same standards should be applied to buildings with alley frontage.

- Street-facing windows, porches, and stoops that promote a casual surveillance of the street are encouraged.

- Locate pedestrian paths, parking entrances, shared open space, and building entrances in visible areas.

- Use features such as landscape, paving, or gateways to clearly define the separation between private and public space.

Street-facing entrances and windows provide an "eye on the street"

Clearly defined entrance and separation of private and public space

Open Space and View Corridors

- Buildings developed on adjacent separate lots should coordinate their individual designs to insure that the spaces, such as mini-plazas, can be created between buildings rather than the visual "tunnel" effect.

- The orientation of buildings, especially those in clusters, should be carefully designed to consider and/or create view corridors.

- For multiple-building developments, provide common outdoor areas that are usable in all seasons, including shaded areas for outdoor use in warm months.

- Private, open areas should be oriented to receive good sun penetration and provide shaded areas for outdoor use in the warmest months.

- Generally, ground level view corridors should be provided from public streets. This will require space between buildings and development of landscaped area links to the open space.

- Recreational and urban plaza areas should be linked visually and/or physically to the open space corridor, in order to integrate them into an area-wide open space system.

- Individual parcels should be site planned to consider internal views (for example, courtyards) as well as views looking outward.

Spaces between buildings can become small plazas

Circulation

- New streets should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood.

- Street alignments should follow existing natural contours. Street width should be kept to a minimum to avoid wide graded areas.*

- The need for excessive level areas can be minimized through the use of multi-level structure and split-level roads and is encouraged when appropriate.

- Curb cuts for driveways and project entrances should be minimized to increase the opportunities for both landscaping and parking along the street and to avoid breaking the pedestrian continuity of the sidewalk areas.

Too many curb cuts disrupt pedestrian flow

- Automobile driveways should be carefully designed with the pedestrian crossing in mind. Continuing the sidewalk paving material and style across the driveway is encouraged.

- Large parking areas should feed off an internal project street rather than a public street area. In that manner, ingress and egress is simplified.

* from the *Southeastern San Diego Community Plan*

Pedestrian Circulation

- Streets should be designed and developed as pleasant places to walk as well as drive. Pedestrian areas should be emphasized through the use of wider sidewalks, benches, pedestrian scale signs, paving materials and landscaping.*

- Pedestrian walks should be fully integrated with the internal site vehicular circulation system to allow safe and convenient pedestrian traffic.

- Sidewalks should be provided along at least one side of all private streets and should link in a clear manner to existing pedestrian and bicycle ways. Provide sidewalks between important shared facilities and to important off-site destinations such as transit stops. Special emphasis should be placed on providing safe pedestrian access through parking areas to building entrances.

- Pedestrian walkways within projects should have a minimum width of 4 feet. Walkways should also be well-lit, with clear signage, and accessible to the handicapped.

- Walkways should be designed to complement public improvements. Additional amenities such as sidewalk cafes, seating areas, shelters, and viewpoints that enhance the pedestrian experience, should be used whenever feasible. If such amenities are provided, however, they should be located on wide walkways to prevent obstruction.

Walkways with seating areas and shelter

Landscaping, decorative paving, lighting, awnings, and signage enhance the pedestrian experience

* from the *Southeastern San Diego Community Plan*

Parking

- Off-street parking areas should be designed to minimize their visual impact on the site and surrounding neighborhood. Where appropriate and subject to project review, parking spaces should be incorporated into building design using tuck-under parking for sloping sites.

- Design parking facilities to be adequate for both initial development and future expansion of land uses in terms of size and intensity. For example, initial parking facilities could be surface lots capable of eventually accommodating parking structures. Surface lots could also reserve land for future development.

- Design parking facilities to ensure proper access and specify if for use by residents, employees, customers, visitors, goods deliveries and/or the handicapped.

- Consider special areas for bicycle parking including bike racks or bike lockers, especially near transit centers and neighborhood centers.

Parking Structures

- For large multi-use and commercial developments, structured parking, preferably below-grade, is recommended where economically feasible.

- Any parking structure should be screened from street views where possible. See buffer guidelines and landscaping guidelines for more information.

- The design of above-ground parking structures should comply with the architecture design guidelines. The structure should be attractive and not just functional. It is encouraged that the parking structure be combined into a mixed-use building with storefronts and windows on the ground level.

- The parking structure should be designed with safety and access in mind. Entrances to the parking structure should be minimized and clearly identifiable. A lighting and security in system must be included with the structure.

Below-grade parking structure in multi-family residence

Parking structures should be well-lit for safety

Parking Lots

- Large expanses of flat areas such as parking lots should be avoided. Smaller parking areas are encouraged (30 cars or less). Parking areas in excess of 30 cars should consist of smaller lots that are interrupted by a planted median at least two parking spaces in width.*

- Parking should be placed in unobtrusive locations to minimize their visual impact. Parking should not be placed between the front of a building and the street.

- Buffer zones should be created between parking areas and the street. These zones can be created by walkways, landscaping or earth berming. Visual buffering should allow a line of sight into the parking area to allow opportunity for surveillance. Shrub planting, low walls or trees can be used to partially screen and still allow an opportunity for surveillance.

- Surface parking should be broken up with planting areas featuring large canopy trees to reduce glare and provide shade. Landscaping islands should be provided for every ten parking spaces. See the landscape architectural and streetscape guidelines for more detail.

- Surface parking areas should be set back a minimum of 10 feet from a building with an ample landscaped buffer.

- Safe, attractive walkways should link parking areas to the building entrance.

- Parking area walkways should be curbed and 24” larger than normal, if they must accommodate bumper overhang of parked cars.

Buffer zone of planting and earth berms between parking lot and other uses

* from the *Southeastern San Diego Community Plan*

Views

- Outward views should be framed with tree and shrub massing. This planting will also serve to soften views from surrounding areas.

- In situations where portions of the project are located below the grade of a road, views should be directed to long range background areas rather than foreground views which may focus on rooftops. This can be accomplished by the selective placement of trees and shrubs on slope areas.

- Where public streets are located at or below grade of development, the adjacent parkways and slopes should be landscaped with diverse and colorful plant materials to enhance motorists' views. See grading guidelines for more information.

- Careful attention to architectural detailing should be emphasized on buildings which will be highly visible from adjacent streets. See architecture guidelines for more information.

Buffers

- Buffers are required between incompatible land uses and to aid in the creation of public and private space definition. These buffers should consist primarily of physical space and be enhanced by landscaping or physical barriers such as walls and fences.

- Wherever possible, adequate space with landscaping should be used to provide these buffers. Physical barriers should only be used when space requirements are prohibitive or when security/safety reasons dictate their use.

Physical Separations

- Retaining type walls should be used only where grading considerations require their use. See grading guidelines.

- If physical barriers are needed, they should consist of fencing designed to match the architectural character of the project. See architecture guidelines for more requirements.

Landform Separations

- When attempting to separate incompatible land uses, landforms consisting of slopes and berms should be used, if possible.

- All landform separations should be appropriately landscaped with a combination of trees, shrubs, and groundcovers. See landscape architecture guidelines.

- Nodes or special areas within a project can be emphasized through the proper use of landform and topography. Wherever possible, these techniques should be used to identify special areas.

Landscaped Separations

- Landscaping should be used to define spaces, provide visual screening, and to discourage physical intrusion into certain areas of the project.

- Spatial definition is best accomplished through the use of large vertical background plant material.

- Physical separations can be accomplished through the use of thick landscaping primarily at the knee to waist level. Care should be given to make sure that these areas do not present a safety liability and that they are adequately lit.

- Visual screening is best accomplished through the use of tall trees and shrubs that fill in at eye level. These visual screens should not, however, be continuous and should allow for visual penetration through areas with positive views.

Physical separation (wall) and landscaped separation (plants) around parking lot

Storage, Service and Loading Areas

The following design objectives should be utilized:

- Ensure that storage, service, and loading areas are not visible from primary visual exposure areas (streets, primary image entry drives, floors of image buildings, common visual and amenity areas, etc.).

- Ensure that storage, service, and loading areas are located upon a site so as to minimize the visibility of loading and service vehicles form primary visual exposure areas.

- Ensure that the storage, service, and loading areas are designed and located on the site so that service vehicle activities and movements do not disrupt the efficient flow of on-site and off-site traffic.

- Screening of storage areas shall be accomplished by the use of an opaque screening material, which may include walls, building, or any combination thereof, to a minimum height of 6 feet to screen the stored items, except that such height shall not exceed 12 feet.

- Loading areas shall not encroach into setback areas.

- Loading area doors and docks shall be set back to minimize the effect from the street. Loading areas and docks shall not be closer than 70 feet to the street property line unless adequately screened. Loading will be permitted to the rear of the setback line from that portion of a structure not fronting a street.

- All outdoor refuse containers shall be visually screened within a durable 6'-0" or higher non-combustible enclosure, so as not to be visible from adjacent lots or sites, neighboring properties or streets. No refuse collection areas shall be permitted between a street and the front of a building.

- Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Deposited refuse should not be visible from outside the refuse enclosure.

- Refuse collection enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.

- Refuse collection areas should be so located upon the lot as to provide clear and convenient access to refuse collection vehicles and thereby minimize wear-and-tear to on-site and off-site developments.

- Refuse collection areas should be designed and located on the lot so as to be convenient for the disposition of refuse generated on-site.

Mechanical Equipment

- All roof-mounted mechanical equipment and/or ductwork is to be screened from view by an enclosure consistent with the building architecture. Consideration will be given to the view plane of adjacent developments.

- Cyclone blowers shall be screened by a wall, fence or landscape materials and be located below the fascia and/or roofline of the building. Further, they shall be located on the rear or "hidden" side of the building and be painted to match the surface to which attached, if visible.

- Roof-mounted ventilators should be a maximum of one and one-half (1-1/2) feet above the point to which attached and are to be painted or pre-finished consistent with the color scheme of the building.

- Gutters and downspouts are to be painted to match the surface to which attached unless used as a major design element, in which case the color is to be consistent with the color scheme of the building.

- Vents, louvers, exposed flashing, tanks, stacks, overhead doors, rolling and "man" service doors are to be painted consistent with the color scheme of the building.

Electrical Equipment

- Transformers that may be visible from any primary visual exposure area shall be screened with either planting or a durable non-combustible enclosure (of a design configuration acceptable to San Diego Gas and Electric). Where possible, it is recommended that refuse containers and transformers be integrated into the same enclosure.

- Transformer enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.

- Exterior mounted electrical equipment shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case shall exterior electrical equipment be mounted on the street-side or primary exposure side of any building.

- Exterior mounted electrical equipment and conduits shall be kept to a visible minimum. Where visible, they shall be installed in a neat and orderly fashion, and shall be painted to blend with their mounting background.

Utilities and Communication Devices

- All exterior on-site utilities including, but not limited to: drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communication wires and equipment, shall be installed and maintained underground.

- On-site underground utilities shall be designed and installed to minimize the disruption of off-site utilities, paving, and landscape during construction and maintenance.

- Temporary overhead power and telephone facilities are permitted during construction.

- Installing underground conduits that take into account not only present needs but also future technological demands is encouraged.

5. Grading & Landform Guidelines

Grading and landform guidelines relate to the form of the land – be it hillsides, drainage canals, or concrete retaining walls. Issues addressed include the height, size, and form of slopes, storm drainage and erosion control, vegetation of slopes, and how architecture relates to existing landforms.

The purpose of this section is to provide general criteria for grading projects within the Encanto Neighborhoods. These criteria are intended to create pleasant aesthetic environments by working together with plant material, circulation, and land uses as well as other elements of the total project site.

GUIDING PRINCIPLES

- **Slopes should relate to existing topography, be natural in form and vegetated with a variety of plants.**

- **Large, blank retaining walls are disliked. If retaining walls are necessary, they need to incorporate planting, terraced levels, materials with integral texture and color, and/or public art to make them attractive.**

- **Architecture should blend into the existing topography.**

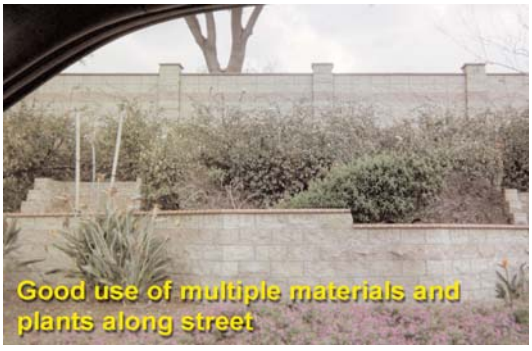

Landscaped slopes next to sidewalk

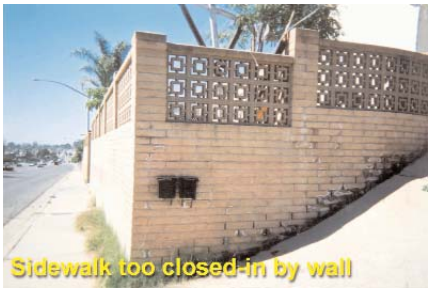
In addition to being aesthetically pleasing, the grading of land slopes must respond to storm water run off. The following design guidelines are created in order to:

- **Encourage site design which protects buildings and business activities from damage or disruption during extreme storm conditions.**

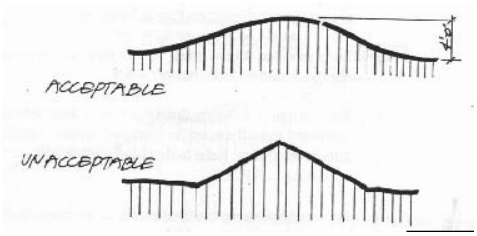
- **Allow precipitation falling on site and surface water flowing from adjacent sites to be effectively absorbed or to drain off the site without causing excessive water concentrations or erosion on site or on adjacent sites or streets.**


Not cared for / cement embankment


Good use of multiple materials and plants along street


Sidewalk too closed-in by wall

"Likes" and "Dislikes" for grading - images provided by community participants



GUIDELINES

Slopes

- Variable slope gradients should be encouraged. Slopes adjacent to native areas, shall retain a "natural" appearance.

- In general, however, sharp and angular forms should be rounded and smoothed to blend with the natural terrain. All graded slopes shall be landscaped. Where appropriate, buildings should be sited to conceal graded slopes.

- To retain the integrity of the intended grading configurations, the following guidelines should be applied:

- During construction, measures shall be taken to control runoff from construction sites. Filter fabric fences, heavy plastic earth covers, gravel berms or lines of straw bales are a few of the techniques which should be considered.

- Grading shall be phased so that prompt revegetation or construction can control erosion. Where possible, only those areas which will alter, be resurfaced, landscaped or built on should be disturbed. Resurfacing of parking lots and roadways should take place as soon as practicable and not at the completion of construction.

- Temporary ditches, dikes, berms, or sand-bagging should be used to protect critical areas exposed during grading and construction.

- All hardscape and walkway areas should be graded at a minimum 1% to facilitate drainage.

- All landscaped areas should be graded at a minimum 2% grade to facilitate drainage.

- Planting area drains and hardscape deck drains should be provided in those areas in which the minimum grade percentages for landscape (2%) or hardscape (1%) cannot be accommodated, or where field conditions require, to prevent ponding, puddling, or oversaturation of surface and subsurface soils.

- The maximum slope ratio allowed shall be 2:1. However, in certain cases, if approved by City staff, steeper slopes may be allowed if preservation of natural areas is maximized. In no cases shall the slope exceed 1 1/2:1.

- All lot grading and surface drainage should be designed to conform to the overall drainage pattern on the lot.

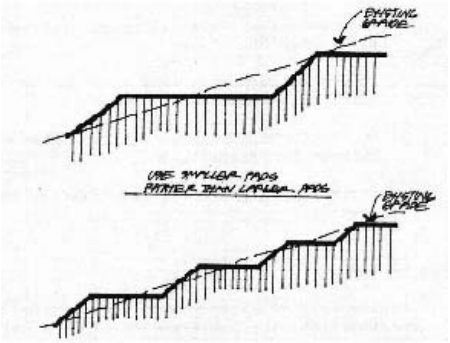
- All buildings should be equipped with adequate roof drains, downspouts, and/or other drainage conveyances.

- All water from roof drains or downspouts should deposit into storm

drains or onto concrete splash blocks or paving. No roof drainage will be deposited directly onto landscaped areas.

- Sedimentation basins should be installed and maintained during development to remove sediment from runoff water.

- Provisions (catch basins, drain inlets, etc.) should be made to effectively accommodate increased run-off caused by changed surface conditions (paving, etc.) during and after development.



- Finish grading in all landscaped areas shall assure positive drainage away from building floors and footings.

- Permanent landscaping shall be installed as soon as practical during development activity.

- Long, continuous “engineered” slopes that have hard edges and no transition areas at the top or toe of the slope should be avoided. “Natural” landform contour grading should be used when possible, to create a more natural appearing slope.

- Transition spaces should be used between adjacent land uses to take up grade.

- Graded slopes shall be promptly revegetated with groundcover, shrubs and trees. Hydroseed may be used for groundcover and may include shrubs and trees. Groundcovers shall possess moderate or high erosion control qualities. Further, appropriate fertilization and plant materials shall be verified by soil sampling and analysis by a soils laboratory to be indicated on the landscaping plans for the project.

- All slopes over 6 feet in vertical height shall receive at least 1 gallon plant for every 100 square feet of slope area prior to building occupancy on the respective lot.

Retaining Walls

- Landscaped slopes are preferred to retaining walls. Use retaining

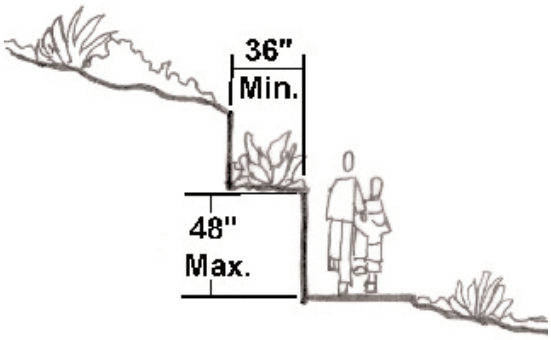
Landscaped slope - desirable

Paved slopes - not desirable

walls only if necessary.

- Retaining walls higher than five feet tall are not encouraged. If retaining walls exceed four feet in height, they should be terraced, with a three-foot setback for the continuing wall, and planting should be included in the terraced area. Planting can also discourage vandalism and discourage children from climbing on and walking along the walls.

- Retaining walls should be built with materials that have integral texture and color. Smooth, solid concrete walls with no variation are discouraged. Incorporating public art and/or landscaping into



the wall design is encouraged.

- Retaining walls should be vandal and graffiti resistant.

Relationship to Architecture

- Structures should be designed to fit into the hillside, complement-

Retaining walls with textured materials and integrated landscaping are preferred.

ing the land's natural character, rather than altering the hillside to fit the structure.*

- Due to the high visibility of sloping sites, views of the slopes from surrounding neighborhoods and public rights-of-way should be given strong consideration. Buildings located near hillside rims should be sited in a staggered arrangement and screened with planting to avoid a "wall" effect.

- The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.*

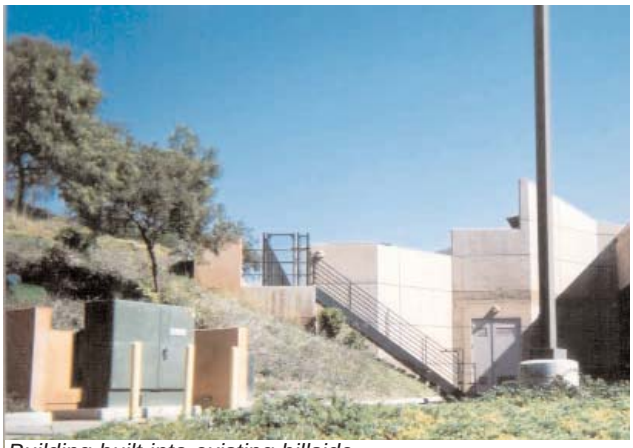
- Sloping sites offer opportunities to create and emphasize unique characteristics such as outdoor decks, roof gardens, bay windows and/or terraces.*

- Buildings should be sited to minimize the requirement for high retaining walls or extensive cut and fill. Structures should minimize the use of continuous footings and follow the natural slope of the land.*

- Buildings on sloped sites of 10% or more should step with the grade at regular intervals.*

- Graded slopes should be shaped to conform to existing landforms. Building site should be graded so that they appear to emerge from the slopes. Slopes with a gradient of 25% or more should minimize flat areas. If slab-on-grade construction is necessary, building floor elevations should be staggered.*

- Building development at the base of slopes should set the rear of the structure into the slope to help blend the structure into the site. These structures should utilize building materials and colors which are comprised of earth tones, particularly darker hues.*



Building built into existing hillside

* from the *Southeastern San Diego Community Plan*

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6. Architectural Guidelines

Architectural guidelines address the overall external appearance of buildings – including building scale and massing, form and style, façade treatment, entries, roofs, colors and materials. They also address site elements such as garages, signs, walls, and fences.

GUIDING PRINCIPLES

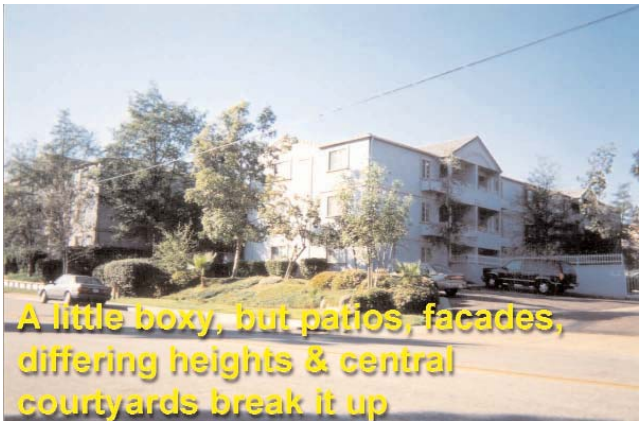
From the community workshops and discussions, the following principles were gathered:

- **Generic-looking "boxes with windows" were disliked. Variety in character, style, color, façade setbacks, and roof lines were desirable.**

- **Although variety was desired, the proposed architecture must also blend into and respect the existing architecture and environment.**

- **Landscape planting and outdoor spaces integrated into architecture design add greatly to the building.**

- **People within the community expressed concern that new buildings would be too tall or of too great density and therefore would conflict with the existing community feel.**



"Likes" and "Dislikes" for architecture - images provided by community participants

GUIDELINES

Scale and Massing

- Buildings should be designed in relationship to surrounding scale and massing of neighborhood. For example:

- The design of buildings facing residential areas should respect the scale and design of neighboring buildings, while those buildings facing onto primary commercial streets should create a stronger architectural image.

- Structures should be designed to create transitions in form and scale between large buildings and adjacent smaller buildings.

- Buildings should be designed to create comfortable scale relationships with adjacent open space areas.

- Buildings proposed of greater height than surrounding existing buildings should be carefully assessed and evaluated. The building's relationship to and impact on surrounding buildings, streets, and pedestrian spaces must be evaluated before approval.

- In larger complexes of buildings, varying building heights and setbacks should be used to define different functions such as offices and warehousing or different units.*

- Buildings should complement surrounding topography. For example, multi-story buildings should be located next to high slopes. This focuses some of the visual attention away from the slope and onto the building. When possible, rooflines and building pads should be staggered to match existing topography.

- The transitions and visual relationships between new and older buildings should be harmonious. A conscious effort to achieve balances and compatibility between new and older buildings is needed. This can be accomplished by repeating existing building lines and surface treatment and by gradual transitions in height, bulk and density. Abrupt differences in scale are to be avoided.*

Transition in scale between old and new buildings

* from the *Southeastern San Diego Community Plan*

- Where new buildings are larger than existing structures, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of existing buildings.* Additions to building height and bulk should be setback from the building facade to not disturb the existing scale of the street-facing facades.

- New multi-family developments should be limited in size. Larger proposals should develop a mix of housing types and incorporate owner-occupied dwellings.*

- Building development at the base of slopes should set the rear of the structure into the slope to help blend the structure into the site.*

- The fine grain scale of older shopping streets should be preserved. The new infill development should respect the design of existing structures and contribute to the quality of the area. New development should break up building masses into smaller visual components.*

Additions to buildings should not disrupt scale of surrounding neighborhood.

* from the *Southeastern San Diego Community Plan*

Form and Style

- The intent of these guidelines is not to dictate a specific style for architecture. Individual tastes ranged from contemporary, ethnic, multicultural themes to historic concepts. But the community agreed that regardless of the specific style, architecture should have some “thought” to the design and combine form, color, materials into a holistic design. Where the neighborhood has a strong, visible architecture theme, it is encouraged that these existing styles are incorporated into the design of new buildings.

- Long continuous building masses that create a wall effect shall be avoided.* Building bulk should be controlled through the use of ground level and upper level setbacks, façade variation and other architectural features (recessed entryways, porches, balconies, bay windows) which serve to break up building facades into smaller-scale visual components. Large surface areas shall be broken by openings, projections, recesses, changes in plan, and building details. Special design attention should be given to key elements such as facades, roofs, and building entrances.

Long, blank walls should be avoided

- Continuous, blank walls on the street at the front or the street side of the property should be avoided.* If long walls are necessary and visible from the street or from adjacent areas, some form of visual relief should be provided. Façade walls should be staggered. Detail treatments at doors and entries (including use of tile, public art, color accents, or combinations of architectural features such as pediments, moldings, and small roofs or awnings to provide weather protection) can also provide variety and interest.

Variation in planes, facade walls, and details add interest to a structure

- People responded more positively to buildings with a lot of greenery and landscaping. Planters, trellises and other areas for plants should be integrated into the architectural design of the building and not added as an afterthought.

- The building form should also be designed in relation to outdoor spaces. Walled patios, loggias, bays, balconies, porches, and arcades should be encouraged as they add details and interest as well as help shape outdoor space.

- In new single-family developments, repetitious use of identical style and type of dwellings should be avoided. Using a variety of structures can result in a more interesting appearance, and can also produce a wider range of housing costs. *

- In new single-family developments, houses with identical or similar building elevations and/or floor plans shall not be located on adjacent lots or directly across the street from each other. Where a single house design is used repeatedly, materials and detailing of façade elements should be varied.

Repetitious use of identical style buildings should be avoided.

Facade

- All facades of a building should have the same vocabulary of forms, detail, and materials. Facades along street fronts and in public view shall be well-articulated with plane changes and details.

- Architectural detailing and material selection is essential to character definition. Windows, colorful awnings, and trellises could be used to enliven the buildings and soften the scale. Architecture details such as moldings, trim, and window frames can add interest and style to a facade. These details should enhance and reinforce the architectural form and style of the building.

- Windows could be deeply recessed to create strong shadows. Large glazed areas should be broken into smaller windowpanes. Taller buildings need special attention to the design of windows to produce a consistent human scale.

- Eaves, trellises, and awnings along building frontages adjacent to sidewalks and at entries provide weather protection and human-scaled detail. These are encouraged and should be designed to be functional as well as aesthetically pleasing.

Facade with awnings, plane changes, and variety creates character.

Facade with little variation is not attractive.

* from the *Southeastern San Diego Community Plan*

- Buildings on shopping streets should develop a transparency with the pedestrian environment of the sidewalk. This will help to avoid blank or solid wall monotony and add to façade variation. Transparency can be accomplished by use of glass or other transparent materials.*

- Building facades within commercial areas should be staggered to decrease the commercial strip image as well as provide for additional visual interest and identification for separate retail stores.

- Buildings should be designed to maximize natural ventilation and illumination.

Entries

- Entrances, especially for commercial businesses, should be visible from the street front and sidewalk.

Emphasize entrances with architectural elements.

- Building entrance details can create interest and make entries recognizable. Detail treatments at doors and entries can range from the use of tile, color accents, or combinations of architectural features such as pediments, moldings, and small roofs to provide weather protection.

- Entries to individual buildings and public spaces between buildings can be further emphasized with massing and roof forms.

Roofs

- To add visual interest, broken rooflines and multiple rooflines are encouraged.

- Large flat roofs should be avoided. When necessary in larger commercial buildings, give careful attention to the view of the roof surface from off-site locations. If visible, flat roofs must be accompanied by parapets or mansards to help screen them from view. In visible areas, roof aggregate must be earth tone color. Large flat roof surfaces should incorporate shed roofs, porches, or trellises covering exterior walkways to aid in scaling down a structure.

- Low-rise buildings should pay special attention to roof area treatment and materials. Pitched roofs or other special roof forms may be preferred in some cases to flat roofs.

- In existing neighborhoods, it is encouraged to respect or adopt the existing rooflines.

- Because of the view impacts of large low-rise buildings as seen from above, roof areas should be carefully designed to enclose mechanical equipment.

* from the *Southeastern San Diego Community Plan*

Color and Materials

- The selection of materials, finishes, colors, and textures is a critical element in the creation of the architectural character. It is not the intention of these guidelines to impose a rigid and limited color scheme. Tastes in color varied from bright and vibrant to earth tones to pale, soft colors. Still, the use of a single, neutral color was not considered attractive. A careful selection of a variety of colors can express character and add interest.

- At least two, preferably three, distinct colors should be used. The colors should be carefully selected to create a unified color scheme. Mute colors such as beige, tan, or gray should only be used if they are paired with at least one, and preferably two, accent colors.

Color combinations vary from the vibrant (above) to earth tones (right). All use a combination of three or more colors.

- Lighter shades should be used on large planes of walls. Darker and richer colors should be used as accents on details, trim, and doors.

- Exterior facing materials are one of the major determinants of a building's visual image. That image, which establishes the special identity of the particular building, should be one of harmony tempered by tasteful variation in selected details. A hodgepodge appearance must be avoided. However the need for a unified exterior treatment should not be confused with creating an uninteresting and boring building through the use of only one major material.

- Criteria for the selection of materials should include durability, ease of maintenance, waterproofing and insulation qualities, local availability, speed of assembly and erection, and appearance.

- Buildings should be designed with materials that complement landscaping materials.

- Structures built into slopes should utilize building materials and colors which are comprised of earth tones, particularly darker hues.*

- Building materials and layout should be designed to reduce maintenance needs without sacrificing aesthetic appeal. A maintenance plan for upkeep of the building should be included with the architecture plans.

* from the *Southeastern San Diego Community Plan*

Garages and Accessory Structures

- Accessory buildings, including garages and carports, should relate in form, materials, and color to the main building.

- Structures shall be designed to create transitions in form and scale between large buildings and adjacent smaller buildings.

- Elements such as stairways, fences, trash enclosures shall be designed as integral parts of the architecture.

- Mechanical equipment and trash enclosures should be screened from view. Screening can consist of vegetation and/or fencing. If fencing is used, it should be compatible in color, style, and material to the building's architecture. If vegetation is used, it should complement the landscape design.

Fences and walls

- Walls and fences should be designed to be compatible with the surrounding landscape and architecture. Straight, unbroken solid fence or wall lines can become monotonous. When used along public streets, they should have a recess for landscaping at a minimum of 50 foot intervals.

- Fence material, color, and style should complement the architecture. Wrought iron and tubular steel fencing is highly encouraged. Chain link fences are not encouraged, and should be approved only on a project by project basis as site safety and surveillance require. Chain link should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential areas.* When chain link is used, landscaping should be incorporated adjacent to the fence as a buffer to soften its appearance.

- Fence height in rear yards should be at a height adequate for privacy (about 6') and not visually penetrable. In front yards, fences should be low enough for visibility (no higher than 42") and be visually penetrable. Vandal resistant walls and fences are encouraged.

- Walls or fences should be set back from the property line to permit some landscaping between the right-of-way (sidewalk) and the wall or fence.*

- If security fencing is used, attention should be given to its detailed design. Fencing should be an attractive architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.*

- Large walls or fences shall be softened with large shrubs or small trees.

* from the *Southeastern San Diego Community Plan*

Signs

- Signs for businesses should be clear legible and provide direction to entrances. Permanent signs mounted on the building façade are encouraged, as are small, well-designed window signs and small signs on awnings or canopies. Post-mounted signs are discouraged.

- The location and installation of signs should be integrated with the building's architecture.

- Large developments should provide signs within the project for directional purposes. Signs within the project should be of uniform style and color. An easily identifiable hierarchy of signs is encouraged.

- Signs should be professionally designed to complement the architecture's color, material, and style.

- Street numbers should be visible from the street.

- Billboard signs and utility wires detract from the pedestrian-oriented, community feel of the neighborhoods. Large signs are discouraged within the neighborhoods and should be used only along freeways.

- Building mounted signs should not project above the roofline.*

- Free standing signs should be no more than five feet in height. These signs should be appropriately landscaped and lit.*

Community participants pointed out that there are too many billboards in the neighborhood.

* from the *Southeastern San Diego Community Plan*

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7. Landscape & Streetscape Guidelines

These landscape concepts and guidelines contain criteria for the landscaped areas of the Encanto Neighborhoods. This includes planting on road edges, median areas, parking lots, and individual parcels.

The treatment along the streets in the community has a key visual impact on the quality of the community. Streetscape design guidelines address improvements within the road right-of-way including sidewalks, medians, and bikeways.

GUIDING PRINCIPLES

From the community workshops and discussions, the following principles were gathered:

- **Plant material should be drought tolerant and be easily maintained. Variety is desired but maintenance concerns need to be addressed as well.**

- **Maintenance and upkeep is a large concern for landscaping.**

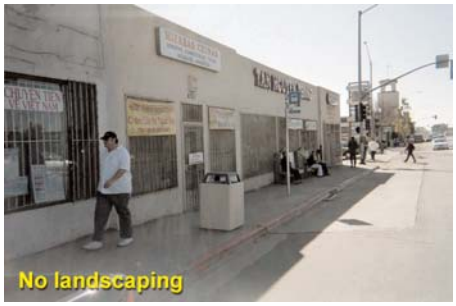
- **Planting could be used as buffers between areas and as a vandal deterrent on walls. But plantings should not be so dense to discourage visibility and decrease safety.**

- **Streetscape with ample furnishings such as benches, trees, bike racks, lighting, bus shelters, are preferred. Public art should be integrated into features such as sidewalks and walls.**

- **Currently, the sidewalks along busy streets in the neighborhood are considered very unappealing. People would like to see trees along streets and preferably a landscaped strip between sidewalk and street.**

- **Sidewalks are needed in many areas and need to be widened in others.**

- **Planting can be used for many benefits – as a vandal deterrent, for visual improvements, for climatological and environmental improvements, and for defining or buffering views. Landscaping should be considered over other solutions like fencing and walls, as a cost-effective, environmentally-friendly, and aesthetically pleasing option.**



"Likes" and "Dislikes" for landscape and streetscape - images provided by community participants

"Dislikes" for landscape and streetscape - images provided by community participants

- **Parking lots and wide streets create an existing landscape with too much asphalt. Landscaping within parking lots and along streets can mitigate the environmental impacts of too much paving.**

- **Buffers are needed between bike lanes, sidewalks, and busy streets.**

- **Landscaping in medians and along streets softens the look of too much asphalt. But overly dense planting can lower visibility and decrease the feeling of safety.**

- **Medians can provide a safe midway stopping point for pedestrians crossing the street.**

GUIDELINES

The individuality as well as the cohesion between the various land uses in the Encanto neighborhoods area will be strengthened by the landscape plan. Overall project identity is greatly enhanced by the continuity of landscape materials along publicly visible areas. Conversely, individual parcel identity can be established through variations in landscaping at major entry points, along smaller streets within a project, and within individual parcel open space areas.

Although the term "landscape" has many connotations, the emphasis in this design element will be on planting design. As described in the streetscape section, there are many components that comprise the "urban landscape."

Uses of plants can be categorized into four basic categories:

Architectural Uses - These include space articulation, screening and privacy control.

Engineering Uses - These include erosion control, acoustical control, atmospheric purification, traffic control, and glare or reflection control.

Climatological Uses - These include solar radiation control, wind control, precipitation and temperature control.

Aesthetic Uses - Plants can be used to create certain emotional responses for beauty, for pleasantness, for view enhancement and focal points.

General Guidelines

- Drought tolerant plant materials should be encouraged. Their use will accomplish several important community planning goals:
  - They will enrich the existing landscape character, which is dominated by drought resistant plants.
  - Their use will conserve water and energy.
  - They are economical to maintain.
  - In the proper place, they can serve the image-forming needs of the community just as well as plants that require more water.

- Drought tolerant plants will need some irrigation, especially in the first few growing seasons. Once the plants are established, irrigation will be required about once a month during the dry months. This irrigation practice will promote deep root growth and a better tolerance for the hot, dry summer months. Irrigation methods will vary depending on the particular situation and the specific plants chosen. In some places, bubbler heads will provide the once-a-month deep watering. Other situations may be better adapted to some form of drip irrigation. Still others may require truck watering for the first few years, and no additional irrigation after that. Specific conditions will require specific solutions that can be implemented as the choice of plant material and specific planting location is known.

- An irrigation system shall be required for any landscaped area to insure plantings are adequately watered.

- Trees and other plants shall be the dominant elements of the major entry statements.

- Landscaping should enhance major natural site elements through the careful use of flower and leaf color and texture, plant forms and plant masses.

- A simplified palette of plant materials which maintains the proposed theme of the landscape should be used. Visual confusion due to the use of many unrelated plant varieties should be avoided. Broad plant masses and consistency of landscape character should be employed to avoid complex plant mixtures.

- Landscaping should be designed in a manner which effectively enhances existing views or provides new view corridor opportunities into existing open space hillsides, open space lots, major land forms or other visual amenities within the Encanto neighborhoods area.

- Landscape design shall provide for effective screening of parking areas, utility enclosures, utility cabinets, service areas, or service corridors to reduce the possibility of negative visual impacts when viewed from major street rights-of-way adjacent to multi-family residential developments.

- Selection of plant materials should consider the impact of plants on maintenance. Plants and trees with high leaf and fruit litter, brittle braches, or high pruning needs should be used sparingly. A maintenance plan needs to be developed along with the landscaping plan.

Streetscape

- Where possible, streets should include separate service lanes or pull over areas for buses, deliveries and drop-offs.

- Designated bike paths should be implemented on major routes through the community. Where possible bike traffic should be buffered from high-speed and high-congestion traffic areas.

- At major intersections, crosswalks should be easily-identifiable. Use of pop-outs (when they do not cause traffic congestion) and decorative paving is encouraged.

Pop-outs and decorative paving at intersection

- Planting should be drought tolerant, and non-invasive. Native plants are preferred.

- Public art should be incorporated into streetscape improvements, at crosswalks, in sidewalks, or in other street furnishings.

Public art in sidewalk

Parkways

- Parkway landscaping should be incorporated along all major street frontages. Parkways are defined as the area between the back of curbs and the property line. Improvements include sidewalks, street furnishings, and tree planting. Specific requirements for detailed design and streetscape improvements should be drawn from the *Commercial Corridor Urban Design Guide*.

- Landscaped pedestrian sidewalks should be provided along all public streets, where feasible, to encourage pedestrian activity and expedite pedestrian access. Where possible, the parkway should include a sidewalk and a buffer planting area between the sidewalk and street. The buffer planting area should be landscaped with ground cover and trees, except in areas with on-street parking or high-pedestrian traffic, where it will consist of

paving and trees planted in cutouts.

- Pedestrian linkages should be provided as appropriate between public activity areas including schools, libraries, parks and open space areas, shopping areas, and transit stops. Such linkages could be in the form of linear parks, landscaped sidewalks or separate pathways.*

- Pedestrian areas should be emphasized through the use of wider sidewalks, benches, pedestrian scale signs, paving materials and landscaping.* All pedestrian pathways shall have adequate lighting and singing to provide for the safety of the users.*

- Streetscape elements including kiosks, walkways, street furniture, street lighting and signage should be used to enhance the appearance and function of commercial developments. These elements should be compatible with the materials, color and design of the structures and should be planned as a unifying element of a commercial area, neighborhood center, or key corridor.*

- Landscaping should be used to tie buildings and site developments to existing streets and sidewalks, visually anchoring buildings to the larger environment of the neighborhood.*

- Street trees should be long-lived, deep rooted, and require little maintenance (structurally strong, insect and disease resistant, and require little pruning).

- Parkway trees planted on the major spine road shall be 24” box size or have a minimum of 12 feet of brown trunk measured from finish grade after planting. Trees shall be planted at a minimum of 25 feet on center and a maximum of 40 feet on center in free-form, natural groupings.

- All parkway trees shall be planted at least 5 feet from any driveway.

- All parkway trees shall be planted a minimum of 25 feet from any street intersections, pedestrian crosswalks or street light standards. Verify with the City traffic engineer.

- Where relatively flat conditions occur on private property adjacent to parkways and the private property is planted with lawn as a groundcover, lawn may also be used in the parkway area.

- Parkways will be irrigated with permanent, underground, automatic irrigation systems. Pop-up type operation sprinklers shall be used in parkway areas adjacent to sidewalks or curbs. Sprinkler heads may be mounted on above grade risers when not located in lawn areas, or in shrub areas when not adjacent to walks, curbs, or driveways.

Parkway landscaping

* from the *Southeastern San Diego Community Plan*

Medians over six feet in width should be landscaped.

Medians

- The use of landscaped medians on wide streets provides an opportunity to separate incoming and outgoing traffic, allows for the introduction of plant materials, and creates a safe mid-crossing stopping point for pedestrians. Medians could be used in conjunction with a decorative paving treatment for crosswalks.

- Where physical site dimensions allow, medians should be developed and planted in accordance with the following guidelines:

- Planted areas should have a minimum width of 6 feet.

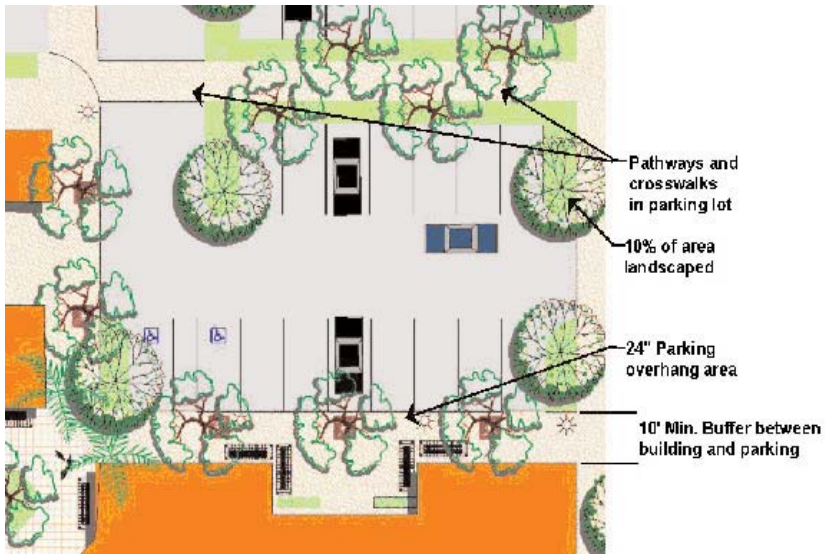
- A minimum of 75% of the area within all center islands shall be planted; those areas not planted should be paved with a decorative paving material to match the decorative paving treatment within the roadway of the project entry.

- Tree species and locations must provide for vehicle clearance when the trees are mature.

- In addition to tree planting, medians may also be planted with low growing shrubs or annual color planting having a maximum height of 3 feet at maturity. Lawn or groundcover from flats or unrooted cuttings at 9 inches on center typically may be used within medians.

Parking Areas

- Well-designed parking areas with landscaping can help to provide visual relief from the monotony of parking area paving and parked cars. Maintaining a reasonable space between parking areas and property lot lines or public streets can help to provide areas for landscape screening which reduces the visual impact of parking areas. The incorporation of landscaped islands in parking lots can provide for the creation of an overhead tree canopy that can help to screen parked cars and reduce the reflected glare from large paved parking areas.



- Where parking areas face a public street, they should be screened from view using decorative earth berms or dense shrub planting.

- In parking lot areas, evergreen trees or tree varieties not deciduous over long time periods are recommended. Round-headed trees that provide large amounts of shade should be utilized rather than upright trees.

- Trees should have a mature height and spread of at least 30 feet. They should also be long-lived (60 years), clean, require little maintenance (structurally strong, insect and disease resistant, and require little pruning).

- Trees equal to 1 per each 5 parking stalls should be provided within or adjacent to parking areas.

- Trees within or adjacent to parking areas may be distributed evenly throughout the area or cluster in a random pattern.

- Minimum tree size for trees within parking areas should be 15 gallon.

- Within parking areas, an island with a minimum planting width of 4 feet and length equal to that of the adjacent parking stall should be provided for every 10 cars within the parking area.

- All planter areas adjacent to parking lots shall provide an 18” concrete strip (including curb) between planting and parking lot.

Parcel Landscaping

- The general landscape concept for each parcel will be to reduce the visual impact of building masses and to provide a generally well-landscaped appearance consistent with the overall theme. Landscaping should interface and blend with the overall parkway, street median, and streetscape theme.

- The following general planting guidelines should be considered by developers of individual lots to insure that all plantings, regardless of construction phasing, will relate to one another and to the adjacent neighborhood as a whole.

- All areas not developed with buildings or vehicular paving will be landscaped with varying combinations of groundcover, mulches, shrubs and/or trees. Landscaped areas may include unplanted improvements such as rock groupings, sculptures, decorative paving and benches.

- A simplified palette of plant material should be used in order to maintain the theme of the landscape design which is desired on each individual lot. Plant materials on individual lots should complement the existing general landscape improvements.

- Grouped masses of plant materials will be designed to complement architectural elevations and rooflines through color, texture, density, and form on both the vertical and horizontal planes.

- Plant materials known to have invasive or destructive root systems should be avoided. Similarly, plants known to be messy or have brittle limbs should also be avoided.

- The spacing of the plant material should match anticipated mature growth in order to promote natural forms without the need for excessive pruning and maintenance in the future.

- All plant material selected for use should be of a type known to have been successful in the area or in similar climatic and soil conditions.

- An average of one upright tree or large shrub (shrub 10' in height or more at maturity) for every 200 square feet of landscaped area, exclusive of parking areas, parkway landscape areas, and 2:1 slopes, shall be provided within each private lot in order to give the desired vertical emphasis to the planted area and to soften and screen the hard surface of adjacent structures and pavement.

- Deciduous trees shall be used in south facing outdoor areas around buildings to provide solar access during winter months, while providing shade in hot summer months.

- Trees and shrubs on west sides of buildings shall be concentrated to reduce heat build-up during hot afternoon hours.

- Deciduous trees shall be used where winter sun is to be available to outdoor recreation areas and plazas.

- Incorporate deciduous trees into planting designs near buildings and large paved areas. This reduces solar glare and provides variations in character.

- To allow visibility at pedestrian levels, landscaping materials in the ground level view corridor areas shall include all trees with canopy areas, rather than short bushy trees.

- In the interest of maintaining sight distances and public safety, trees shall be planted not less than 25 feet from beginning of curb returns at intersections; 10 feet from street lights; 10 feet from fire hydrants; and 10 feet from driveways.

- Trees and shrubs can be combined with earth berms to screen adjacent views.

- Plantings designed for major entries should relate directly to adjacent plantings as well as provide the necessary focal element. If an entry monument or sign is utilized, evergreen shrubs and vines should be used to provide a visual backdrop and soften its edges. Low plantings of groundcover, turf, or annual color can be used in the foreground.

- Turf areas shall be minimized except where recreation areas are required. Turf for strict visual reasons (except at major entries) shall be minimized because of relatively high water use and maintenance costs.

- Vines shall be secured to walls or posts with plastic ties and/or masonry nails.

- Groundcovers shall extend beneath shrubs but not exceed 12 inches in height when used in conjunction with shrubs.

- Plants should be selected with long-term maintenance in mind. Owners are responsible for the maintenance and upkeep of the landscaping on their property.

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8. Lighting Guidelines

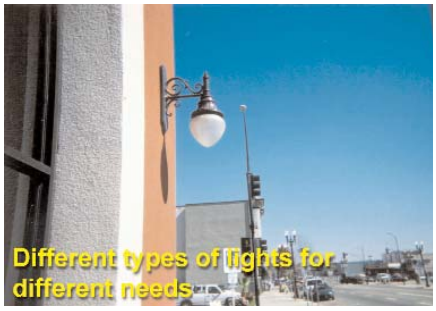
Lighting guidelines provide recommendations for lighting in public places, open space areas, street edges, and in parking lots. Topics may include: lighting levels, glares into adjacent properties, feature and accent lighting, the design of light fixtures, and service area lighting.

GUIDING PRINCIPLES

In the Euclid Market Master Plan workshops, people expressed concern about safety within the neighborhoods. Ways to tastefully light the neighborhood and create a safer feel without flooding the area need to be developed.

In the Encanto Neighborhoods Design Guidelines workshops, people expressed that:

- **People liked lighting fixture designs that relate to the surrounding landscape and architecture and are integrated into the site (on walls, existing posts, etc.).**
- **Lights need to be functional. Tall lights are needed for street and parking lots but pedestrian-scaled lights are desired for sidewalks.**
- **Lack of lighting along streets contributes to lack of safety.**
- **All lights need to be durable and vandal resistant.**



"Likes" and "Dislikes" for lighting - images provided by community participants

GUIDELINES

Consistent site lighting patterns will help integrate the community's development and prevent lighting from interfering with residential properties. Lighting within the landscape may not only provide for the safety of pedestrians but can also aesthetically enhance the surrounding landscape. The following general guidelines should apply to the design and selection of lighting fixtures within landscaped, open space, and other areas.

Location and Purpose

- New developments should provide a lighting plan that provides lighting for the building exterior, pedestrian walkways, and parking lots. Lights should be of different sizes, style, and light levels specifically for their location and purpose. The primary goal of the lighting plan should be safety and security, providing sufficient light to enable people to identify visitors and discourage lurking. A secondary goal should be to provide a safe yet comfortable nighttime environment, with lighting levels not so high as to make the area feel like a "prison" or ruin the rural feel of some neighborhoods.

Lightpole provides lighting for sidewalk as well as for street.

- Motion sensitive lights are encouraged in areas with little nighttime activity.

- The use of walkway and landscape feature lighting is encouraged as necessary or desirable for safety and aesthetic purposes. Lighting levels should emphasize the walking areas so as to clearly identify the pedestrian walkway and direction of travel. Stairway, steps and changes of vertical level shall be clearly identified and safely lit.

- Street lighting should be of different illumination levels to reinforce circulation hierarchy (public roads, private roads, parking areas, pedestrians walkways). *

- High intensity security lighting fixtures should not be substituted for site or landscape lighting or general building exterior illumination, but should be limited to service areas or other similar locations.

- Special lighting may be introduced at gateways and other key entries (auto and pedestrian) to indicate points of entry and should be combined with identity signing.

- Street lighting should be located and/or directed to illuminate key street signs.

* from the *Southeastern San Diego Community Plan*

Height and Spacing

- Lighting for walkways should be at least 12' in height to discourage vandalism.

Style/Type

- All site, landscape or building exterior lighting should be of a configuration, style and finish color that complements the architectural theme and materials established by the building architecture.

- The use of energy-conserving fixtures or lighting systems should be given primary consideration.

- Building illumination and architectural lighting shall be indirect in character. The light source shall not be visible. Indirect wall lighting or wall washing overhead, dowel lighting or interior illumination which spills outside is encouraged. Architectural lighting should articulate and provide lighting for the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

- Exterior illumination to enhance building identity should respect and reinforce the architectural treatment of the building. Patterns of light and fixture concealment should be considered to avoid glare and intrusion into adjacent properties.

Glares

- Lighting should be designed and located so as to not shine on adjacent properties.* All exterior lighting should be adequately controlled and shielded to prevent glare to adjacent properties or streets.

- Service area lighting shall be contained within service yard boundaries and enclosure walls. No light spillover should occur outside the service area and the lights should not be visible from the streets.

- Night lighting along walkways, streets, and at parking lots should be provided by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.*

- Where low-level lighting is used, fixtures should be placed so that they do not produce glare. Shatter-proof coverings should be used for all low-level lighting fixtures.*

* from the *Southeastern San Diego Community Plan*

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Glossary

The Planning Process

City of Villages – Part of the Strategic Framework Element updating the City of San Diego's "Progress Guide and General Plan." The City of Villages strategy addresses growth and improves existing communities by combining housing, commercial, employment centers, schools and civic uses together in areas where a high level of activity already exists. Connecting villages with an improved transit system, such as MTDB's proposed Transit First initiative will further help villages reach their full potential.

Community Plan – A public document which contains specific proposals for future land uses and public improvement in a given community.

Concept Plan – Is a planning tool used to resolve issues for an entire neighborhood or project. The concept plan represents a composite of general plan information to serve as a guide on future zoning request. Includes such issues as land uses, phasing, public facilities, park, grading and drainage.

Design Guidelines - A document providing recommendations for how streetscapes, key intersections, and general land uses should be developed, including building setbacks and orientation, architecture styles, landscaping requirements, etc.

Land Use - Land use corresponds to the functional dimension of areas: areas used for residential, industrial or commercial purposes, for farming or forestry, for recreational or conservation purposes, etc.

Land Development Code – Chapters in the Municipal Code that contain the City's planning, zoning, subdivision, and building regulations, with the exception of the planned district ordinance regulations. The Land Development Code is one of the tools used to implement the Progress Guide and General Plan and the community plans, which establish the pattern and intensity of land use throughout the City.

Site Planning – The physical layout of building and landscape design.

Urban Design – The conceptualization of the built environment in response to human needs and desires.

Land Use Planning

Big box store – Large retail store, usually over 35,000 square feet, offering wide choice, often at reduced prices.

Density – A measurement of the number of dwelling units in relationship to a specified amount of land.

Infill/redevelopment – The development of vacant, bypassed or under-utilized lands in an area that is mainly developed.

Live/work unit – A flexible commercial building type with one dwelling above a commercial shopfront. Common walls are permitted on the side lot lines.

Mixed Use – Properties on which various uses, such as office, commercial institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

- **Mixed Use Building** – Combining various uses within one building (for example, commercial on first floor and apartments on second floor).
- **Mixed Use Site Plan** – Having various uses on the same site but in separate buildings.

Multi-family Housing – a dwelling for residential purposes containing three or more dwelling units, not including hotels, motels, fraternity houses and sorority houses and similar group accommodations.

Retail/Commercial – land designated for commercial uses.

Single-family Housing – a dwelling containing no more than one dwelling unit used exclusively for residential occupancy.

Strip mall/strip commercial – A pattern of development wherein commercial development is strung along an arterial thoroughfare.

Site Planning, Architecture, and Landscape Architecture

Access - The place or way by which pedestrians or vehicles have safe, adequate, and usable ingress and egress to property or use.

Accessory building or structure - A detached building or

structure not for human habitation which the building or structure is incidental to and a specific principal use or facility and located on the same lot.

Aesthetics - The science and philosophy of beauty. If something is aesthetic, it has beauty or is artistic.

Alley - Any public or private thoroughfare not more than 30 feet wide for the use of pedestrians or vehicles.

Alignment (Architectural) - The visual alignment and subsequent placement of architectural elements such as windows, cornice elements, soffits, and awnings from one structure to adjacent structures in order to promote blockscape continuity.

Amenities, pedestrian – Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of a particular area and contribute to a walkable district. Typical amenities include extra wide sidewalks, street trees, sitting spaces, weather protection (awnings or canopies), pedestrian scale lighting, bus stop seating, etc.

Articulation - Describes the degree or manner in which a building wall or roofline is made up of distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and /or changes in materials, colors or textures.

Awning - A fixed cover, typically comprised of cloth over a metal frame, that is placed over windows or building openings as protected from the sun and rain.

Awning sign - A sign painted on, printed on, or attached flat against the surface of an awning.

Balcony - A railed projecting platform found above ground level on a building.

Berm - A mound or embankment of earth.

Building envelope – The three dimensional space within which a structure could be located.

Building frontage – The building elevation that fronts a public street where main access to the building is available.

Building height – The vertical distance between the top of a structure and the grade directly below.

Building mass – The aggregate size of a building, or the total height, width and depth of all its parts.

Building orientation to the street – Pedestrian-oriented devel-

opment has buildings oriented to streets with sidewalk, storefront windows for visual interest and sense of security, awnings for weather protection, on-street parking to buffer pedestrians from traffic, and shade trees.

Building setback – The minimum horizontal distance between the lot or property line and the nearest front, side or rear line of the building, including porches or any covered projection thereof, excluding steps.

Bus or transit shelter - A small structure that has a roof and usually two or three sides designed for the protection and convenience of waiting transit passengers.

Business frontage - The portion of a building frontage occupied by a single tenant space having a public entrance within the building frontage. For businesses located on the interior of a building without building frontage, the building elevation providing customer access shall be considered the business frontage.

Carport - A permanent roofed structure, open on one or more sides, used or intended to be used for vehicle parking.

"Character" – An attribute, quality or property of a place, space or object. The distinguishing character of a place, space or object.

Circulation – Describes movement and paths of movement. It includes: pedestrian, bicycle, and automobile movement.

Courtyard – A pedestrian area open to the sky and surrounded by a building on at least three sides.

Curb Cuts - The elimination of a street curb to enable vehicles to cross sidewalks and enter driveways or parking lots.

Eaves - The lower edge of a sloping roof; that part of a roof of a building which projects beyond the wall.

Facade - The exterior face of a building which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details.

Floor-Area Ratio (FAR) – A formula set by local ordinance that establishes the maximum permitted building volume as a multiple of the area of the lot.

Focal point – A building, object, or natural element in a streetscene that stands out and serves as a point of focus, catching and holding the viewers attention.

Footcandle - Unit of illuminance, equal to one lumen per foot.

Footing - The lowermost part of the foundation wall.

Foundation - The base or substructure which supports a building.

Glare - Excessive brightness.

Hardscape - The use of hardened surfacing materials to create unique patterns of color, design, and texture in order to create visual interest; also used to mean those areas that have received such improvements.

Height-to-width ratio – The ratio of building height to street width. Typically, width is measured horizontally between opposing building fronts. The most human scale height-to-width ratio is between 1:2 and 1:3. A typical main street (60-80 feet wide) with two to three story buildings fits this ratio, as does the interior of many shopping malls (15 feet high storefront and 35 feet wide pedestrian path).

Landscape - To improve the appearance of a piece of ground by contouring and planting; also used to mean those areas that have received such improvements.

Light trespass - Extraneous light on adjacent property, typically produced by stray light from outdoor lighting systems.

Lot – A parcel of land (in a single or joint ownership) occupied or to be occupied by a main building and accessory buildings, or by a dwelling group and its accessory buildings, together with such open spaces and having its principal frontage on a street, road, highway or waterway.

Lot area – area of property

Lot line – (property line) – the boundary that legally and geometrically demarcates a lot. Lot lines appear graphically on the Regulating Plan as the baseline for measuring setbacks.

Lot width – the dimension of a lot measured parallel to the frontage line at the building setback.

Lumen - The rate of flow of light used to express the overall light output of a lamp.

Masonry - Wall construction of such material as stone, brick, and adobe.

Mass - Mass describes three dimensional forms, the simplest of which are cubes, boxes (or “rectangular solids”), cylinders, pyramids and cones. Buildings are rarely one of these simple forms, but generally are composites of varying types of assets. This composition is generally described as the ”massing” of forms in a building.

During the design process, massing is one of many aspects of form considered by an architect or designer and can be the result of both exterior and interior design concepts. Exterior massing can identify an entry, denote a stairway or simply create a desirable form.

Mass and massing are inevitably affected by their opposite, open space. The lack of mass, or creation of perceived open space, can significantly affect the character of a building, Architects often call attention to a lack of mass, by defining the open space with low walls or railings.

Landscape architects also use massing in design such as in grouping of plants with different sizes and shapes. These areas are intended to be perceived as a whole rather than as individual trees or shrubs. Plant masses can be used to fill a space, define the boundary of an open area, or extended the perceived form of an architectural element.

Molding - An ornamental strip used to decorate a surface.

Ornamentation - Details added to a structure solely for decorative reasons (i.e. to add shape, texture, or color to an architectural composition).

Parking lot – An open area, other than a street or alley, which contains four or more motor vehicle parking spaces.

Shared parking – The condition wherein day/night and weekday/weekend schedules allow the parking to be shared by more than one building or more than one use within the same building.

Structured parking – A covered structure or portion of a covered structure that provides parking areas for motor vehicles. It includes parking on top of a structure where there is gross building area below the parking, but nothing above it. The structure can be the primary structure for a Commercial Parking facility or be accessory to multi-dwelling residential, commercial, employment, industrial, institutional, or other structures.

Tuck-under parking - Parking that is partially underneath a raised building, typically apartments.

Parking ratio – The relationship, fixed by code, between parking quantity, building use, and building size.

Pattern - The pattern of material can texture and can be used to add character, scale and balance to a building. The lines of the many types of brick bonds are examples of how material can be placed in a pattern to create texture. The natural texture of rough wood shingles exhibit texture by the nature of the material and by the pattern in which the shingles are placed.

Pedestrian-friendly/Pedestrian-oriented – Development which is designed with emphasis primarily on the street side-

walk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. When parking areas are provided, they are generally limited in size and they are not emphasized by the design of the site.

Plaza – A landscaped space, unroofed and open to the sky and adjoining public right-of-way. A plaza is open to all types of pedestrian activity permitted in the adjacent sidewalk area.

Primary entrance – The entrance to a building that most pedestrians are expected to use. Generally, each building has one primary entrance. It is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, primary entrances open directly into the buildings main lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a primary entrance. In single-tenant buildings, primary entrances open directly into lobby, reception, or sales area.

Proportion - Proportion deals with the ration of dimension between elements. Proportion can describe height to height ratios, width to height rations, as well as rations of massing. Landscaping can be used to establish a consistent rhythm along a streetscape which will disguise the lack of proportion in building size and placement.

Recess - A hollow place, as in a wall.

Rhythm - (Horizontal, Vertical) - The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.

Right-of-way - A strip of land which has been established by reservation, dedication, prescription, condemnation, or other means and which is occupied by a road, walkway, railroad, utility distribution or transmission facility, or other similar use.

Scale (Human) – Site and building design elements that are dimensionally related to pedestrians, such as: small building spaces with individual entrances (e.g., as is typical of downtowns and main street developments); larger buildings which have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas broken up into small components with landscaping; pedestrian amenities, such as sidewalks, plazas, outdoor seating, lighting, weather protection (e.g., awnings or canopies), and similar features. These features are all generally smaller in scale than those which are primarily intended to accommodate automobile traffic.

Screening – A method of visually shielding or obscuring a structure, or portion of, by fence, wall, berm, or similar structure.

Soffit - The underside of a structure, such as the underside of a staircase, and archway, or a colonnade.

Storefront – The traditional “main street” façade bounded by a structural pier on either side, the sidewalk on the bottom and the lower edge of the upper façade on top. Typically dominated by retail display windows.

Storefront character – The character expressed by buildings placed close to the street with ground-floor display windows, weather protection (e.g., awnings or canopies), corner building entrances or recessed entries and similar features.

Street-furnishing zone – An area along a wide sidewalk that allows for the placement of benches, lighting, bicycle racks, drinking fountains, mail boxes, kiosks and similar pedestrian amenities located within a street right-of way.

Street wall - The edges created by buildings and landscaping that enclose the street and create space.

Streetscape – The portion of the right-of-way that is between the lot line and the edge of the vehicular lanes. The principal streetscape components are curbs, sidewalks, planters, street trees and street lights.

Stucco - An exterior finish, usually textured, composed of portland cement, lime and sand, which are mixed with water.

Surface materials - Can be used to create a texture for a building; texture range from the roughness of stone or a ribbed metal screen, to the smoothness of marble or glass. Some materials, such as wood, may be either rough (such as wood shingles or re-sawn lumber) or smooth (such as clapboard siding).

Texture - Texture refers to variations in the exterior facade and may be described in terms of roughness of the surface material, the patterns inherent in the material, or the patterns in which the material is placed. Texture and lack of texture influence the mass, scale, and rhythm of a building, Texture also can add intimate scale to large buildings by the use of small detailed patterns, such as brick masonry.

Trellis - A lattice on which vines are often trained.

Trim - The decorative finish around a door or window; the architrave or decorative casing used around a door or window frame.

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