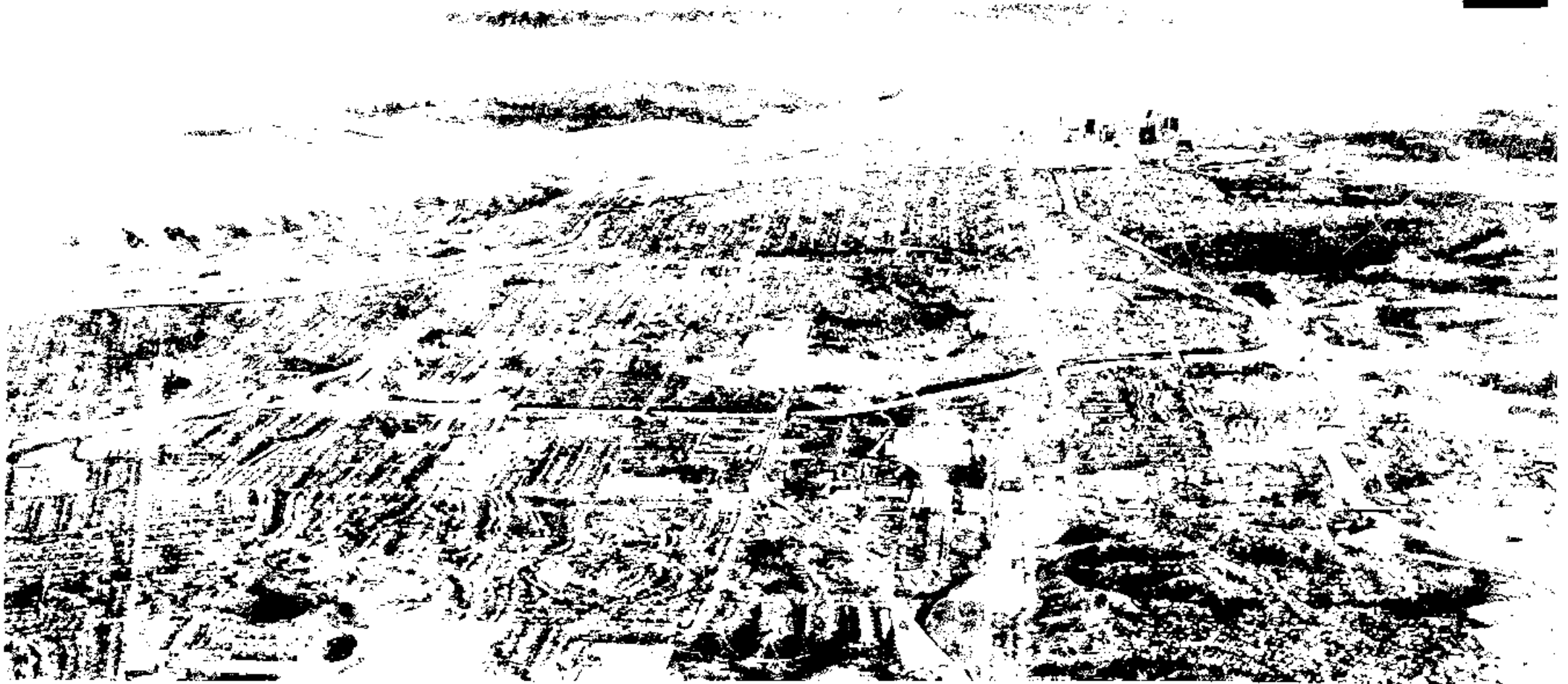


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**PROJECT FIRST CLASS
URBAN DESIGN PROGRAM CITY OF SAN DIEGO, CALIFORNIA**

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PROJECT FIRST CLASS URBAN DESIGN PROGRAM



THE CITY OF

SAN DIEGO

CITY ADMINISTRATION BUILDING • 202 G STREET • SAN DIEGO, CALIFORNIA 92101
PHONE (619) 236-6644

WILLIAM D. JONES
COUNCILMAN
FOURTH DISTRICT



Honorable Mayor, Members of the City Council, and Community Members:

It is my pleasure to present the Report of the **PROJECT FIRST CLASS** Urban Design Program for the Fourth Council District. This five month study presents what the Fourth District can become with the continued involvement of the City Council, the business community and residents.

The **PROJECT FIRST CLASS** Urban Design Report includes an assessment of the business, economic and public uses for the district. Through the use of redevelopment areas, economic enterprise zones and increased commercial development, we can experience an economic revitalization that will result in increased opportunity for growth, for jobs, and for improved commercial services for the residents of the Fourth District and the city.

The incorporation of the Urban Design Standards contained in this report plus the ongoing Residential Rehabilitation program, and the creation of a proposed Residential Enterprise Zone (which will provide incentives for quality housing development) will strengthen the character of our community. These will improve the quality of life and increase the pride of the residents of the Fourth District.

However, this report is still only a picture of what the Fourth District can become in the future. It will take the concerted efforts of the city, the business, community and the residents of the district to fulfill the promises of this report. Such a cooperative effort has already begun through **PROJECT FIRST CLASS**. I urge you to join with me to strengthen this effort to improve the Fourth District. Together we can create a climate for businesses and families to flourish in the years to come.

Sincerely,

A handwritten signature in cursive script that reads "William D. Jones".

WILLIAM D. JONES
COUNCILMAN
FOURTH DISTRICT

Acknowledgments

Prepared by:

SOUTHEAST URBAN DESIGN GROUP

Gerald Gast, AIA. Urban Design and Architecture.
Tectonics. Architecture and Planning.
Kercheval and Associates, Inc.
Garrett Eckbo, FASLA. Landscape Architect.

Design Team:

Gerald Gast, AIA. Project Director.
Andrew C. Chen, AIA.
Robert L. Fiorita, Jr.
Garrett Eckbo, FASLA.
Albert A. Kercheval, P.E.
Kathryn W. Fulhorst, ASLA

Editing and Word Processing:

Erana B. Bowman
Pamela S. Nero

Participating City Staff:

PLANNING DEPARTMENT

Jack Van Cleave, Planning Director
Mike Stepner, Assistant Planning Director
Jim Hare, Senior Planner (Project Director)
Paul Curcio, Assistant to the Planning
Director for Urban Design

SOUTHEAST ECONOMIC DEVELOPMENT CORPORATION

Reese A. Jarrett, Director
Frank Greco, Vice President
Mary Grana, Project Director
Carolyn Smith, Planner

CITY COUNCIL OFFICE, DISTRICT FOUR

Rich Juarez

Metropolitan Transit Development Board
San Diego Housing Commission

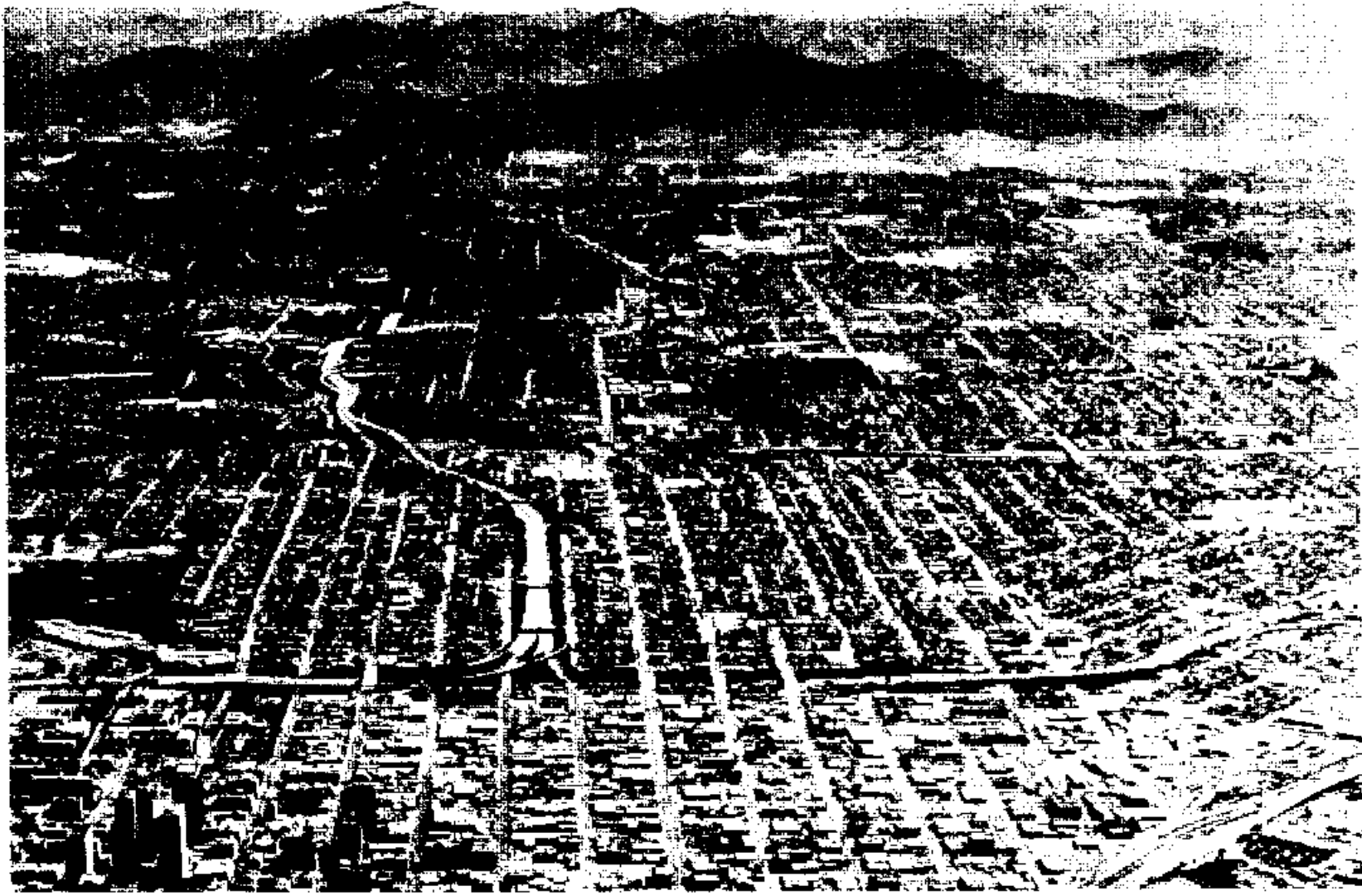
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Appendix B is published as a separate document.



PART ONE

Introduction The Requirements of a Continuing Urban Design Program

This is a plan of action to establish an Urban Design Program for Project First Class, prepared for the City of San Diego and citizens of Southeast San Diego, Skyline, Paradise Hills, South Bay Terraces and Golden Hill.

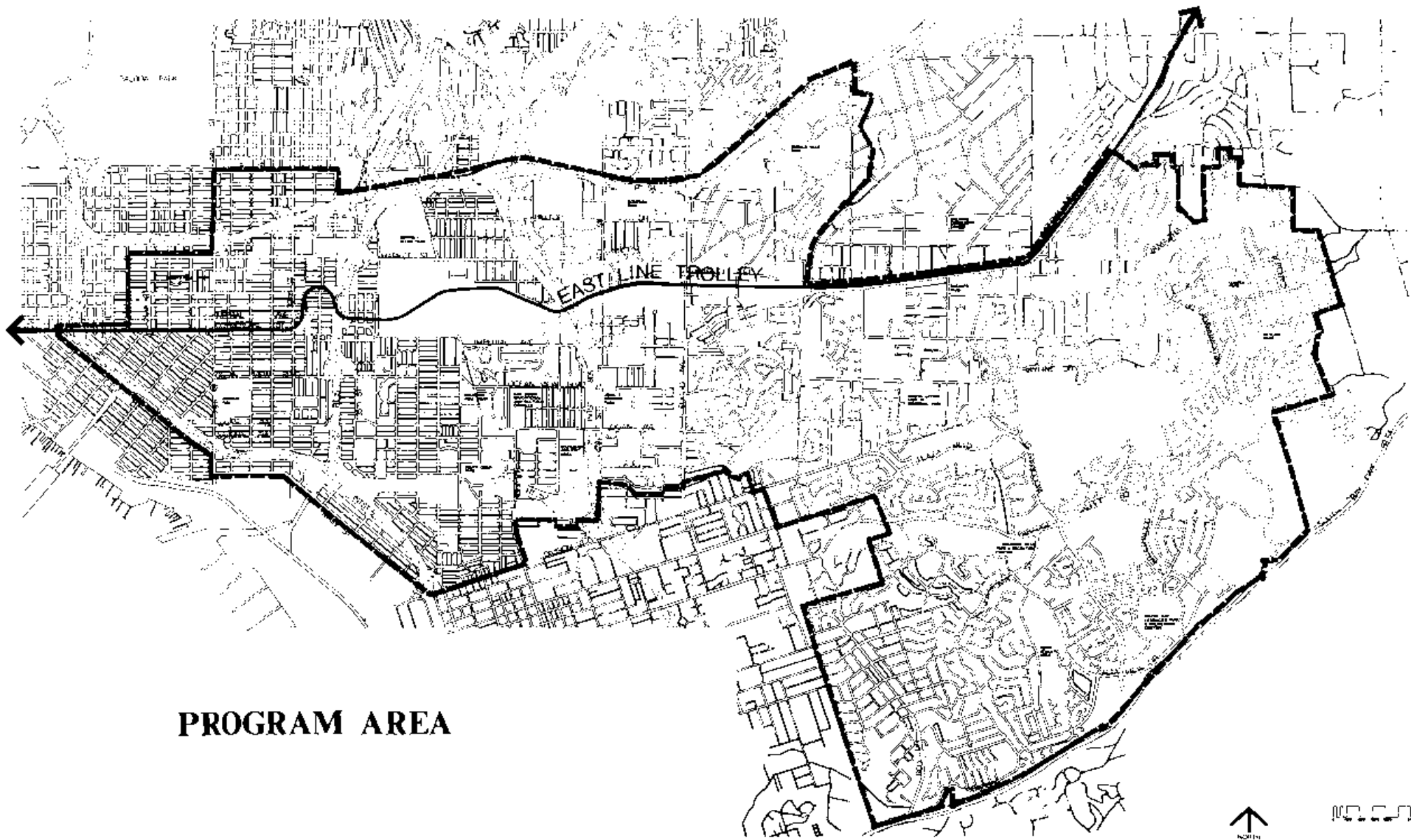
The proposals presented and means for their realization come after a thorough study made with the valuable assistance of community residents, City Planning and Southeast Economic Development Corporation staff, District Four Council Office, private groups and public agencies.

This effort began with community residents' concerns over the quality of new development in their neighborhoods and the desire to spur City action on problem areas and properties. As a response to community needs and the potential opportunities presented by the new East Line of the San Diego Trolley, Councilman William Jones developed Project First Class, a comprehensive plan of community development establishing an urban design program, landscape improvements, concentrated code enforcement, business development and community organization.

The Urban Design Program describes public improvements, design guidelines for new development and private development opportunities as the basis of a coordinated plan for the future.

In the following sections we outline the requirements of an Urban Design Program - how it should be organized and how it should continue as a permanent process. We then discuss critical issues that must be addressed. A good deal of effort has been directed to the review of City zoning and planned development procedures. Recommendations to strengthen present zoning provisions and development requirements are presented, along with a new method of Design Guidelines for planned development and other discretionary reviews. Finally, we focus on the neighborhoods, detailing design proposals for public improvements and private development opportunities that could keep an active development pace for the next twenty years.

A great deal of careful groundwork has been prepared during the past few years which will soon make its presence known. The soon-to-be realized Gateway East and West projects, the coming of the San Diego Trolley, and the new commitment to Project First Class will have a cumulative impact of generating a wave of optimism about the future. There is much work to be done, but the first act is well under way. Now is the time to capture the momentum of these new projects and expand their opportunity.



PROGRAM AREA



From Temporary Paradise?
 Kevin Lynch and Donald Appleyard

THE REQUIREMENTS OF A CONTINUING URBAN DESIGN PROGRAM

Urban Design has recently become an important part of San Diego's vocabulary. City government and the public are both well-aware of the fragile balance of the region's magnificent natural environment, the need for growth management at a regional scale, and the new emphasis that must be placed on revitalizing older communities if they are to play a strong role in the region's future. If the City is to preserve the special quality of its natural site, its existing neighborhoods must be strengthened as attractive places to live and work, accepting growth and investment within as an alternative to infinite spread outward. In this context the 17 square miles of the Project First Class neighborhoods must be viewed as an important resource to all of San Diego, deserving of strong continuing City support in their revitalization program.

Urban Design is a process that can help the community develop qualitative improvements to its existing environment and attract the higher-quality new development it seeks. It is a long-term commitment but can begin to show immediate results.

Urban Design is not distinct from planning - it is a further step that adds refinement, focus and detail to community plans. The Urban Design Program builds upon the foundation established by the community plans, focusing more precisely on the form and quality of the built environment - what we experience and how we feel about it. At its best, the process of Urban Design should persuade the City, community and private enterprise to work together to create a qualitative ensemble whose whole identity, ambience and living potential are greater than the sum of the parts.

THERE ARE THREE KEY REQUIREMENTS FOR A SUCCESSFUL URBAN DESIGN PROGRAM:

1. THE PROGRAM MUST BE COMPREHENSIVE AND CONTINUING.
2. THE PROGRAM MUST HAVE TWO PARALLEL PATHS - IMMEDIATE AND LONG-TERM ACTIONS.
3. THE PROGRAM MUST MAINTAIN A STRONG BASIS OF COMMUNITY RESPONSIBILITY AND ACTION.

THE PROGRAM MUST BE COMPREHENSIVE AND CONTINUING

The Urban Design Program only begins with this study. It must be a continuing effort that coordinates all actions and actors that play a role in developing the physical environment: the City and all other public agencies, new private development, and community-initiated improvements. An Urban Design Plan, presented in a report such as this one, gets old fast. An Urban Design Program is a continuing commitment over the long-term future that accomplishes key projects and focuses attention as needs and opportunities arise.

Coordination

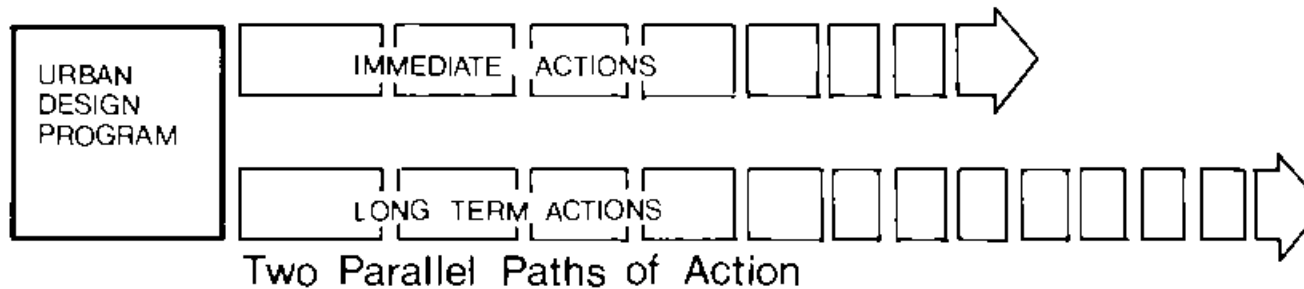
Project First Class has provided a unique opportunity to bring together City and other public agency representatives whose programs affect the physical environment. These gatherings, attended by staff members from City Planning, Redevelopment, Housing Commission, Parks and Recreation, Engineering and Development, present an excellent opportunity to discuss common goals and coordinate separate responsibilities. The

need for this kind of forum is obvious, but it rarely occurs in City government, whose agencies seldom have knowledge of the "whole picture" of community needs and concerns. A successful Urban Design Program requires this kind of on-going coordination. We recommend these forums continue, at least on a quarterly basis.

Continuing Urban Design Assistance.

Professional design input and assistance is needed on a continuing basis as individual problems, projects and opportunities occur in the future. An initial study or plan can't possibly fulfill this need. Urban design input is needed as redevelopment projects go forward, to review all public capital improvement projects, to provide plans for specific areas and sites, to review and provide input on important private development proposals.

Ideally, the resources for an expanded urban design effort should be located in the City Planning Department, but it must have design input and review responsibility on all capital projects by all public agencies. Given San Diego's size and the active pace of development activity, its City Planning staff is surprisingly small. The Department needs to build a larger Urban Design staff which has the resources to help all neighborhoods of the City on a permanent and continuing basis.



THE PROGRAM MUST HAVE TWO PARALLEL PATHS - IMMEDIATE AND LONG-TERM ACTIONS.

Urban design is an incremental process that achieves its results slowly over a long period of time. Actions that will take many years must be kept clearly in focus. At the same time, immediate actions and accomplishments are needed to launch the program and build both public and investor confidence. There must be a "taste of success" now, while interest is high and momentum present. This will happen with the opening of the new Trolley line and the improvements on the streets and key intersections at its stations. The landscape improvement program, where we will soon invest over \$1,200,000 for planting in community focus points and major streets, is another step. These projects will help launch an awareness of what can be accomplished.

THE PROGRAM MUST MAINTAIN A STRONG BASIS OF COMMUNITY RESPONSIBILITY AND ACTION.

Citizens, business and government are all in this together. Too often, urban planning and design are viewed as City responsibilities. The community must bear ultimate responsibility for its own improvement.

The Project First Class neighborhoods have an excellent basis of representation through strong community planning groups in Southeast San Diego, Skyline - Paradise Hills - South Bay Terraces, and Golden Hill. Organization of churches as community centers responsible for watching neighborhood quality is another important beginning. Similar efforts are needed to organize the business community and revitalize existing business districts: the work of the Logan - Euclid Professional Business Association is a good example of how such an organization might work. With organized community effort working alongside the City, a comprehensive program with mutually - reinforcing parts can make a noticeable difference. The developments of the past year have made a promising start. Now is the time to keep the momentum.

PART TWO

Summary of Recommendations

I. ENTIRE PROJECT FIRST CLASS AREA

A. RESIDENTIAL NEIGHBORHOODS

1. Preservation and Conservation efforts should be emphasized in older neighborhoods with special character - Sherman, southeastern Golden Hill, Logan, Memorial and Grants Hill.

-The City should fund an historic survey and seek Historic District status for the Sherman neighborhood. This will protect contributing buildings from demolition and removal and offer tax incentives for rehabilitation.

-Zoning re-classification to lower densities is needed in Sherman and southeastern Golden Hill to insure that new development is compatible in scale and character with the existing neighborhoods.

-Housing Commission rehabilitation programs should be focused to give priority to these neighborhoods.

2. In all Residential Neighborhoods of the Project First Class area:

-Encourage new infill development of small courtyard, townhouse and cluster residences of 15-25 dwelling units. Avoid large multi-family rental developments and require City Planning discretionary review for all developments over 12 units.

-Continue concentrated code enforcement efforts.

-Enforce the residential densities called for in the community plan, allowing extra densities only when required to meet affordable housing bonus provisions.

-City legal action is needed to remove existing incompatible land uses that harm adjacent residential neighborhoods. Auto storage, salvage and other similar activities should be terminated with a 10-year "sunset" period.

-All new multi-family residential development needs stronger design standards. Recommended provisions are presented in Part V and Appendix A of this report.

B. COMMERCIAL STREETS AND DISTRICTS

-A commercial revitalization program should be launched to assist existing businesses and business properties. This must begin with organization of property and business owners into local improvement groups such as the Logan - Euclid Professional Business Association. After organization of self-help associations, priority should be given to these areas for low interest loans and public street, sidewalk and landscape improvements.

-New commercial development should be subjected to higher quality and more consistent design standards. Specific recommendations are presented in Part V and Appendix A.

C. PARKS AND OPEN SPACE

-Priority should be given to Memorial, Mountain View, Encanto and South Bay Terraces Parks for development as centers of excellence.

-A new developed park east of 47th Street (north of Imperial Avenue) along the Las Chollas Creek flood plain is recommended. This is adjacent to a large area of new housing development on public land north of Imperial.

-Smaller mini-parks should be developed in several residential neighborhoods isolated by freeways and major streets.

-The Southcrest 252 corridor presents an opportunity to develop a finger of open space from Southcrest Park westward along the corridor.

-The Golden Hill Neighborhood is encouraged to form an assessment district to purchase and preserve the small finger canyons as open spaces.

D. THE VISUAL QUALITY OF IMPORTANT STREETS

-Urban design input and review should be a part of every City public works project. The Department of Engineering and Development must be more concerned with the visual quality of its street improvement projects. A landscape architect or other design consultant should be engaged to work with engineers on all major street designs.

-The City should convey small "left over" parcels of land created by street widenings to adjacent property owners who will maintain them. In a related effort, the City should resolve the problem created by the "5-foot strip" of City-owned land along property front yards.

-High priority should be given by CALTRANS to completing the Route 15 landscaping, especially at the Market Street interchange.

E. PLANTING PROGRAM

A comprehensive landscape improvement program for neighborhoods and important street corridors is presented, to be launched with \$1,200,000 in Project First Class funds. The program focuses planting improvements in centers of community activity - at parks, public buildings, recreation centers and churches; and on high-visibility streets.

Citizens are encouraged to continue the Project First Class landscape effort with a permanent planting program for the neighborhoods. This program could engage volunteers, employ local youth and transform the landscape into a rich and luxuriant environment. It could be accomplished through a Landscape Maintenance District with a relatively small tax on property owners.

II. THE QUALITY OF NEW DEVELOPMENT: ZONING MODIFICATIONS AND DESIGN GUIDELINES FOR DISCRETIONARY REVIEW.

Detailed recommendations are given in Part V and Appendix A that would strengthen design requirements for new commercial and multi-family residential development. They are conceived to strike a balance between the desire for higher-quality development and the need to create a favorable development climate that will attract new investment.

Design Guidelines are presented for application to new development subject to Discretionary Review. The Guidelines give general and detailed performance criteria to be applied to new development proposals at the discretion of the Planning Director, tailored to neighborhood context and site conditions.

III. NEIGHBORHOOD AND SITE-SPECIFIC DESIGN RECOMMENDATIONS

Part VI presents specific design recommendations for the District's neighborhoods and illustrates development opportunities on several sites and areas given special focus.

PART THREE

ISSUES AND RECOMMENDATIONS

The Quality of Residential Neighborhoods

The Project First Class neighborhoods form a residential community. Although they have other activities and roles, their future will be largely determined by the quality they can maintain and develop as a place to live, raise children and enjoy the special gifts of a magnificent climate and landscape.

The neighborhoods' NATURAL CHARACTERISTICS are extraordinary. The varied topography - hillsides, valleys, canyons and views to distant points - provide a sense of space, variety of landscape, identity and orientation as one moves from place to place. It is difficult to travel more than a few blocks without a good distant view. From the highlands, one can enjoy remarkable panoramas of the Bay, mountains and downtown few places in San Diego can match.

The area's location is another plus. It's inner-most neighborhoods are at the doorstep of a downtown San Diego that is coming back, the result of over a decade of ambitious and careful planning by the City. Downtown growth and development will benefit the area's future, providing jobs, convenient shopping and close-by entertainment. Even the outermost neighborhoods are convenient to downtown, and the coming of the new East Line of the San Diego Trolley will clearly reinforce this connection to the center.

A third important quality of the area is the dedication and active participation of its citizens. The community groups are alive, active and effective. The churches are a strong force, their role in community organization and future improvement efforts essential.



Ocean View Blvd, toward Mountain View Park



Elk Street at Churchward

The residential neighborhoods vary in their quality and character, but most are modest, quiet and pleasant places to live well-served by schools, parks and transportation. Community residents are most concerned with the lack of good neighborhood shopping, the history of City inattention to property eyesores, and the density and quality of new residential development.

In the older neighborhoods west of State Route 15 - Southeast Golden Hill, Sherman, Grant's Hill, Logan and Memorial - conservation of neighborhood character and the need for rehabilitation of buildings is an important issue, as is the need to remove incompatible land uses and attack problem properties.

Further east in Southeast San Diego, the neighborhoods stretching from Route 15 to Encanto have fewer immediate problems, but the pattern of the built environment and development along commercial streets is haphazard, the result of unplanned incremental growth and decades of weak City zoning policies. These neighborhoods are affected by scattered eyesores and a few problem enclaves. There are a surprising

number of open sites and development opportunities, many within close range of the new Trolley East Line.

Skyline, South Bay Terraces and Paradise Hills

The newer neighborhoods - Skyline, Paradise Hills and South Bay Terraces - have the most striking land forms and panoramic views. The winding streets adjust to the difficult topography, creating a distinctive if somewhat confusing pattern of streets. Much of the development is repetitive and the landscape mostly absent of vegetation, but this is a condition of newness common elsewhere. We've seen other parts of San Diego which began this way but are now lush with vegetation and distinct in character. A carefully conceived planting program, jointly carried out by City and homeowners, can transform the present harsh landscape into one that is more varied and luxuriant, creating a strong visual structure by defining important streets, emphasizing points of focus and interest, enriching residential properties and developing an exemplary system of parks and open spaces.



Alta View

RECOMMENDATIONS FOR THE RESIDENTIAL NEIGHBORHOODS

Our recommendations are presented in two parts. Given here are issues affecting the entire study area. Section VI takes a closer look at individual neighborhoods and details more specific recommendations for them.

PRESERVATION

PRESERVATION SHOULD BE LAUNCHED IN AN AGGRESSIVE PROGRAM FOR THE SHERMAN NEIGHBORHOOD.

The first goal of the Urban Design Program should be to conserve and protect important community resources, especially those which provide a link with history. The entire Sherman neighborhood is such a resource, but its future is now threatened by many poorly-maintained properties and recent cases of historic houses being moved away. Given its close proximity to Downtown San Diego, Sherman may well become a focus for future speculation and new development.



Typical homes, Sherman Neighborhood

The City should immediately fund an historic survey and seek Historic District status for Sherman. This will provide tax incentives to encourage rehabilitation of properties and offer several protective measures for their preservation. The area should be down-zoned from its present R-3 status (43 dwellings/acre), which is too high, to R-2A (29 dwellings/acre), a density more consistent with conservation goals. There should be a ban on demolitions and the moving of contributing buildings out of the neighborhood.

Finally, Sherman should be a focus of Housing Commission rehabilitation programs, and private groups such as Save Our Heritage encouraged in their already-expressed interest to rehabilitate historic buildings. With all these efforts working together, Sherman can become a revitalized thriving city neighborhood, a mixture of old and sensitive new infill development.



CONSERVATION

NEIGHBORHOOD CONSERVATION should be a prime objective in other older neighborhoods with special character - southeastern Golden Hill, Logan, and Memorial. New development should be directed to now-vacant sites and those with derelict buildings, with lot consolidations permitted only for those cases. As in Sherman, strong code enforcement efforts are necessary to attack problem properties, and Housing Commission assistance targeted to encourage rehabilitation.

Zoning reclassification of Golden Hill South of "A" Street, from 28th Street eastward to 32nd Street, is needed to further conservation goals and prevent new development that would be out of scale with the neighborhood.

INCOMPATIBLE LAND USES

CITY LEGAL ACTION IS NEEDED TO REMOVE INCOMPATIBLE LAND USES that harm residential neighborhoods. The auto storage, salvage and sandblasting activities on Commercial Avenue must be removed as a prerequisite for revitalizing the Logan and Memorial neighborhoods. The present uses should be subject to sunset legislation. Commercial Avenue offers an opportunity to develop as a location for incubator industries and services that can be compatible with the surrounding residential neighborhood, also providing more jobs for the community than do the existing uses.

Scattered examples of industrial, auto repair, auto storage and other conflicting uses occur throughout Southeast San Diego's residential areas. Firm legal action by the City is needed to begin the process of their removal. This effort should be accompanied by strong code enforcement during the interim period as they are phased out.



Logan Neighborhood, view toward Downtown San Diego

NEW HOUSING DEVELOPMENT



NEW HOUSING DEVELOPMENT IS NEEDED AND ENCOURAGED BY THE COMMUNITY. There has been concern, however, over the type, density and design quality of many recent developments. The community has repeatedly pointed out that higher-density large rental complexes are the source of physical and social problems. The recently-completed Southeast Community Plan has handled the density issue thoroughly and established well-thought-out density patterns. These should be respected in the review of Planned Development applications, with extra density given only as required by affordable housing bonuses and special provisions for senior citizens. Except for very special cases, new multi-family rental developments should be limited in size to 100 dwelling units. Larger proposals should develop a mix of housing types and incorporate owner-occupied dwellings.

Part V of this report describes our program to improve the quality of new residential development through stronger zoning and design review procedures. These measures are necessary to promote compatibility of new buildings with existing neighborhoods, and to promote higher design standards.

Courtyard and Cluster Dwellings

San Diego and other cities in Southern California have a well-established tradition of smaller apartment buildings and clusters, many focused on beautiful small courtyards and gardens. These buildings, an important southern California contribution to American architecture, provide reasonable urban density while giving their residents open space and a sense of identity in an attractive residential setting.

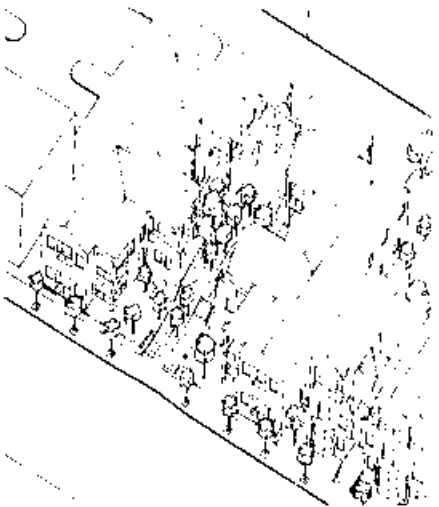
The courtyard buildings are normally 10-15 dwellings in a group and are often modest, but they have an ambiance most recently-built housing lacks. They are easier to manage than large complexes, easier to secure and self-police, and can be built by small investors and developers. District Four already has some fine examples of these buildings, most built in the 1920-1930 period. San Diego could learn much from re-studying this forgotten building type, which could well serve as a model for future housing in the city.



ARCHITECTURAL CHARACTER

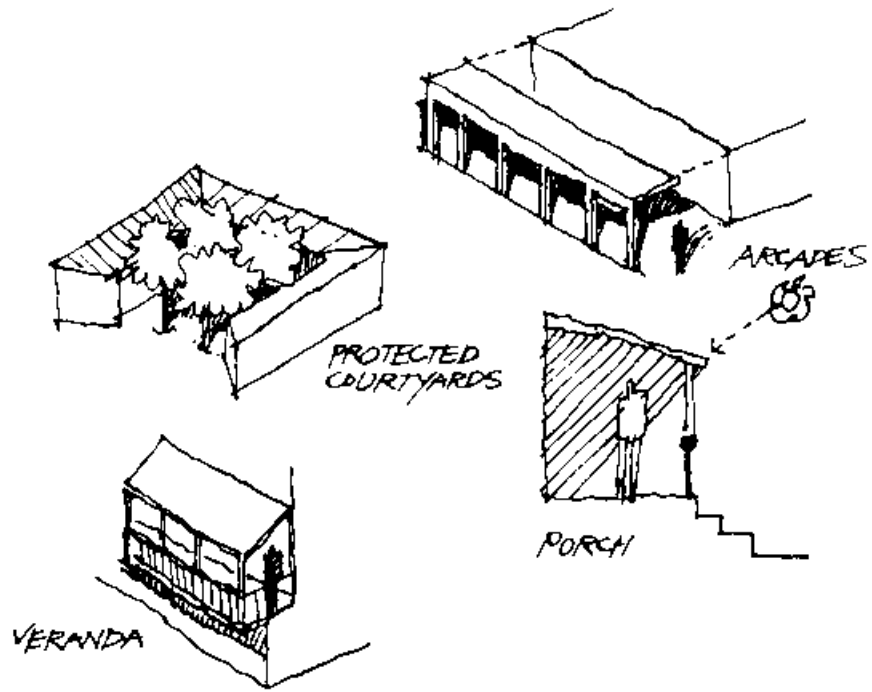
ARCHITECTURAL CHARACTER is an issue closely associated with building type. We do not believe that a preferred character or style should be prescribed or recommended. The present environment has great diversity which should be respected, with continuity of the landscape provided by consistent site planning, open space and planting patterns.

Without suggesting a style, we can point again to history and modest older buildings that respond well to this region's climate, character and possibilities for outdoor living. Many older southern California buildings illustrate common-sense design principles that are relevant today. Protected courtyards, arcades, verandas, porches and overhangs all had functional origins but also gave buildings their character and meaning. Few newer buildings capture this quality, but the potential remains to work with these basic elements to create richer architecture expressive of the special character of this region.



Although we would not rule out other possibilities, small courtyard and clustered dwelling groups of 15-25 units are recommended as a building type to be encouraged for multi-family residential development. The Housing Commission and Southeast Economic Development Corporation should lead the way by promoting new development of this type, assisting some demonstration examples to showcase its renewed possibilities. In Section VI of our report we have illustrated how such dwelling groups can be used on Imperial Avenue, on Akins Avenue in Encanto, and on some of the larger redevelopment sites.







THE NEIGHBORHOOD LANDSCAPE: PLANTING AND PROTECTION OF NATURAL FEATURES.

THERE IS OPPORTUNITY TO DEVELOP STRONGER IDENTITY AND RICHER CHARACTER IN RESIDENTIAL NEIGHBORHOODS THROUGH AN AMBITIOUS PLANTING PROGRAM AND STRONGER ACTIONS TO PROTECT EXISTING NATURAL FEATURES.

The natural base of hillsides, valleys, canyons and views to distant points provides it with a distinct character, but the built environment does not take advantage of these great assets. New development must be required to pay closer attention to retaining important natural features. Expectations for hillside retention must be stronger.

Many neighborhoods need a stronger sense of visual structure, variety, and points of focus. A cooperative planting program carried out by the City and neighborhoods working together can transform the District's environment by giving stronger identity to individual neighborhoods and streets, by softening the character of buildings, streets and parking lots, and by creating strong focus at important centers of community activity such as parks, schools, recreation areas and public buildings.

Recommendations

The Quality of Residential Neighborhoods Summary of Recommendations:

1. An aggressive preservation program should be launched in the Sherman neighborhood.

a. The City should fund an historic survey and seek Historic District status.

b. Sherman Should be downzoned to R-2A (R-1500) status.

c. After the historic survey identifies contributing buildings to the District, demolition and moving of these buildings from the District should be prohibited.

d. Strong code enforcement efforts need to be continued.

e. Housing Commission programs in Sherman should be targeted to rehabilitation and adaptive reuse as priority over new construction. No assistance should be given to new buildings that would replace contributing structures.

f. Lot consolidations should not be permitted for new development that would replace contributing structures.

g. The fine-grain scale of the neighborhood should be maintained in new infill development by compliance with the Design Guidelines (Appendix A) of this report. Further, lot consolidations should limit new development sites to 100 feet street frontage.

2. Neighborhood conservation should be given emphasis in the southeastern Golden Hill, Logan and Memorial neighborhoods.

a. Strong code enforcement efforts need to be continued.

b. Housing commission assistance programs should be targeted to both rehabilitation and new infill construction.



c. Golden Hill, east of 28th Street and south of A Street, should be downzoned from R-3A to R-2A (R-1500 = 29 dwellings/acre) to prevent new development that would be out of scale with the existing neighborhood.

3. City legal action is needed to remove non-conforming land uses that harm adjacent residential neighborhoods. This should begin with Commercial Avenue, by removing auto storage, salvage, sand-blasting and other objectionable industrial land uses.

4. A detailed proposal for redevelopment of the Imperial Avenue-Commercial Avenue corridor is presented in Part VI of this report.

5. New residential development should mix housing types and avoid large multi-family complexes. The densities indicated in the community plan should be respected when reviewing planned development applications, with extra density given only as required by affordable housing bonuses. The preferred housing type for multi-family development is small courtyard, cluster and rowhouse buildings of 15-25 dwellings each.

6. New residential development needs stronger design standards. Recommended modifications to existing zoning and Design Guidelines are presented in Part V and Appendix A of this report.



Golden Hill Courtyard Dwellings



Residence, Logan Neighborhood

Commercial Streets and Districts



Imperial Avenue

High priority must be given to rehabilitating existing shopping areas and commercial properties.

The first step in this process requires organization of property owners and merchants in each locale, followed by a joint City and private program of commercial revitalization. Design standards of new commercial development must be higher and more consistent.

The area's commercial streets are its most difficult and pressing problem. Because residents and visitors experience the community from its major thoroughfares, their visibility and impact on adjacent residential neighborhoods are high. Residents are frustrated by the lack of adequate shopping facilities and are often forced to drive long distances outside their neighborhoods to meet simple shopping needs. Although community groups have worked hard to attract retail services, their efforts have met with little success.

Problem commercial properties and declining commercial areas can be found in otherwise sound residential neighborhoods. Their presence harms adjacent residential property values and makes recruitment of new retail services difficult.

The older commercial strips in Southeast San Diego (Imperial Avenue, National Avenue and parts of Market Street) will never be restored to their former roles, although they can be revitalized if redevelopment is well-focused at key locations and new activities such as housing promoted.

Many of the commercial streets and centers in the newer residential neighborhoods are struggling financially and doing little to improve their physical settings. Reo Drive in Paradise Hills is ugly and disorganized, even though in the midst of a good residential neighborhood. These property owners and merchants could do more to improve their own street and should be so encouraged. Highland Park shopping center (Paradise Valley Road and Meadowbrook) is another example - its owner and tenant are maintaining the property at a minimal standard.

Present redevelopment efforts and community focus has been on attracting new commercial development, but this approach will not work if present business properties are left to decline. Business development and commercial property revitalization must become a more important part of the area's redevelopment program. Without other actors to assume this important responsibility, the Southeast Economic Development Corporation appears best-suited to perform this role. It should be given serious consideration in planning S.E.D.C.'s future programs.

Commercial Revitalization

Organization of the Owners of Property and Businesses in Each Area is the First Step in Launching a Successful Revitalization Program.

Southeast San Diego already has an excellent example to follow in the Logan - Euclid Professional Business Association. This active group is making progress to improve an important community crossroads and focus. Similar efforts can happen at other locations in Southeast San Diego, Paradise Hills and Skyline.

After the property owners and merchants in an area have demonstrated a commitment to organize and carry out improvements, the City should give the area priority in capital improvement and available assistance programs.

- Street, curb, sidewalk, transit and other infrastructure improvements.
- Planting under the Landscape Improvement Program.
- Design assistance to individual property owners who want to rehabilitate their properties. The design assistance program could be similar to Mid City's. It provides funds to engage an architect to develop a schematic design for a property owner interested in making exterior improvements.
- A low interest loan program to assist exterior rehabilitation, sitework and landscaping.
- In higher density areas such as Imperial Avenue between 25th and 30th, public parking lots will be needed.

-City legal action to sunset nonconforming land uses in commercial zones should begin now. This is an immediate need on Imperial and National Avenues west of 32nd Street.

New Development on Commercial Streets

Existing commercial streets can not all be revitalized for neighborhood shopping. The market isn't adequate for the amount of commercially-zoned land present, and shopping preferences do not lend themselves to such widely-spread facilities. New activities and economic roles are necessary. Housing and mixed housing-commercial development have much potential throughout the area. Imperial Avenue between 25th and 32nd Streets, Akins Avenue and Imperial Avenue in Encanto are high priority locations for new multi-family housing development, all within a close walk of the new Trolley East Line. Shopping and other commercial services should be focused in specific well-chosen locations in these areas, in some places developed on ground floor with housing above similar to older examples.



Great American First Savings, National Avenue

The Southeast Economic Development Corporation should develop a site by site catalog of illustrated development opportunities as an information bank to aid potential developers. An excellent example of this kind of resource tool has been prepared by the York Road Planning Area Committee of Baltimore.

DESIGN STANDARDS FOR NEW COMMERCIAL DEVELOPMENT MUST BE HIGHER AND MORE CONSISTENT.

San Diego's present zoning standards do not go far enough to promote quality commercial development. Although some fine examples of Planned Commercial Development exist, recent building under as-of-right zoning has not been as successful. The results are evident in many locations. While the needs of property owners and developments must be respected, some basic continuities in site planning, landscaping and relationship of buildings to streets are necessary to promote a more consistent and coherent development pattern.

Our proposals for Zoning Modifications and Design Guidelines are presented in Part V of this report, backed up by a detailed text in Appendix A.

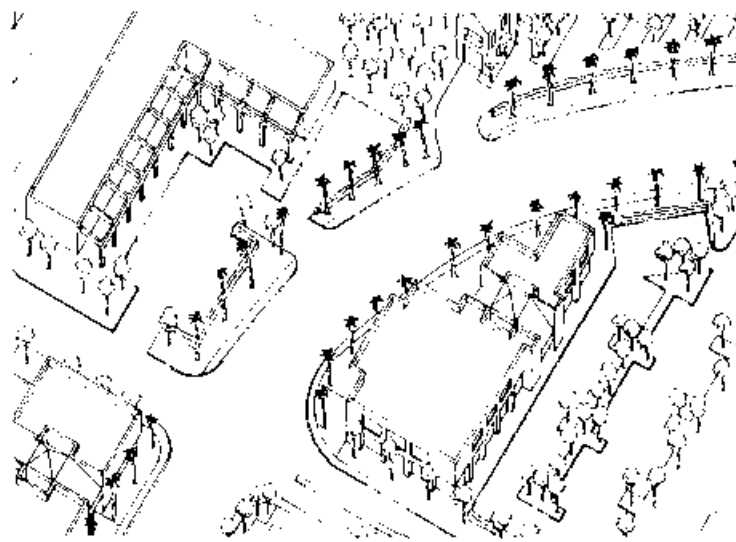
The design standards and zoning modifications are sensitive to the delicate balance between getting better-quality, more consistent development and allowing developers flexibility to meet a wide range of needs. We want to encourage commercial development, but we want it to respect the community and contribute to the quality of its environment.

Recommendations

Commercial Streets and Districts

Summary of Recommendations:

1. Launch a commercial revitalization program to assist existing businesses and business properties. The program must begin with organization of property and business owners. City assistance through public improvements (streets, parking, landscape, lighting) and low interest rehabilitation loans should be focused to locations where property owners are organized and willing to commit their own funds to improvements.
2. New development on commercial streets needs to be more consistent and exhibit higher design standards. Modifications to existing zoning standards to achieve this goal are presented in Part V and Appendix A of this report.
3. A site-by-site illustrated catalog of development opportunities should be prepared by the Southeast Economic Development Corporation and made available as an information resource to potential developers.



Parks and Open Space

Dr. Martin Luther King, Jr. Park



The unique quality of the natural base is clearly recognized by the community as one of its greatest assets. The hills, valleys, canyons and distant views give a spaciousness and identity experienced by residents and visitors. The hillsides and canyon open spaces provide a welcome interruption of buildings and urbanization.

Many of the area's residents have less mobility than persons in other neighborhoods of San Diego. Their parks and playgrounds mean more and are used more. They should receive corresponding higher attention and investment by the City.

The system of parks and recreation areas is extensive, serving all but a few areas very well. Some of the parks, notably Dr. Martin Luther King, Jr. Park, are excellent in their siting, design and level of care. The recent \$5 million appropriation to acquire key open space parcels on Golden Hill, the Emerald Hills - Radio Canyon area, and along Jamacha Road will bring quality-of-life-benefits for years to come. The selection of lands making up linked open space networks is skillfully-planned.

Recommendations

Recommendations for Parks and Open Spaces:

1. Establish four important parks as centers of excellence. Focus planting and recreation improvements, outdoor public art and organized community recreation programs at these key locations. The suggested parks for priority are already strong community focus points:

Memorial Park. A strong public focus with schools, library and Boy's Club.

Mountain View Park. Also a strong focus, next to Baker Elementary School and Neighborhood House on 41st Street.

Encanto Park. Potential to be a major park center, linked to the Encanto Boys Club, and located on the Trolley Line.

South Bay Terraces Park. Potential to be a strong focus in a new neighborhood needing landmarks.

2. A new developed park is needed east of 47th Street, in the zone between Market and Imperial. This is a gap in the present system. There is opportunity to do this on the CALTRANS land east of 47th, along the Las Chollas Creek flood plain. This would be adjacent to new housing upland between the creek and Imperial Avenue.

3. Smaller "mini parks" should be developed in several residential enclaves isolated by freeways and major streets. We know the difficulty and expense in dispersing parks, but Southeast San Diego has special needs created by its being cut apart by so many freeways. Children should be able to walk to a local park without crossing a major arterial. A few small parks of this kind

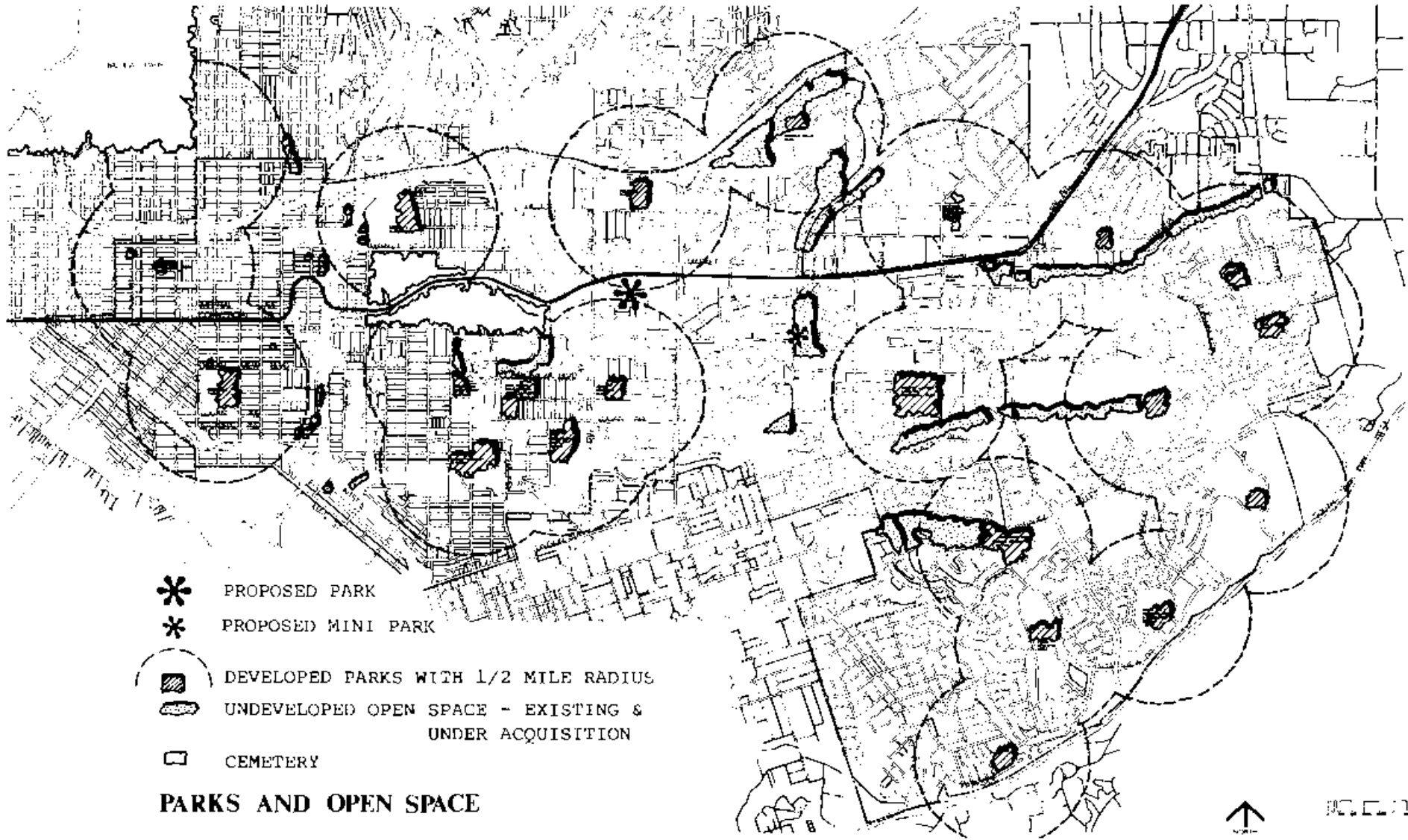
already exist - there is need to develop more in future years. Closely-related is an opportunity to develop mini parks and sitting areas where there is a good distant view - the corner of Churchward and 58th Street is an example, overlooking a valley and open space to the northeast.

4. The Southcrest Rt. 252 corridor lands offer opportunity to develop a finger of open space from Southcrest Park extending along the creek channel all the way to Interstate 5, with the potential to some day link up this open space system with the waterfront. The open space would serve the new residential development proposed for the area - it could be modest in size but made effective if imaginatively designed.

5. Golden Hill Finger Canyons. The City has already taken action to secure portions of the 32nd and 34th Street canyons as open space. The remaining finger canyons, although small, are important amenities to the neighborhood. The neighborhood should, through its own initiative in an assessment district, purchase these sites to retain them as open space.



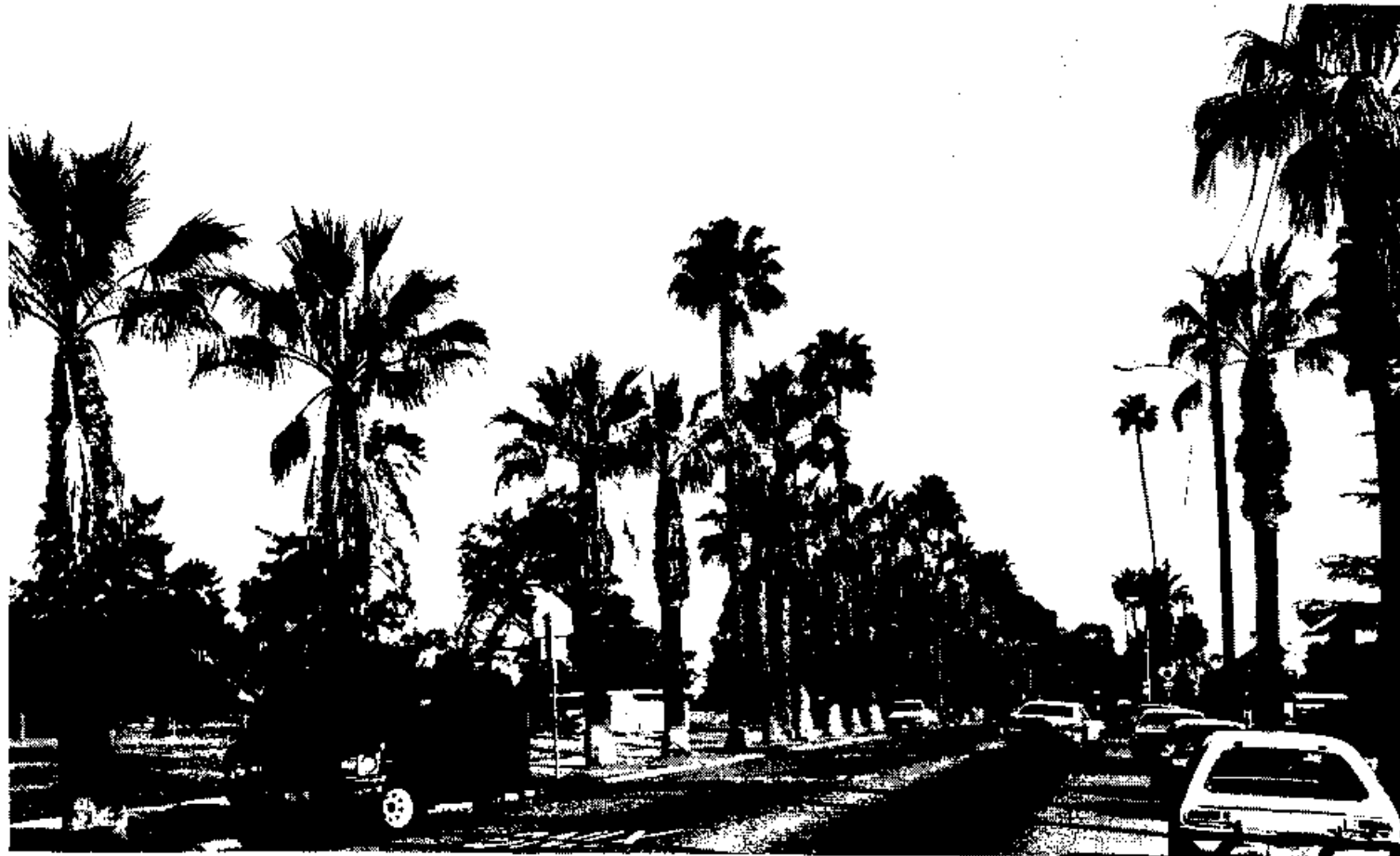
Encanto Park



- * PROPOSED PARK
- * PROPOSED MINI PARK
- ▨ DEVELOPED PARKS WITH 1/2 MILE RADIUS
- ▨ UNDEVELOPED OPEN SPACE - EXISTING & UNDER ACQUISITION
- CEMETERY

PARKS AND OPEN SPACE

The Visual Quality of Important Streets



28th Street at Balboa Park

We have already stressed the importance of high-visibility streets in forming the community's image. The proposals for commercial revitalization, revised commercial zoning and landscape improvement program are all aimed at the major street corridors and thoroughfares.

Although the engineering standards of streets and intersections are adequate, little concern has been given to the appearance of the circulation system. Street widening

projects carried out by the City have often left barren edges and unusable small lots which gather litter and weeds. Euclid Avenue is a prime example, lined with left-over scraps of land no one can use or care for. After City Engineering and Development completed its work, it left behind unresolved problems for neighboring property owners. Design standards by City departments must be higher.

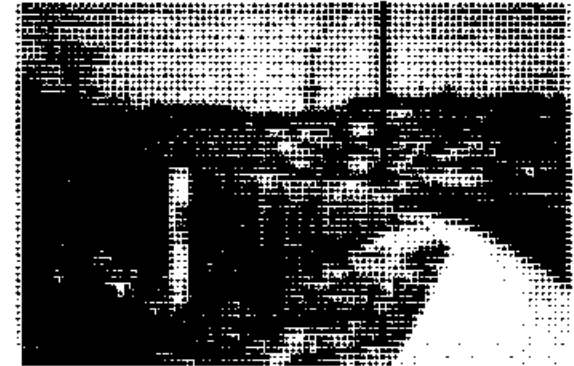
Concrete street edge, Euclid Avenue



Planted street edge, Kelton Drive

San Diego should re-consider its present short-sighted policy limiting new planting in street medians. These highly-visible locations are extremely important to the city's image and visual structure. One has only to consider the difference made in the recent planting of Harbor Drive from the airport to downtown to realize the potential difference this can make. Compared to other capital and maintenance costs, the resources needed are quite small, and the benefits high.

San Diego needs to consider and adopt a new policy to deal with the "five-foot strip" of public land commonly left over between the sidewalk and private property line. This publicly-owned strip appears as part of a property-owners yard, but City encroachment permits are needed for planting and special sidewalk paving, discouraging property owners from improving or caring for the strip. Because of frustration over the City policy, property owners routinely ignore the law. The present encroachment permit requirement and planting standards need to be made clear.



SUMMARY OF RECOMMENDATIONS:

1. Urban design input and review should be a part of the design process of every public works project. The City's Department of Engineering and Development must be more concerned with the visual quality and impact of its work. The City Planning Department's Urban Design section should be given authority to review and make design input on all capital improvement projects. It should insist on higher design standards. Major street improvement projects should engage a landscape architect or other design consultant to work with engineers on street design.

2. Small parcels of public land along major streets should be conveyed to adjacent property owners at minimum cost. This can be done with deed restrictions to guarantee the land be maintained as planted open space. Several opportunities for this exist along Euclid Avenue. It should not matter if the City receives only \$1 for the land - its improvement would benefit the community. The same principle should be applied to the small "left over" parcels of land owned by CALTRANS at freeway intersections.

3. The City of San Diego should study and adopt new policies to remedy the problem of the "five foot strip" and should restore City responsibility for planting in medians of important streets.

4. High priority should be given to landscaping the Market Street - Route 15 freeway interchange. CALTRANS should not be permitted to keep the community on indefinite "hold" for the Route 15 landscaping - the freeway edges are raw and barren, creating a 2-mile long strip of blight through the heart of Southeast San Diego. The Market Street intersection is adjacent to the Gateway East and West projects, places of considerable public investment. The intersection should be given immediate priority for State improvements.



PART FOUR PLANTING PROGRAM



Ocean View Blvd, looking toward Mountain View Park



PART FOUR THE PLANTING PROGRAM

The potential contribution of a planting program for an urbanized area increases as the density and scale of construction decrease. Vegetation is more important visually and functionally in residential neighborhoods than in central urban areas.

Good vegetation, in terms of a certain richness of size, form, color and texture, is usually associated with higher value urban areas. Ample or adequate vegetation is seen as a measure of the quality of life and the value of real estate.

In the Project First Class neighborhoods we find all of these ideas demonstrated. There are rich concentrations of vegetation in some of the parks, schools, cemeteries and residential areas. By contrast, much of the area seems sparsely planted, and in some places not planted at all.

Planting plays a number of important roles in the urban landscape. Beyond exterior decoration planting also provides specific functions such as shade, wind and rain protection, visual screening, and movement barriers. Planting prevents or reduces erosion by stabilizing the upper soil layers with its roots, and by shielding the ground surface. Planting reconstructs and improves soil by breaking it up texturally and improving its organic content with leaf and other droppings. It provides food and shelter for birds and small animals.

Planting particular trees and large shrubs can play a major role in structuring three-dimensional urban space at specific locations and in creating continuity throughout any area. We have all experienced the major impact of rows or clumps of trees in street, boulevard and civic plantings, and in groves or drifts around meadows in parks and open spaces. Balboa and Mission Bay Parks, Point Loma and La Jolla are examples. Such spatial structuring works with buildings and other construction to create the general spatial character of cities.

Beyond specific practical and enriching functions, planting provides subjective psychological connections with our roots in nature. These become important for healthy human life as the amounts of asphalt, concrete, and plastic in cities expand and take over from nature.

There is ample space for rich and rewarding community plantings. Exactly how to go about developing this potential requires careful examination:

Organization and Procedure:

There are three basic ways to develop a planting program:

a. Public spaces and rights-of-way, parks, school grounds, golf courses, institutional grounds; street, boulevard, and freeway rights-of-way, drainage channels and utility easements. Each of these presents possibilities which require detailed specific study.

b. Private lands, homes, industry, commerce, cemeteries, urban forestry - a program of persuasion by information and discussion on a neighborhood basis. Find, document and reward the good examples which exist as challenge and inspiration to others. Develop neighborhood discussion groups which hopefully will lead to joint planting programs. Provide trees at cost through city nursery development. Bring landscape/horticultural people into local discussion programs for expertise and inspiration.

c. New development requirements - incorporate substantial high-quality space-organizing planting requirements in all development programs.

Planting, even fairly lavish, is by far the most economical part of a development program. It only seems expensive to those who were not planning to do any. It has to become accepted as a normal requirement for any land or urban development.

Technical requirements. Plants, as living growing organisms, require certain minimum conditions of soil and water in order to grow

well. These conditions are well known to local plant people. They generally include good deep rich friable soil, good drainage, enough water to support normal growth, and protection from pests and diseases. Good handbooks, such as Sunset's Western Garden Guide, are available.

San Diego is almost frost-free, and is a near-desert which receives less than ten inches of rain per year, all in winter months. This marvelous climate needs only the use of water to develop subtropical landscapes. Soils in our study area are generally adequate, but need deep cultivation, the addition of substantial amounts of organic matter such as sewage sludge and compost, and adequate irrigation.

Water needs vary widely among plants which will grow in San Diego. There are no trees and few large shrubs which will grow without irrigation, but there are many that will grow with minimal irrigation, especially if given enough water for three to five years to get their roots down deep.



Neighborhood identity through planting.
Pacific Beach



Logan Avenue

Planting Potential

All of western San Diego is a meeting ground for the desert to the east and the ocean to the west. Temperatures which rarely fall below freezing and gentle winds suggest a subtropical potential. This has been brought to fruition in some of the better parks and residential areas. However, rainfall which rarely reaches ten inches in a year emphasizes the desert reality of the southwest. Subtropical vegetation in San Diego requires irrigation, enough to double or triple the natural rainfall, spread throughout the year.

Climate and soils are basic to the production of the vegetation which San Diego needs to balance urban and suburban construction and its engineered trafficways and utility systems. These make variable patterns over the 17 square miles of the study area, and its rise from near bay shoreline at the west to 400 foot elevations at the east. The area is fairly evenly divided between lowlands west of Euclid Avenue and highlands east of it. The soils change with the topography.

After the technical investigations of soil and plant lists have been carried out, we emphasize the need for general and specific concepts of planting form and arrangement. Because plants differ in size and form, color and texture, they can be placed on the land in various arrangements which create spaces people can use and enjoy.

We suggest a series of ideas on which to base planting design for the area as an overall landscape. We believe that such an overall approach is possible, given enough interest, enthusiasm, and energy input by neighborhoods.

First, different tree forms should be used in the Highlands and Lowlands, as an expression of their different physical characteristics. Then we suggest there are a number of different kinds of land areas and planting opportunities. Some of these involve public lands, some private, some both. They may be grouped as:

- Corridors for primary movement
- Neighborhoods Public or semi-public
- Open spaces, parks, and schools

Corridors include the freeways, the new transit line, the major east-west arterials, some north-south arterials (Euclid, Woodman), smaller north-south routes, and the major drainage channels, particularly South Chollas Creek. Coordinated planting along these corridors can generate both an overall character and a distinctive identity for different places.

Neighborhood streets between corridors can become parts of neighborhood planting programs. These can develop on both public rights-of-way and private lands, through local coordination.

LANDSCAPE IMPROVEMENT PROGRAM

2. **Important Street Corridors.** We have already stressed the importance of major streets and intersections in forming the image of its neighborhoods. Landscape improvement funds should be directed to the following street corridors.

Existing areas of excellent planting can be found throughout the area. These should be located, recorded, and rewarded for civic virtue. Parks, cemeteries, school and other social center grounds provide valuable enrichment in open space, vegetation, and special facilities. Some of these can be improved by additional planting. There may also be a need for some additional park sites or open space reservations. The Southeast Community Plan speaks of parks, school grounds, cemeteries, hillside areas, Radio Canyon, the Las Chollas Creek system, freeways and highways as major open space features. All of these may benefit from additional carefully controlled plantings.



Elk Street at Churchward

With the City Council's appropriation of \$1,200,000 to launch a Landscape Program, an excellent opportunity to make an immediate impact is presented. Following is an plan of action to focus the improvements at places with greatest community use and highest visibility.

1. **Centers of Community Activity.** Parks and recreation areas should be developed as centers of excellence by focusing planting improvements and creating sites for outdoor public art. Improvement funds are recommended for the following:

Highest priority: Memorial Park, South Bay Terraces Park

Next Priority: Mountain View Park, Southeast Athletic Area, Martin Luther King, Jr. Park, Paradise Valley Park, Valencia Park Elementary School/Park (street edge), Lomita Park.

Other centers of community activity which should receive improvements under this effort are:

Public Buildings - libraries, community centers and schools.

Churches. The neighborhood churches are important centers of activity and have contributed to community organizational efforts. They should become places for concentrating some of the improvements.

2. **Important Street Corridors.** We have already stressed the importance of the District's major streets and intersections in forming the image of its neighborhoods. Landscape improvement funds should be directed to the street corridors indicated on the following map.

Highest priority locations are:

- Market and Euclid intersection (Trolley station area)
- 47th Street, between Market and Imperial (Trolley station area)
- Market and 47th street intersection area.
- Market Street, between 32nd Street and Interstate 805 (Gateway East and West area)
- Euclid-Logan intersection area.
- 41st Street, between Mountain View Park and National Avenue.
- Imperial Avenue, between Merlin Avenue and Jamacha (planted median and on the south side).

Next priority locations are:

- Imperial Avenue, between 25th and 32nd Streets.
- 30th Street, between A street and Broadway.
- Broadway, between 28th and 32nd Streets.
- 32nd Street, between Market Street and National.
- 28th Street, between A Street and National Avenue.
- Imperial - Euclid intersection area.
- 25th Street, between Market and Commercial.

*Intersection areas should be planted in one block outward in each direction from the intersection.

Other priority locations are streets reaching outward one block from all parks. The intent of this suggestion is to extend the character of the parks into neighboring residential areas.

IMPLEMENTING THE PROGRAM

An ambitious City program of this kind can work only if carried out on a joint basis with property owners. We do not propose street tree planting by the City as is traditionally done. Instead, property owners (residential or business) on the designated street corridors must agree to water and maintain the tree provided by the program. Tree placement will be in the public right-of-way in front of the property, or in the front portion of the property where it will be visible from the street. Trees planted should be from the Corridor Planting list, which recommends 2-3 species for each corridor location as a means to develop continuity. There would be variety as one moves through the different street locations and neighborhoods, the intent being to give individual streets and neighborhoods identity through their tree type.

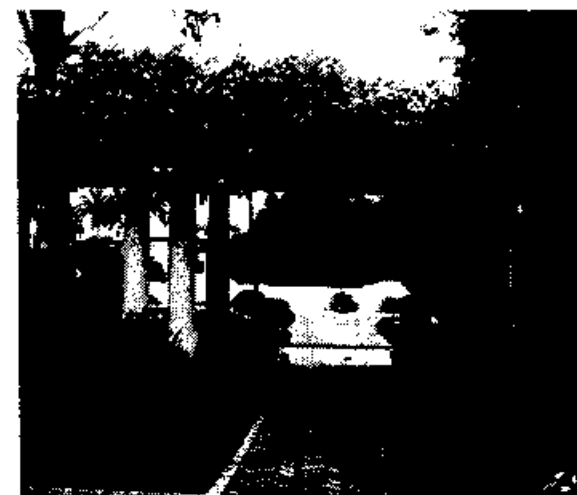
The program will need a substantial outreach effort to contact property owners for the participation agreement, and professional landscape architectural service to conduct the block-by-block precise planting plans.

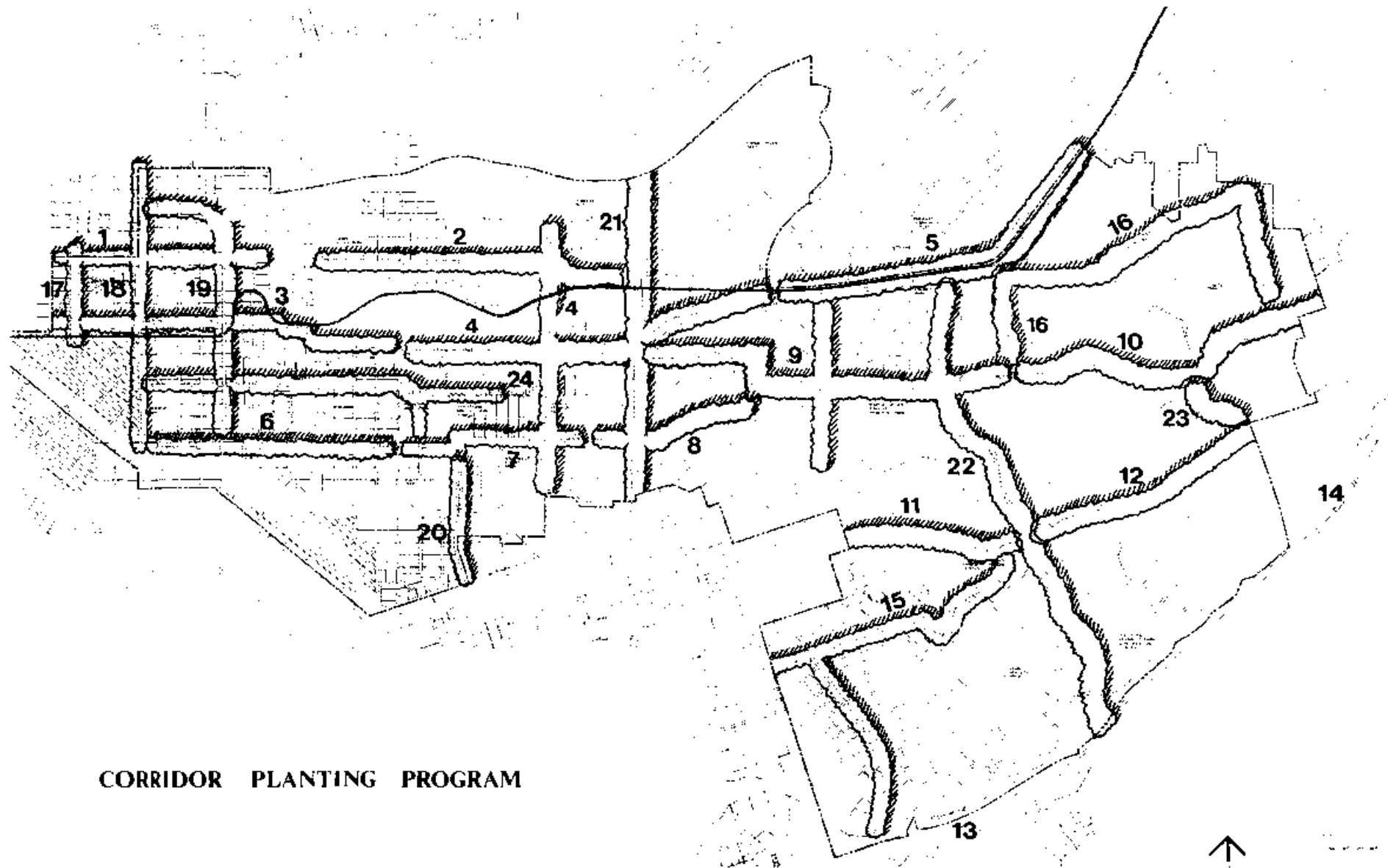
COMMUNITY NURSERY

A portion of the Landscape Improvement Program should be devoted to establishing an on-going community nursery in the District. The nursery could be located on a surplus public property such as the unused corner of Mt. Hope Cemetary, a public park or open space (perhaps Radio Canyon) or a surplus school site. The nursery would be a source of plant materials for community residents to purchase for their homes. It would be carefully managed for community benefit, employing local youth, enlisting volunteer help and materials contributions. It could involve retired persons. The nursery would serve an educational function by developing an arboretum illustrating domestic planting principles and gardening to school children and other community groups. An investment in the nursery would bring benefit for years to come.

A Continuing Program of Landscape Improvement

The funded Landscape Program will not be enough to accomplish a long-range program. Citizens could launch a continuing improvement and enrichment effort by establishing a Landscape Maintenance District that would continue the street corridor, park and neighborhood planting. The additional cost added to property taxes would be small, but the benefits potentially great, including the benefit of higher property values as the neighborhood environment appreciates. We recommend this be given serious consideration by citizens.



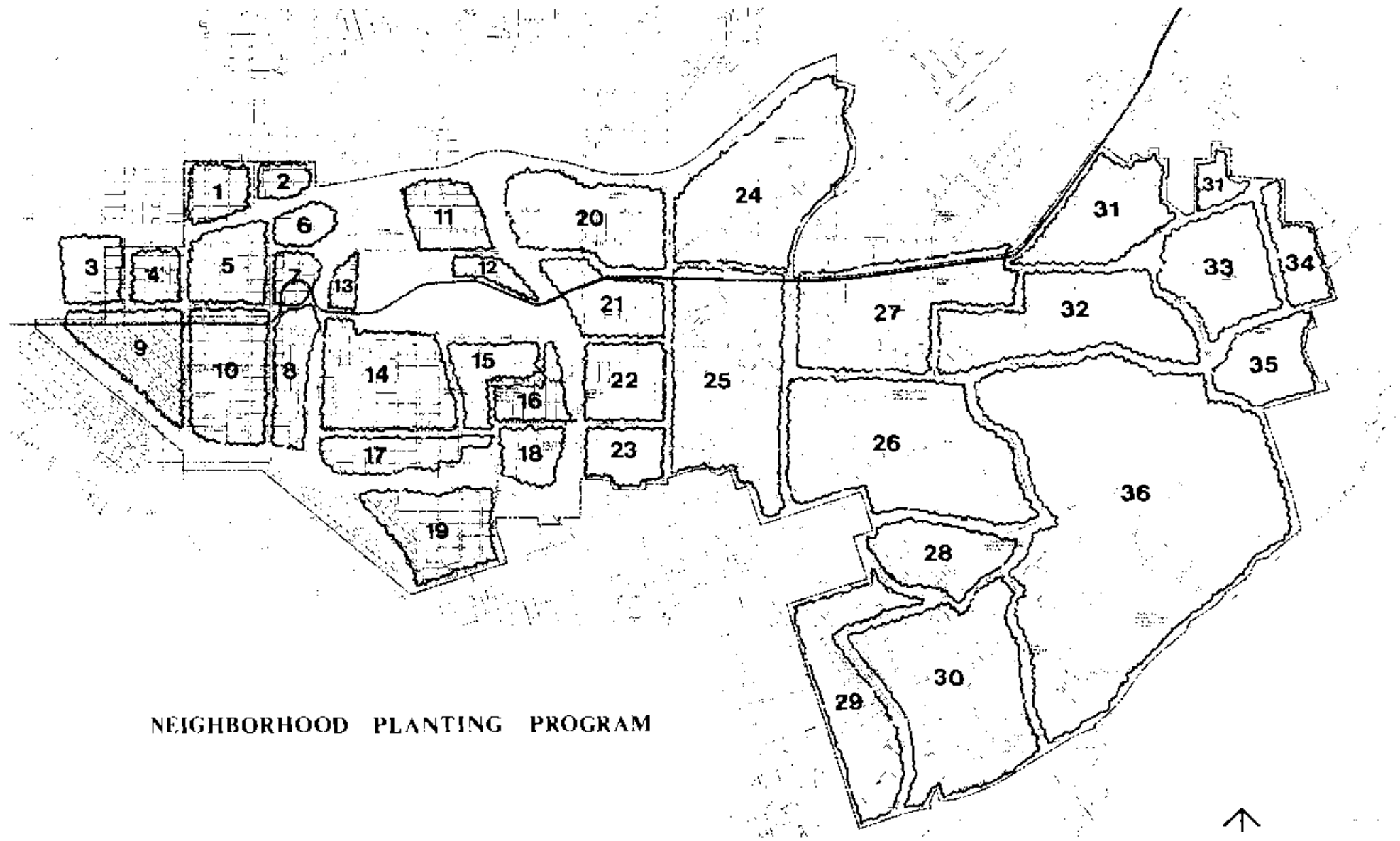


CORRIDOR PLANTING PROGRAM

CORRIDOR PLANTING GUIDE

*Indicates tree permitted in public right-of-way.

1. Market Street, 24th Street to Route 15
Melaleuca*, Tristania (Brisbane Box), Cupania*,
Pinus Canariensis (Canary Island Pine)*.
2. Market Street - Rt. 15 to 47th Street
Eucalyptus torquata, Robinia (Black Locust),
Cupania*, Pinus Canariensis (Canary Island
Pine)*.
3. Imperial Avenue, I-5 to 40th Street
Melaleuca*, Tristania (Brisbane Box)*, Podocarpus
gracilior.
4. Imperial Avenue, 40th Street to Merlin
Eucalyptus sideroxylon "Rosea", Pinus (Pine),
Cupania*, Podocarpus gracilior.*
5. Imperial Avenue, Merlin to City limits
Glea (Glive), Schinus terebinthifolia (Brazilian
Pepper Tree), Acacia, Angophora lanceolata (Gum
Myrtle)*, Cupania.
6. National Avenue, 28th to 40th
Melaleuca*, Tristania* (Brisbane Box), Eucalyptus
sideroxylon "Rosea".
7. National/Logan Avenues, 40th to 49th
Pinus (Pine), Cupania*, Eucalyptus sideroxylon
"Rosea".
8. Logan Avenue, 49th Street to Euclid Avenue
Melaleuca*, Tristania (Brisbane Box)*, Podocarpus
gracilior, Eucalyptus sideroxylon "Rosea".
9. Skyline Drive, 58th to 69th Street
Magnolia*, Platanus acerfolia, Tristania.*
10. Skyline Drive, 69th Street eastward
Ceratonia (Carob), Pistacia chinensis (Chinese
Pistache), Ailanthus*, Platanus acerfolia,
Cupania.*
11. Paradise Valley Road, west of Woodman
Acacia, Melaleuca*, Platanus acerfolia, Cupania.*
12. Paradise Valley Road, east of Woodman
Pistacia chinensis (Chinese Pistache),
Koelreuteria*, Podocarpus gracilior*.
13. Rt. 54 South Bay Freeway (west)
Cedrus (Cedar), Torreya (California Nutmeg),
Cupania* (Carrot Wood), Eucalyptus torquata,
Albizia.
14. Rt. 54 South Bay Freeway (east)
Ceratonia (Carob), Ailanthus* (Tree of Heaven),
Umbellularia (California Bay), Acacia, Eucalyptus
torquata, Albizia.
15. Rio Drive, Potomac, Allegany
Ailanthus (Tree of Heaven), Koelreuteria,
Podocarpus gracilior.*
16. Jamacha
Koelreuteria* (Chinese Flame), Melaleuca*,
Cupania.*
17. 25th Street
Melaleuca*, Tristania (Brisbane Box), Cupania.*
18. 28th Street
Cupania* (Carrot Wood), Tristania.
19. 32nd Street
Melaleuca leucadendron*, Docynia, Cupania,*
Tristania.
20. 43rd Street
Eucalyptus nicholli, Cupania*, Tristania.
21. Euclid Avenue
Pinus (Pine), Tristania*, Platanus acerfolia,
Cupania.
22. Woodman Avenue
Ailanthus* (Tree of Heaven), Melaleuca*, Platanus
acerfolia, Cupania.
23. Meadowbrook
Umbellularia (California Bay), Melaleuca*,
Podocarpus gracilior, Koelreuteria.*
24. South Las Chollas Creek edge
Cedrus* (Cedar), Melaleuca*, Torreya,
Cupania*, Platanus acerfolia, Black acacia.



NEIGHBORHOOD PLANTING PROGRAM

NEIGHBORHOOD PLANTING GUIDE

* Trees recommended for "tight" planting areas.

1. Golden Hill, between 28th and 31st Street
Magnolia, Melaleuca*, Pittosporum undulatum, Eucalyptus torquata*
2. Golden Hill, east of 31st Street
Eriobotrya* (Logquat), Pittosporum undulatum, Podocarpus gracilior
3. Sherman, west of 25th Street
Syzygium (Australian Brush Cherry), Arecastrum* (Cocos plumosa), Pittosporum undulatum, Eucalyptus torquata*
4. Grants Hill
Cedrus (Cedar), Arecastrum* (Queen Palm), Podocarpus gracilior, Eucalyptus sideroxylon "Rosea"*
5. Stockton
Trachycarpus* (Windmill Palm), gracilior, Tristania, Podocarpus
6. Gateway West
Torreya (California Nutmeg), Tristania* (Brisbane Box), Cupania,
7. Wabash, north of Imperial Avenue
Cupania (Carrot Wood, Tuckeroo), Platanus acerfolia (Plane Tree), Eucalyptus torquata*
8. Wabash, south of Imperial Avenue.
Washingtonia* (California Fan Palm), Syzygium (Australian Brush Cherry), Cupania, Eucalyptus sideroxylon "Rosea"
9. Logan
Cedrus (Cedar), Arecastrum* (Queen Palm), Melaleuca, Tristania*
10. Memorial
Arecastrum* (Cocos plumosa), Syzygium (Australian Brush Cherry), Cupania, Eucalyptus sideroxylon "Rosea"*
11. Mt. Hope, north of Market Street
Eucalyptus sideroxylon "Rosea"* and leucoxylon "Rosea" Trachycarpus* (Windmill Palm), Podocarpus gracilior
12. and 13 Mt. Hope, south of Market Street
Melaleuca, Tristania* (Brisbane Box), Eucalyptus sideroxylon "Rosea", Cupania
14. Mountain View
Melaleuca styphelioides, Tristania* (Brisbane Box), Podocarpus gracilior, Albizia
15. Shelton, west of Educational Cultural Complex
Syzygium* (Australian Brush Cherry), Cupania, Eucalyptus torquata*
16. Shelton, east of Educational Cultural Complex
Choose among Group (14), Cupania, Eucalyptus sideroxylon "Rosea"*
17. Southcrest, north of Z Street
Washingtonia* (California Fan Palm), Albizia, Eucalyptus sideroxylon "Rosea"
18. Southcrest, east of 43rd Street
Cupania (Carrot Wood, Tuckeroo), Robinia (Black Locust), Eucalyptus torquata*
19. Southcrest, south of Gamara Street
Trachycarpus* (Windmill Palm), torquata*, Cupania
20. Horton's Purchase
Platanus acerfolia (Plane Tree), Trachycarpus* (Windmill Palm), Albizia

21. Lincoln North
Pinus (Pine), Eucalyptus sideroxylon
"Rosea"*, Albizia
22. Lincoln
Pinus (Pine), Robinia (Black Locust),
Trachycarpus* (Windmill Palm), Eucalyptus
sideroxylon "Rosea"*, Cupania
23. Lincoln South
Robinia (Black Locust), Eucalyptus
torquata*, Albizia
24. Radio Canyon - Emerald Hills
Magnolia, Platanus acerfolia (Plane
Tree), Pittosporum undulatum*, Schinus
molle, Albizia
- 25 and 26. Valencia Park
Melaleuca*, Tristania* (Brisbane Box),
Platanus acerfolia, Eucalyptus
sideroxylon "Rosea"
27. Encanto
Ceratonia (Carob), Schinus molle, (Pepper
Tree), Olea (Olive), Sophora (Japanese
Pagoda Tree), Docynia* (Evergreen Pear),
Acacia*, Albizia
28. Paradise Hills, northwest of Potomac
Podocarpus gracilior, Eucalyptus
sideroxylon "Rosea"*
29. Paradise Hills, west of Reo Drive
Melaleuca* Schinus molle, (California
Pepper Tree), Albizia
30. Paradise Hills, east of Reo Drive
Broussonetia* (Paper Mulberry),
Cupania, Eucalyptus sideroxylon "Rosea"*
31. Jamacha
Olea (Olive), Koelreuteria, Melaleuca*,
Schinus molle
32. Skyline
Olea (Olive), Pittosporum undulatum*,
Melaleuca*, Platanus acerfolia,
Eucalyptus sideroxylon "Rosea"
33. Lomita
Melaleuca*, Koelreuteria, Eucalyptus
torquata*
34. Lomita, east of Cardiff
Magnolia, Pittosporum undulatum*,
Koelreuteria
35. Skyline, east of Meadowbrook
Ceratonia (Carob), Platanus acerfolia,
Albizia, Eucalyptus torquata*
36. South Bay Terraces
Melaleuca*, Cercis (Redbud), Platanus
acerfolia, Eucalyptus sideroxylon
"Rosea"*

Appendix B, published as a separate document, is
a Technical Guide to Planting.

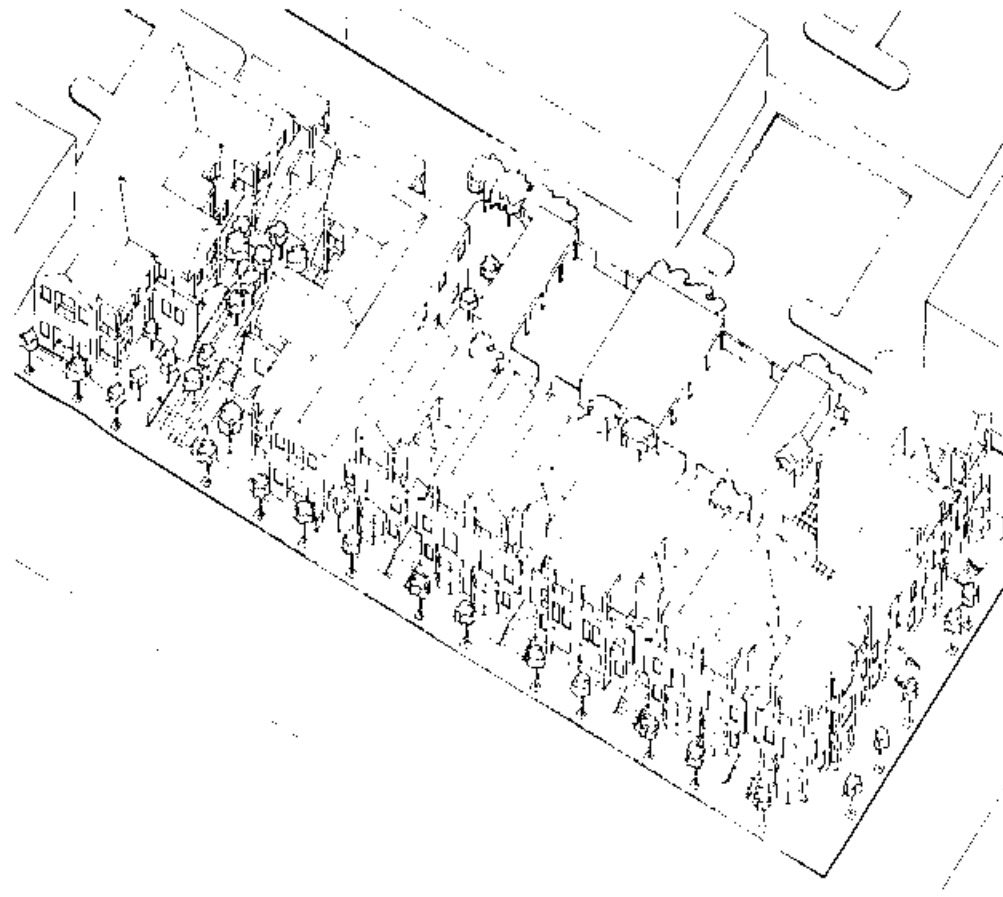
Tree Chart List

	HEIGHT				RATE	FORM								TEXTURE				FOLIAGE COLOR						ENVIRONMENT																					
	50-100 feet	30-50 feet	10-30 feet	10-20 feet		Slow	Moderate	Rapid	Round Dome	Broad Dome	Arching Vase	Ovoid	Obovoid	Conical	Columnar	Irregular/loose	Hesing	Naive	Coarse	Fine	Dull	Shiny	Dark Green	Medium Green	Light Green	Gray Green	Gray	Red-Purple	Variegated	Evergreen	Deciduous	Flower	Fruit	Soil Tol.		Space	Water	Light		Roots		Tolerance		Maint.	
																																		Heavy	Dry			Moist	Dry	Shade	Partial	Sun	Deep	Shallow	Invasive
● Drought-Tolerant Trees																																													
Botanical Name: <i>Melaleuca</i> sp. Common Name: (See sp.)																																													
Botanical Name: <i>Palta aspidiaca</i> Common Name: (Texas Umbrella)																																													
Botanical Name: <i>Rubus</i> sp. Common Name: (Raspberry)																																													
Botanical Name: <i>Myoporum laetum</i> Common Name: (Myoporum)																																													
Botanical Name: <i>Olea europaea</i> Common Name: (Olive)																																													
Botanical Name: <i>Persea indica</i> Common Name: (Caribbean Laurel)																																													
Botanical Name: <i>Phoenix</i> sp. Common Name: (Date Palm)																																													
Botanical Name: <i>Pinus</i> sp. Common Name: (Pine)																																													
Botanical Name: <i>Picea</i> sp. Common Name: (See species)																																													
Botanical Name: <i>Platanus acerifolia</i> Common Name: (London & Oriental Plane)																																													
Botanical Name: <i>Platycladus orientalis</i> Common Name: (Oriental Arborvitae)																																													
Botanical Name: <i>Fraxinus glauca</i> Common Name: (Hedgehog)																																													
Botanical Name: <i>Pyrus kawakamii</i> Common Name: (Kawakami Pear)																																													
Botanical Name: <i>Quercus</i> sp. Common Name: (Oak)																																													
Botanical Name: <i>Pinus taeda</i> Common Name: (Loblolly Pine)																																													
Botanical Name: <i>Robinia pseudoacacia</i> Common Name: (Black Locust)																																													
Botanical Name: <i>Salix matsudana</i> Common Name: (Weeping Willow)																																													
Botanical Name: <i>Sambucus racemosa</i> Common Name: (Blue Elderberry)																																													
Botanical Name: <i>Schinus molle</i> Common Name: (Pepper Tree)																																													
Botanical Name: <i>Sequoiadendron giganteum</i> Common Name: (Redwood)																																													
Botanical Name: <i>Sophora japonica</i> Common Name: (Pagoda Tree)																																													
Botanical Name: <i>Sophora secundiflora</i> Common Name: (Mescal Bean)																																													
Botanical Name: <i>Tamarix sp.</i> Common Name: (Salt Cedar)																																													
Botanical Name: <i>Trochodendron araliifolium</i> Common Name: (Tidou Tree)																																													
Botanical Name: <i>Trachycarpus fortunei</i> Common Name: (Windmill Palm)																																													
Botanical Name: <i>Ulmus pumilus</i> Common Name: (Chinese Elm)																																													
Botanical Name: <i>Ulmus pumilus</i> Common Name: (Siberian Elm)																																													
Botanical Name: <i>Umbellularia californica</i> Common Name: (California Bay)																																													
Botanical Name: <i>Vitis californica</i> Common Name: (Chaste Tree)																																													
Botanical Name: <i>Vincetoxicum sp.</i> Common Name: (Foxglove)																																													
Botanical Name: <i>Yucca brevifolia</i> Common Name: (Joshua Tree)																																													
Botanical Name: <i>Zizyphus jujuba</i> Common Name: (Jujube)																																													

Tree Chart List

	HEIGHT	RATE	FORM	TEXTURE	FOLIAGE COLOR	ENVIRONMENT													
						Soil Tol.		Space	Water	Light	Roots		Tolerance	Maint					
						Dry	Wet	Large	Small	Dry	Wet	Shade	Partial	Full	Deep	Shallow	Invasive	Wind	Drought
Moisture- Requiring Trees																			
Botanical Name: <i>Azadirachta indica</i> Common Name: Neem tree																			
Botanical Name: <i>Artocarpus lacucha</i> Common Name: Lake tree																			
Botanical Name: <i>Bretonia odorata</i> Common Name: Queen's tree																			
Botanical Name: <i>Naupaka verticillata</i> and 50 Common Name: (Ochard tree)																			
Botanical Name: <i>Amelanchier alnifolia</i> Common Name: Blue Plum																			
Botanical Name: <i>Buddleia cordata</i> Common Name: (Shrub)																			
Botanical Name: <i>Castanea sativa</i> Common Name: White Sweet																			
Botanical Name: <i>Castanea sativa</i> Common Name: (Chestnut)																			
Botanical Name: <i>Cedrus deodard</i> Common Name: (Deodar)																			
Botanical Name: <i>Citrus sp.</i> Common Name: Citrus																			
Botanical Name: <i>Elaphoglossum bicolor</i> Common Name: (Fern)																			
Botanical Name: <i>Erigeron annuus</i> Common Name: (Pigweed)																			
Botanical Name: <i>Franklinia alatamaha</i> Common Name: (Sweetgum)																			
Botanical Name: <i>Ginkgo biloba</i> Common Name: (Maiden hair tree)																			
Botanical Name: <i>Hamamelis virginica</i> Common Name: (Witch hazel)																			
Botanical Name: <i>Lacandonia tomentosa</i> Common Name: (Shrub)																			
Botanical Name: <i>Liquidambar styraciflua</i> Common Name: (Sweetgum)																			
Botanical Name: <i>Magnolia grandiflora</i> Common Name: (Magnolia)																			
Botanical Name: <i>Magnolia sp.</i> Common Name: (Magnolia)																			
Botanical Name: <i>Melastoma affine</i> Common Name: (Flame tree)																			
Botanical Name: <i>Pinus strobus</i> Common Name: (White Pine)																			
Botanical Name: <i>Populus sp.</i> Common Name: (Poplar)																			
Botanical Name: <i>Prunus serotina</i> Common Name: (Black cherry)																			
Botanical Name: <i>Salix nigrica</i> Common Name: (Willow)																			
Botanical Name: <i>Salix pyramidalis</i> Common Name: (Weeping Willow)																			
Botanical Name: <i>Syringa speciosa</i> Common Name: (Lilac)																			
Botanical Name: <i>Theophrasta danaiensis</i> Common Name: (Yellow Poinciana)																			
Botanical Name: <i>Ulmus sp.</i> Common Name: (Elm)																			
Botanical Name: <i>Tristania barkeri</i> Common Name: (Brisbane tree)																			

PART FIVE THE QUALITY OF NEW DEVELOPMENT



Rowhouse and Courtyard Dwellings on Imperial Avenue

Zoning Modifications and Design Guidelines for Discretionary Review

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

Recommendations are summarized in three parts:

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

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

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

Design Guidelines for Discretionary Review

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

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

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

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

Expanded Discretionary Review

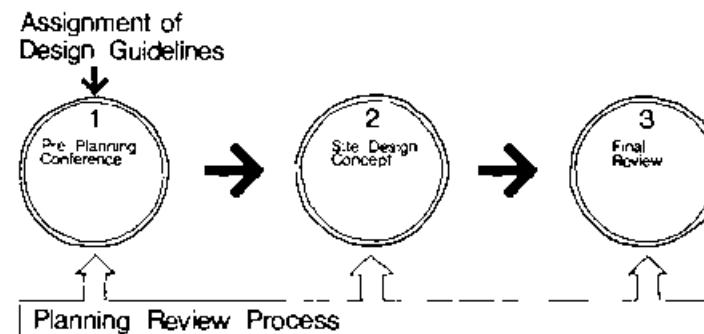
Analysis of recent development leads to the conclusion of a need for expanded Discretionary Review responsibility by the Department of City Planning. Most problem developments have been approved through the conventional zoning process. By contrast, Planned Developments subjected to

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

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

Pre-Planning Conference

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



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

ALL DEVELOPMENT PROPOSALS:

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

MULTI-FAMILY RESIDENTIAL DEVELOPMENT:

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

MULTI-FAMILY RESIDENTIAL DEVELOPMENT, SLOPING SITES:

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

COMMERCIAL DEVELOPMENT

23. OFF-STREET PARKING AREAS

INDUSTRIAL DEVELOPMENT

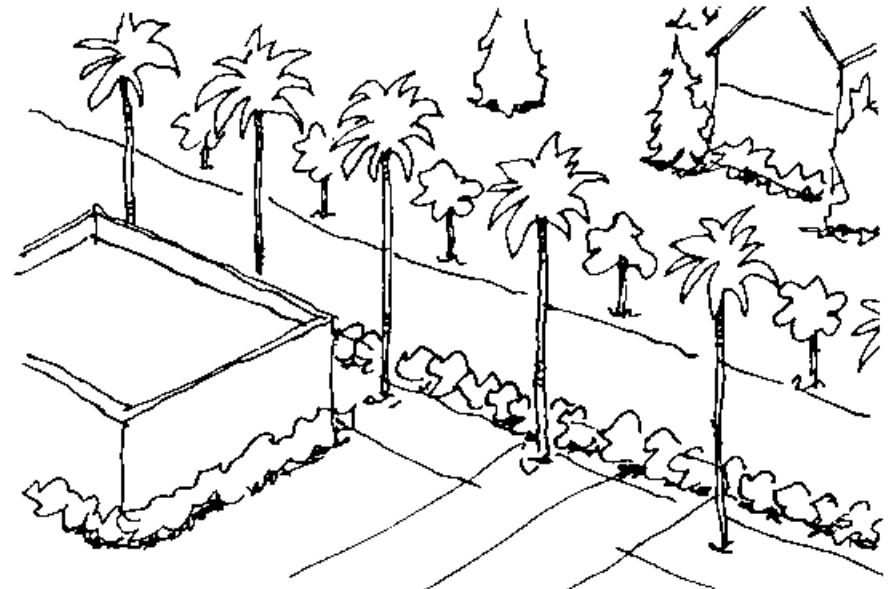
24. SPECIAL GUIDELINES FOR INDUSTRIAL DEVELOPMENT

Example Design Guidelines

4. Strong Edges Along Streets

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

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



DEVELOP A STRONG EDGE
ALONG MAJOR STREETS.

EXAMPLE

Site Planning, Planting and Architecture

6. Design for Climate and Energy Conservation

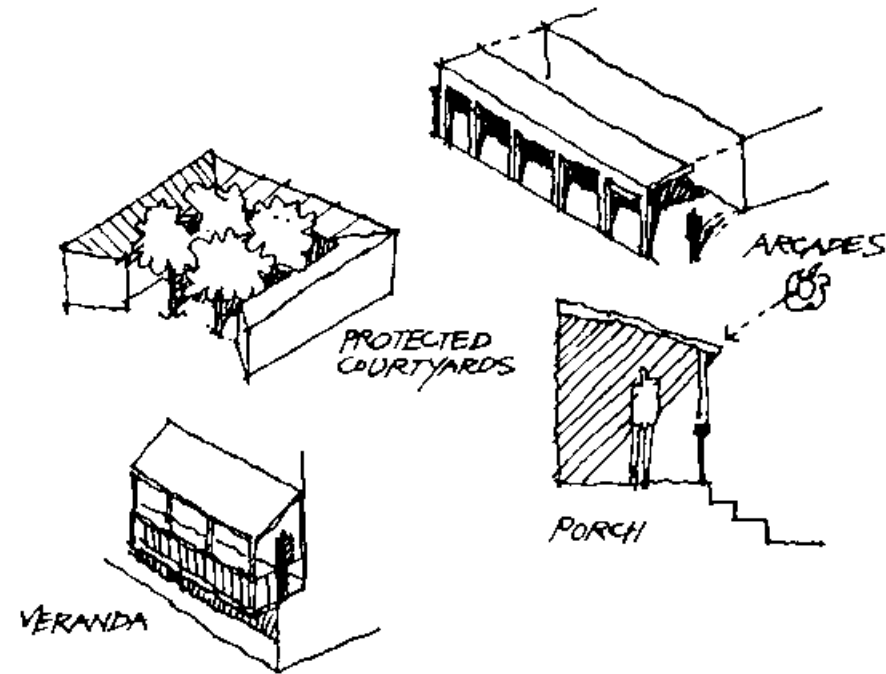
Intent:

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

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

Guideline:

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



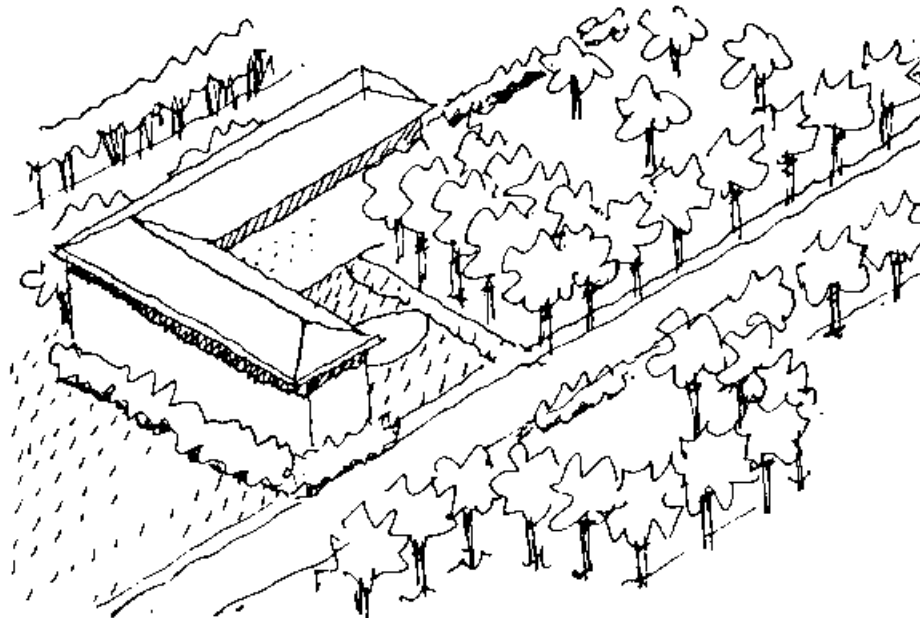
EXAMPLE

Site Planning Principles

3. Compact Building Groups and Spaces Between Buildings

1. Create compact building groups and clusters

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



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

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

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





Zoning Modifications Residential Development

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

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

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

DESIGN AND DEVELOPMENT REQUIREMENTS FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT

1. Yard Requirements

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

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

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



2. Private Open Space

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

3. Usable Open Space

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

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

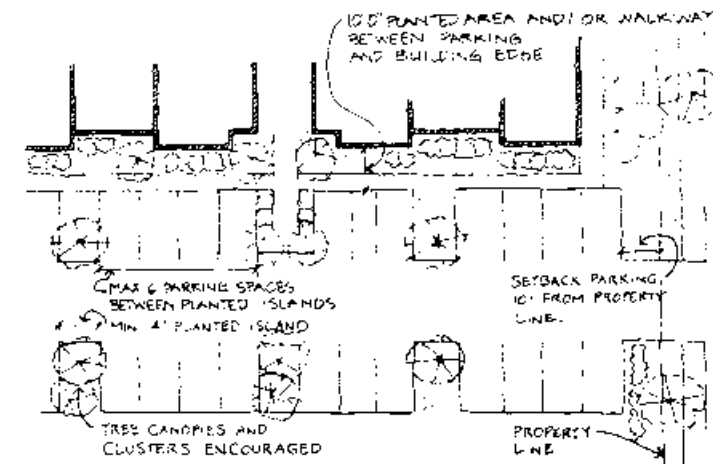
<u>Zone</u>	<u>Required Usable Open Space Per Dwelling Unit</u>
R-3000 (R-2)	600 square feet
R-1500 (R-2A)	400
R-1000 (R-3)	200
R-600 (R-3A)	175
R-400 (R-4)	100

4. Off-Street Parking and Driveways.

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

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

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



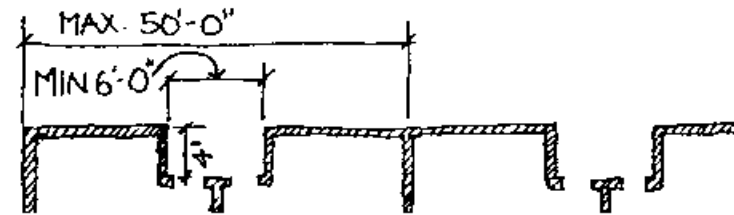
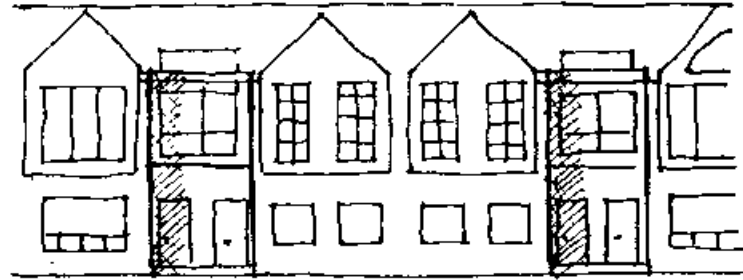
5. Landscaping. Planting requirements are increased throughout building sites.

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

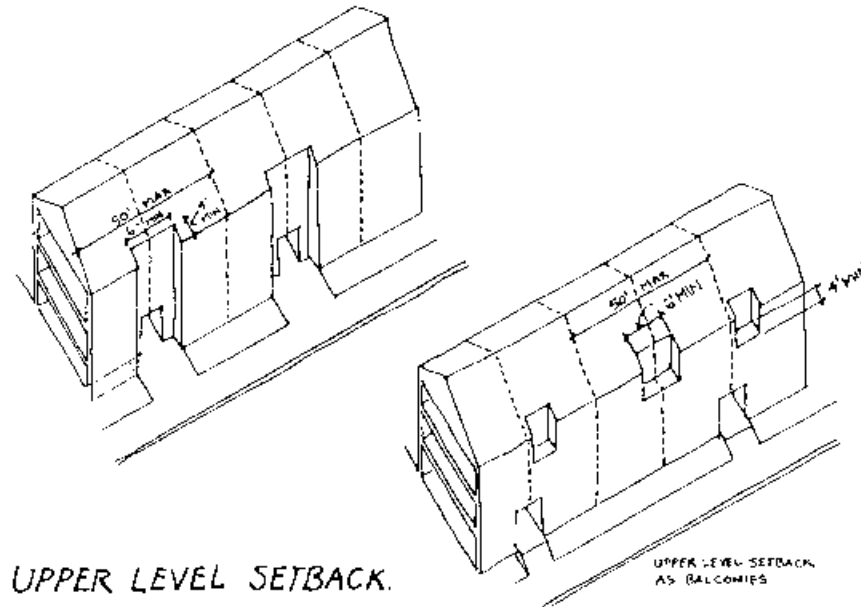
-At least one tree is required for every 200 square feet of landscaped open space. One street tree is required for every 30 feet of lot frontage.



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



GROUND LEVEL SETBACK



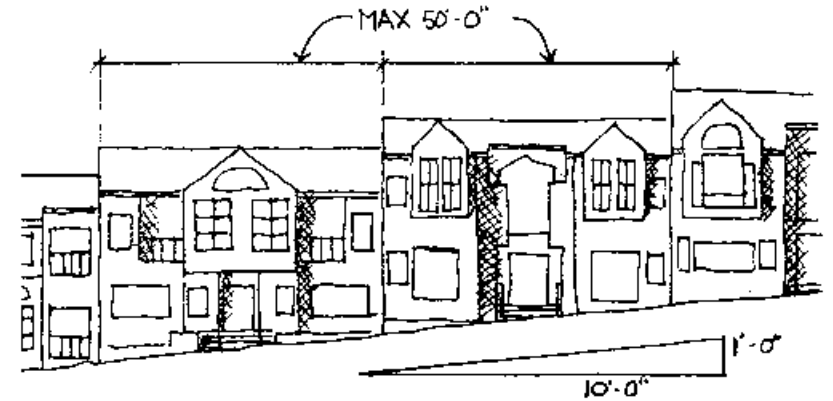
UPPER LEVEL SETBACK.

UPPER LEVEL SETBACK AS BALCONIES

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



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



Zoning Modification Commercial Development

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

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

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

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

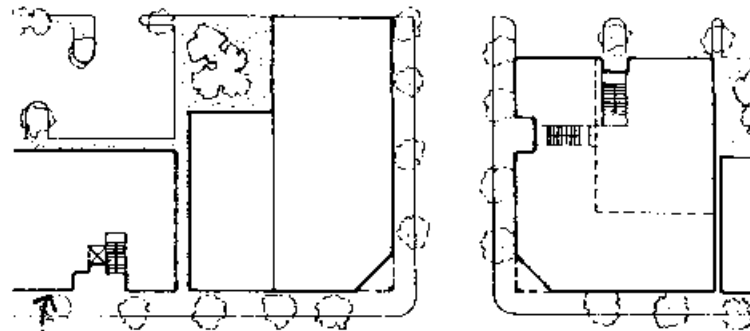
3. **Case Three.** Larger-scale commercial centers and drive-in uses in the newer, lower density neighborhoods. The design standards allow more flexibility than Cases One and Two, but provide stronger measures for landscaping and parking area design than does present zoning. They are to be applied to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

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

COMMERCIAL DEVELOPMENT - CASE 1

Application: To all CC (Community Commercial) Zones.

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



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

Commercial Development: Case 1

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

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

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

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

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

4. Planting Requirements.

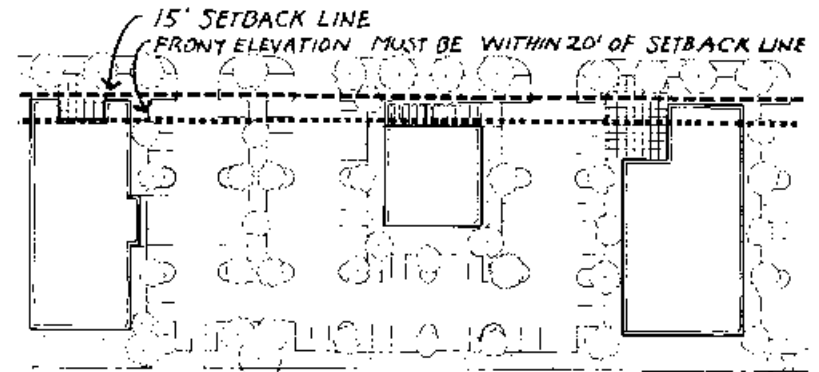
-One street tree is required for each 30 feet of lot frontage.

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

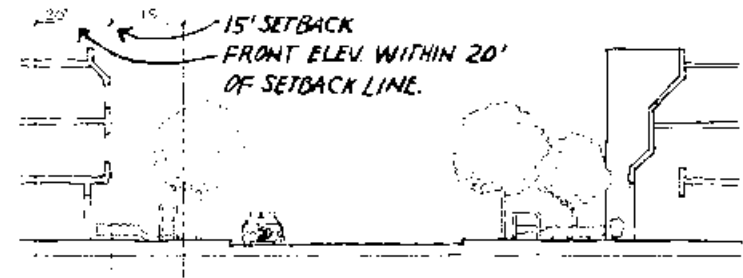
COMMERCIAL DEVELOPMENT - CASE 2

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

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



Commercial Development: Case 2



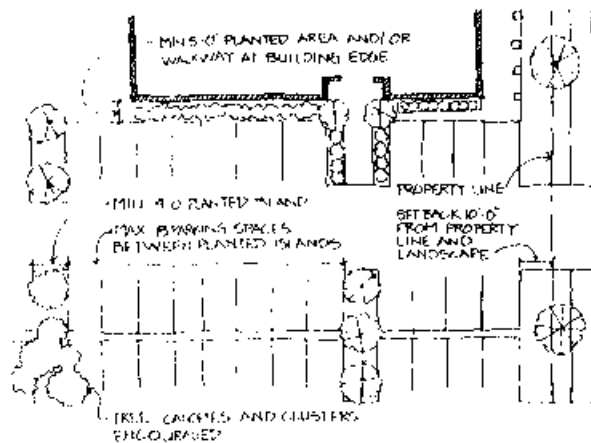
SECTION AT BUILDING

2. Off street parking Areas and Driveways.

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

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

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



PARKING AREA REQUIREMENTS ALL COMMERCIAL DEVELOPMENT

3. Planting Requirements.

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

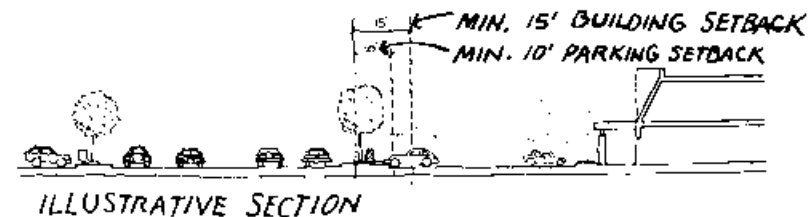
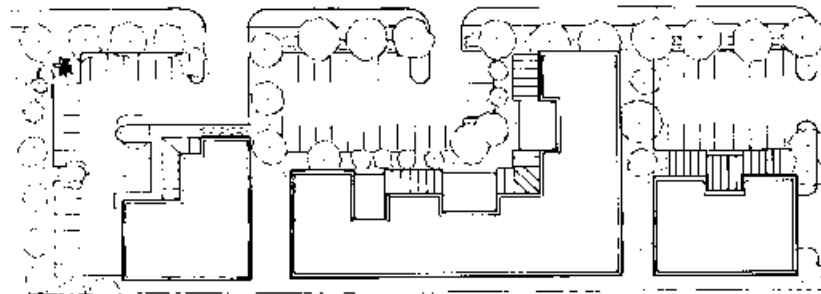
-A minimum of 50% of the required front yard area of the site must be landscaped.

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

COMMERCIAL DEVELOPMENT - CASE 3

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

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



2. Off-Street Parking Areas and Driveways.

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

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

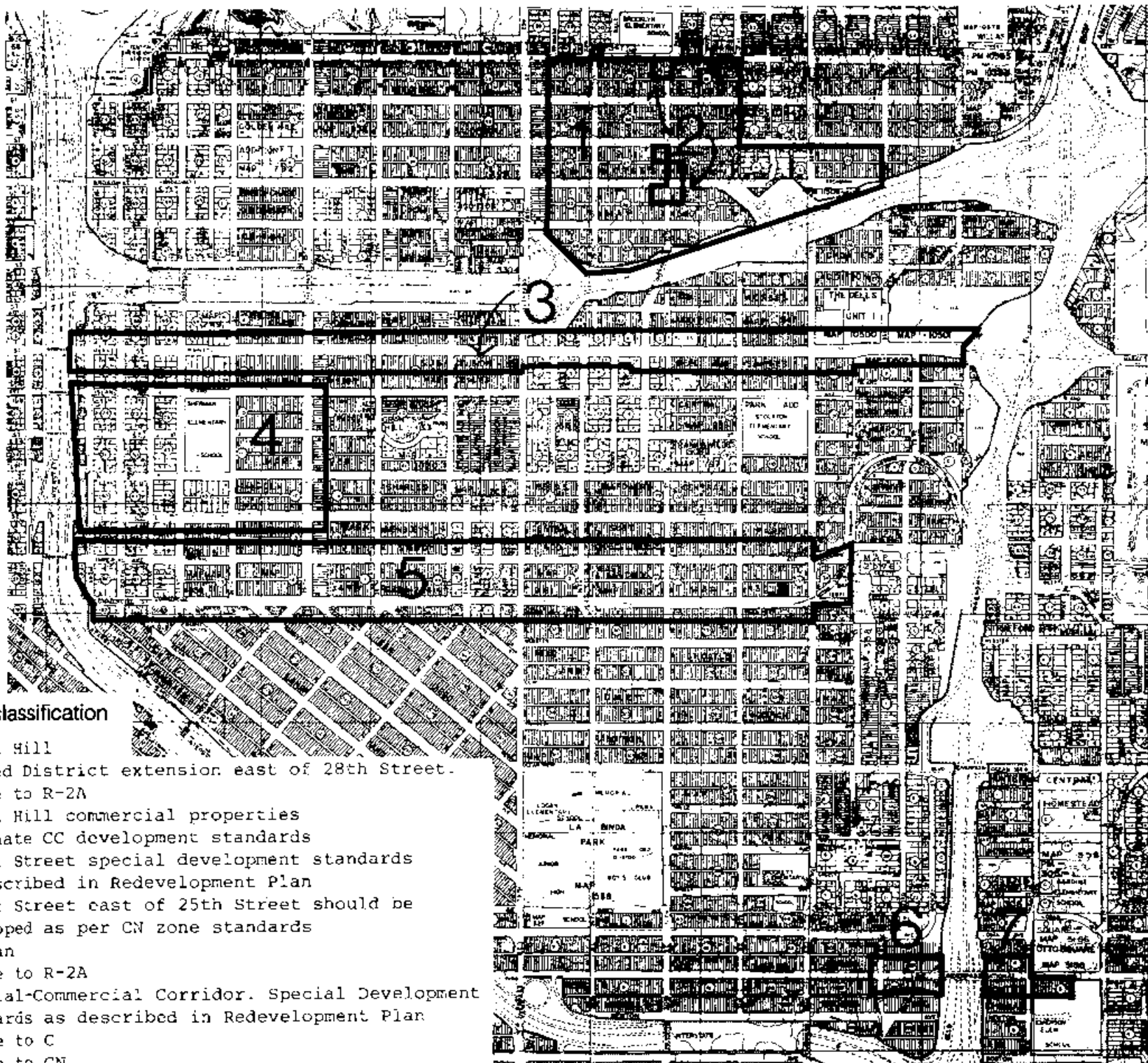
-Curb cuts for driveways are limited to reduce traffic conflicts and preserve on-street parking spaces. A schedule of maximum number and width of curb cuts is presented in Appendix A.



ZONING RECLASSIFICATION

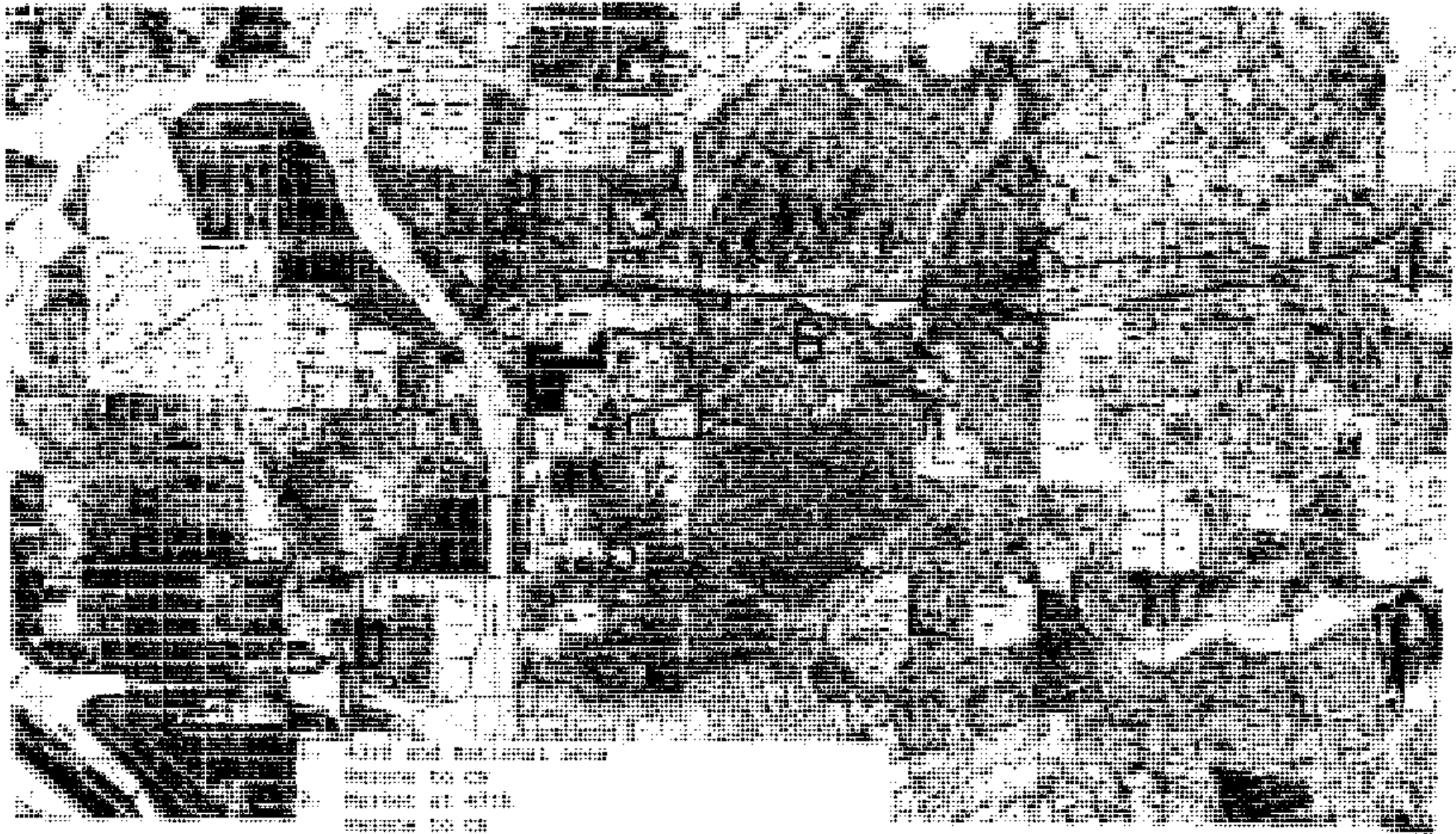
The following maps describe proposed zoning reclassifications in District Four.





Zoning Reclassification

1. Golden Hill
Planned District extension east of 28th Street.
Rezone to R-2A
2. Golden Hill commercial properties
Designate CC development standards
3. Market Street special development standards
as described in Redevelopment Plan
Market Street east of 25th Street should be
developed as per CN zone standards
4. Sherman
Rezone to R-2A
5. Imperial-Commercial Corridor. Special Development
standards as described in Redevelopment Plan
6. Rezone to C
7. Rezone to CN



- 1. ...
- 2. ...
- 3. Market at Euclid
Special Development standards as described in
Redevelopment Plan
- 4. Imperial and Euclid area
Rezone to CN
- 5. Logan at Euclid
Rezone to CN
- 6. Rezone to MLB
- 7. Encanto: Imperial and Akins Avenues
Special Development standards as described in
Redevelopment Plan

PART SIX THE NEIGHBORHOODS



PART SIX
THE NEIGHBORHOODS OF DISTRICT FOUR

In this section we summarize design concepts and development proposals for the Project First Class neighborhoods. As part of our task in the study, we were asked to give special focus to several sites of development opportunity in the new East Line Trolley Corridor. These site studies are presented as parts of their respective neighborhoods.

The neighborhoods presented are :

- A. GOLDEN HILL.
- B. SOUTHEAST SAN DIEGO, WEST OF ROUTE 15: Sherman, Logan, Memorial, Grant's Hill, Stockton, Wabash.
- C. SOUTHEAST SAN DIEGO, ROUTE 15 TO INTERSTATE 805: Mount Hope, Mountain View, Shelton, Southcrest.
- D. SOUTHEAST SAN DIEGO, EAST OF INTERSTATE 805: Horton's Purchase, Encanto, Lincoln, Radio Canyon, Emerald Hills, Valencia Park.
- E. SKYLINE, SOUTHBAY TERRACES, PARADISE HILLS.



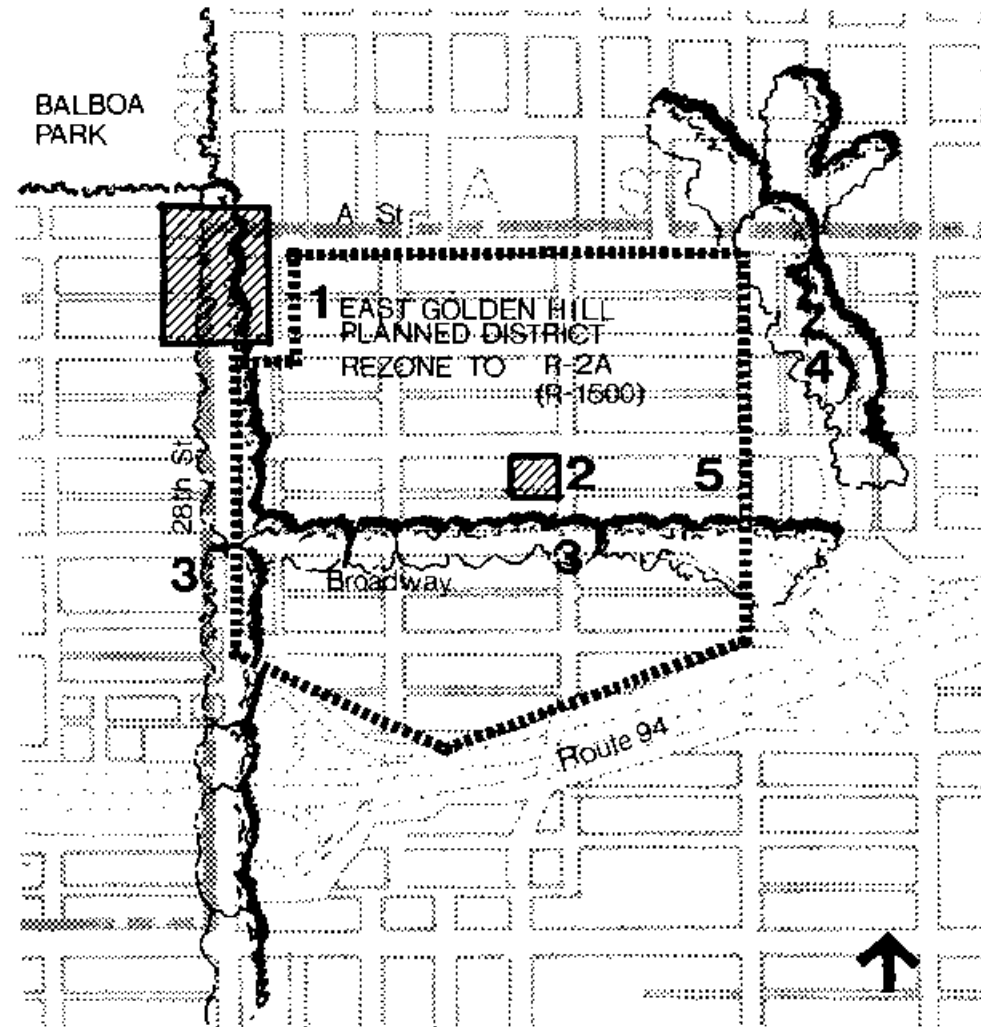
Golden Hill

The study area includes the southeast corner of Golden Hill, a neighborhood of distinct character formed by its topography, views, distinguished older buildings, canyon open spaces and closeness to Balboa Park. While not a part of Golden Hill's Historic District, the neighborhood does have a character that should be protected. Citizens are concerned with the density and quality of the new development, and feel greater scrutiny is needed in the review of development proposals. Several important hillside sites on the east slope will likely see future development. They will be important to the larger neighborhood as they define its southeastern edge at a highly-visible location.

Golden Hill should be considered a Conservation Neighborhood where new development must be compatible with the scale of its neighbors. The Hill can accept new infill development at a moderate density, but development must be more sensitive than some of the recent examples. Existing zoning densities east of 28th Street are too high (over 70 dwelling units/acre) and should be lowered to be compatible with conservation goals.

Specific recommendations:

1. Re-zone the area between 28th and 32nd Streets, from "A" Street to Route 94, from R-3A to R-2A. The R-2A density of 29 dwellings/acre is ample for feasible development of 2-3 story buildings in scale with the neighborhood.



GOLDEN HILL

1. Planned District east of 25th Street
Rezone to R 2A
2. Commercial corner improvements on 30th Street
Rezone to CN
3. Planting improvements on 28th Street and Broadway
4. 32nd Street canyon
5. Hillside development sites

2. Extend the present Golden Hill Planned District from 28th Street eastward to 32nd Street. This will provide needed discretionary review to insure better quality infill development, especially on some of the sensitive hillsides not in the Hillside Overlay Zone. We do not propose the use of detailed historical design guidelines in the manner west of 28th Street. The Design Guidelines for Discretionary Review outlined in this report will provide a good basis for review.

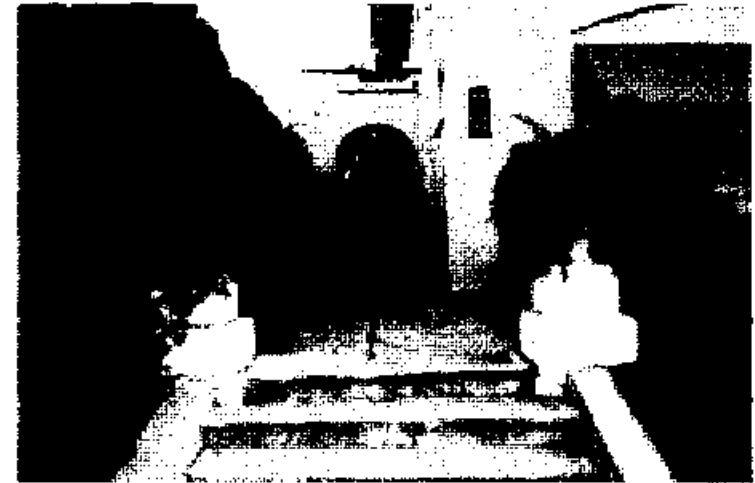
3. Re-zone all commercial properties to the C-C (Community Commercial) designation. This will provide development more compatible with the neighborhood if existing commercial properties are redeveloped in the future, replacing existing strip commercial patterns which should never have been permitted.

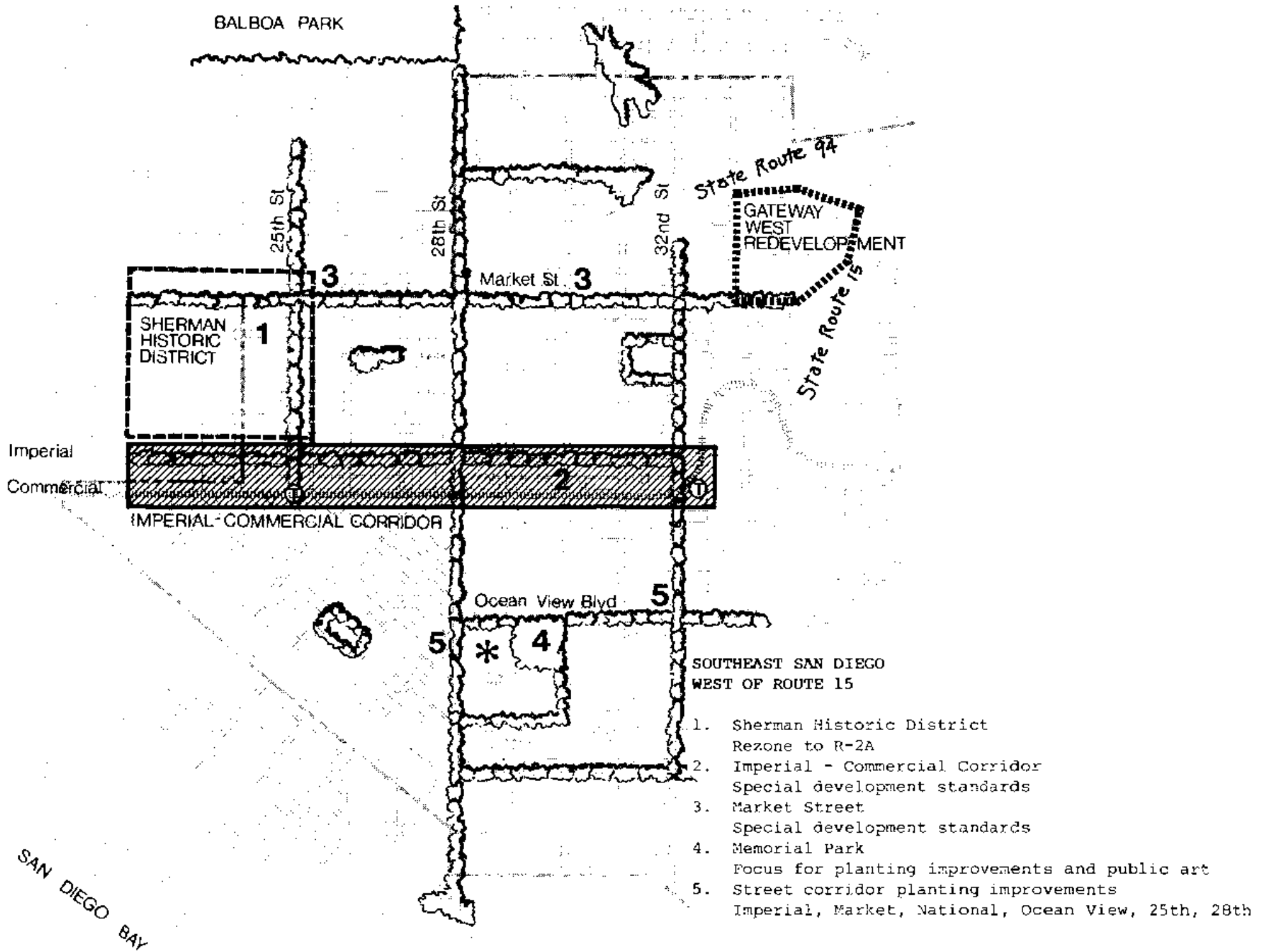
4. Lot Consolidation. Smaller-grain infill development should be encouraged and large-scale projects prohibited. Lot Consolidations with more than 100 feet street frontage should not be permitted, except in special circumstances where the new development is designed to reflect the 50 foot visual interval and rhythm of older properties in the neighborhood.

5. The neighborhood and City should enlist the cooperation of commercial property owners with street-facing parking lots to provide landscape and site improvements.

6. Public landscape improvements under the program outlined in Part IV should be focused on 28th Street, 30th Street and Broadway (linking to the Rt. 94 freeway interchange).

7. Golden Hill residents are encouraged to establish an Open Space assessment district to acquire and preserve the small finger canyons.





Southeast San Diego

West of State Route 15

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

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

Sherman

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

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

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

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

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



Houses, Sherman Neighborhood

Memorial and Logan



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

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

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

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



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

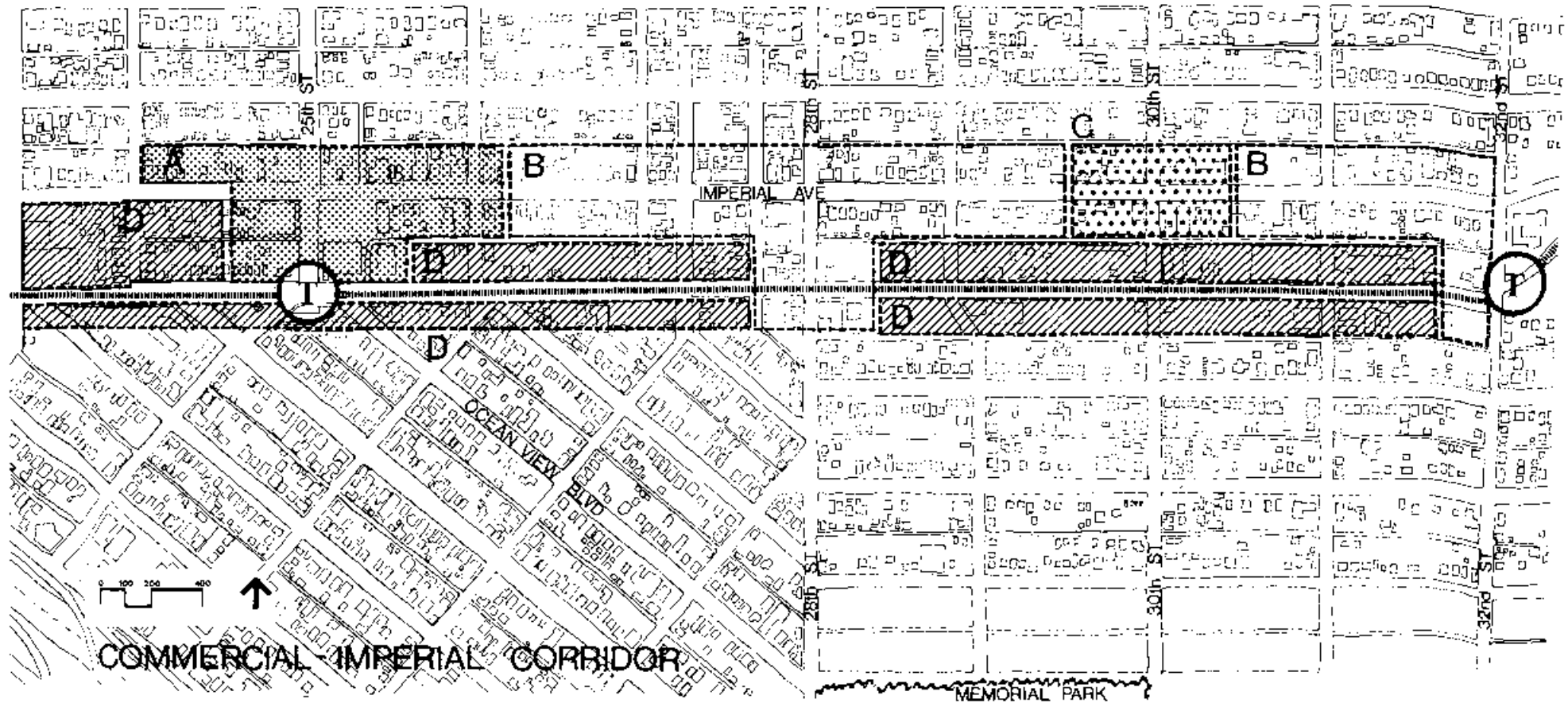
5. Street corridor planting improvements on Imperial, 25th, 28th, 32nd, Ocean View and National.

GRANT'S HILL, STOCKTON AND WABASH

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

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

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



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

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

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

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

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

REDEVELOPMENT ZONES:

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

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

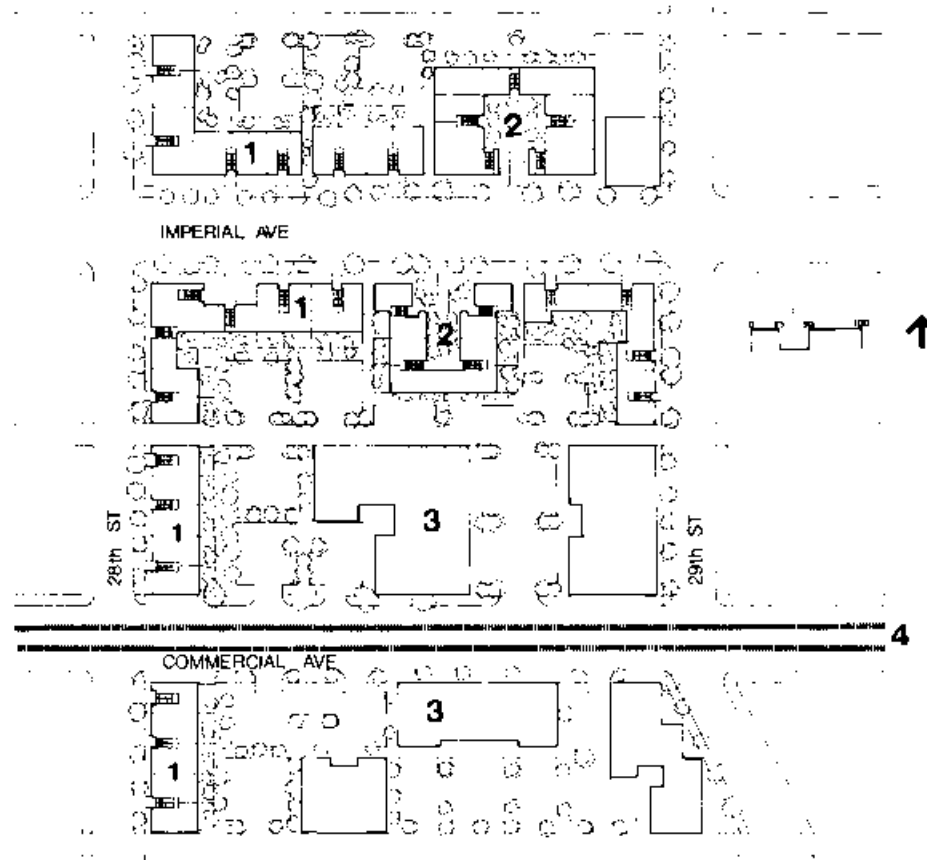
Properties are to be developed at zero lot line, similar in character to the CC (Community Commercial) zone. The development scale is primarily 3 story, with dwellings and offices above ground floor commercial activities.

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

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

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

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

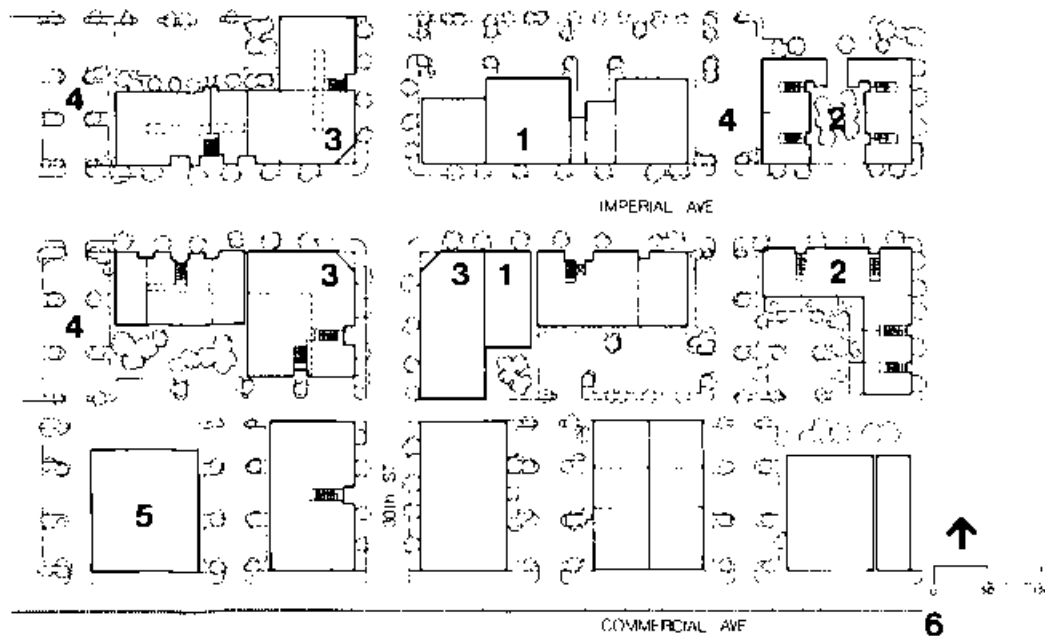


IMPERIAL-COMMERCIAL CORRIDOR

NEW MULTI/FAMILY RESIDENTIAL DEVELOPMENT

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





IMPERIAL AVENUE AT 30th REHABILITATION FOCUS

IMPERIAL AVENUE AT 30th STREET

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



Area C. Imperial Avenue at 30th Street.

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

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

Area D. Commercial Avenue

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

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

Southeast San Diego

State Route 15 Eastward to Interstate 805

Mount Hope, Mountain View, Sheltown and Southcrest.

MOUNT HOPE

To complement plans for the Gateway East Redevelopment, Market Street from Boundary eastward to Interstate 805 should be a focus of commercial revitalization activity. Market Street is given high priority in the street corridor planting program.

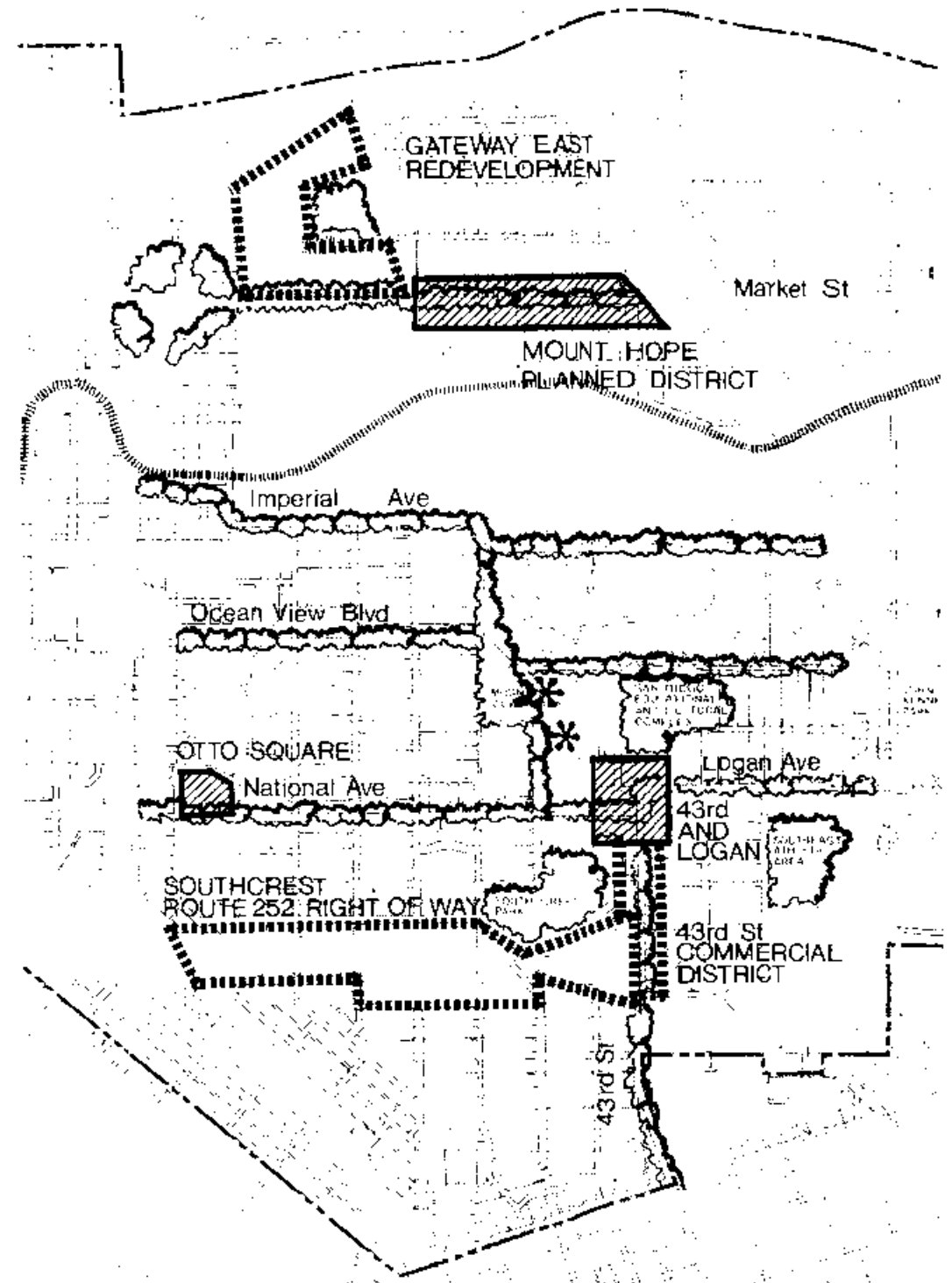
MOUNTAIN VIEW

Mountain View Park should be strengthened as an important community focus with planting improvements in the park and on adjacent streets. Planting improvements are to be focused on 41st Street, making a strong connection between the park, Neighborhood House and National Avenue.

SHELTOWN

The 43rd and Logan commercial area should be a target of future revitalization.

The Educational Cultural Complex now turns its back on the intersection and makes no relationship to either 43rd or Logan. There is need to develop a stronger tie, including the potential of a new building on college land just north of the intersection.



Study Focus:
National Avenue at 43rd Street

Realignment of the National Avenue and 43rd Street intersection has been discussed by the City. The purpose of this study was to examine redevelopment potential of the area if realignment occurs. A decision on the intersection's future is needed by the City to end present uncertainty.

Four potential development sites are illustrated:

Site A. Northwest Corner.

The realignment project would require acquisition of all existing commercial properties 500 feet west of the present intersection. The site could be developed as a neighborhood and college-oriented commercial center with offices above. Ground level and upper level each 15,000 square feet. Parking 45 spaces.

Site B. Southwest Corner.

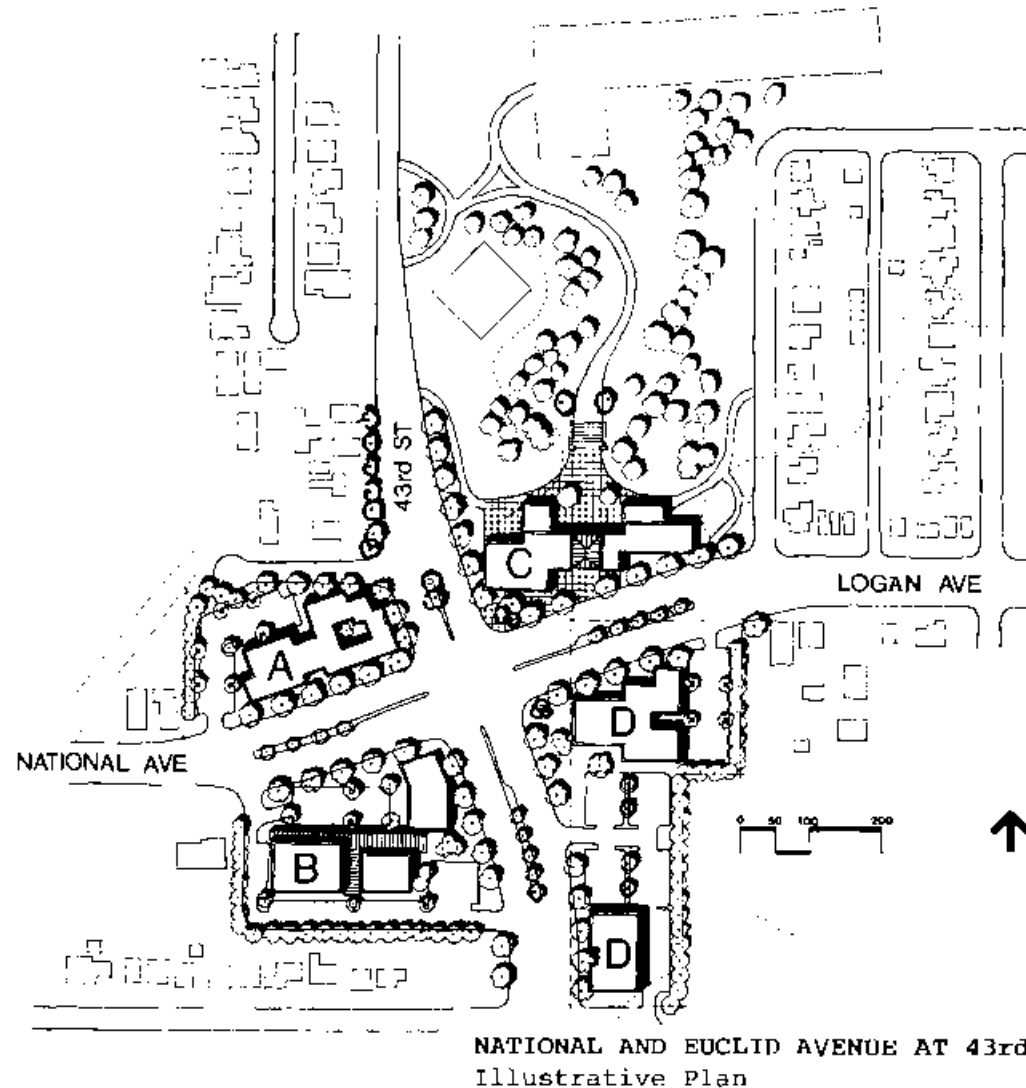
The existing commercial buildings could be rehabilitated and a new building addition added at the corner, the whole linked together by a covered walk or arcade. Rehabilitation space: 13,000 square feet. New space: 6,000 square feet, with potential for an additional 6,000 square feet at upper level. Parking 70 spaces.

Site C. Northeast Corner.

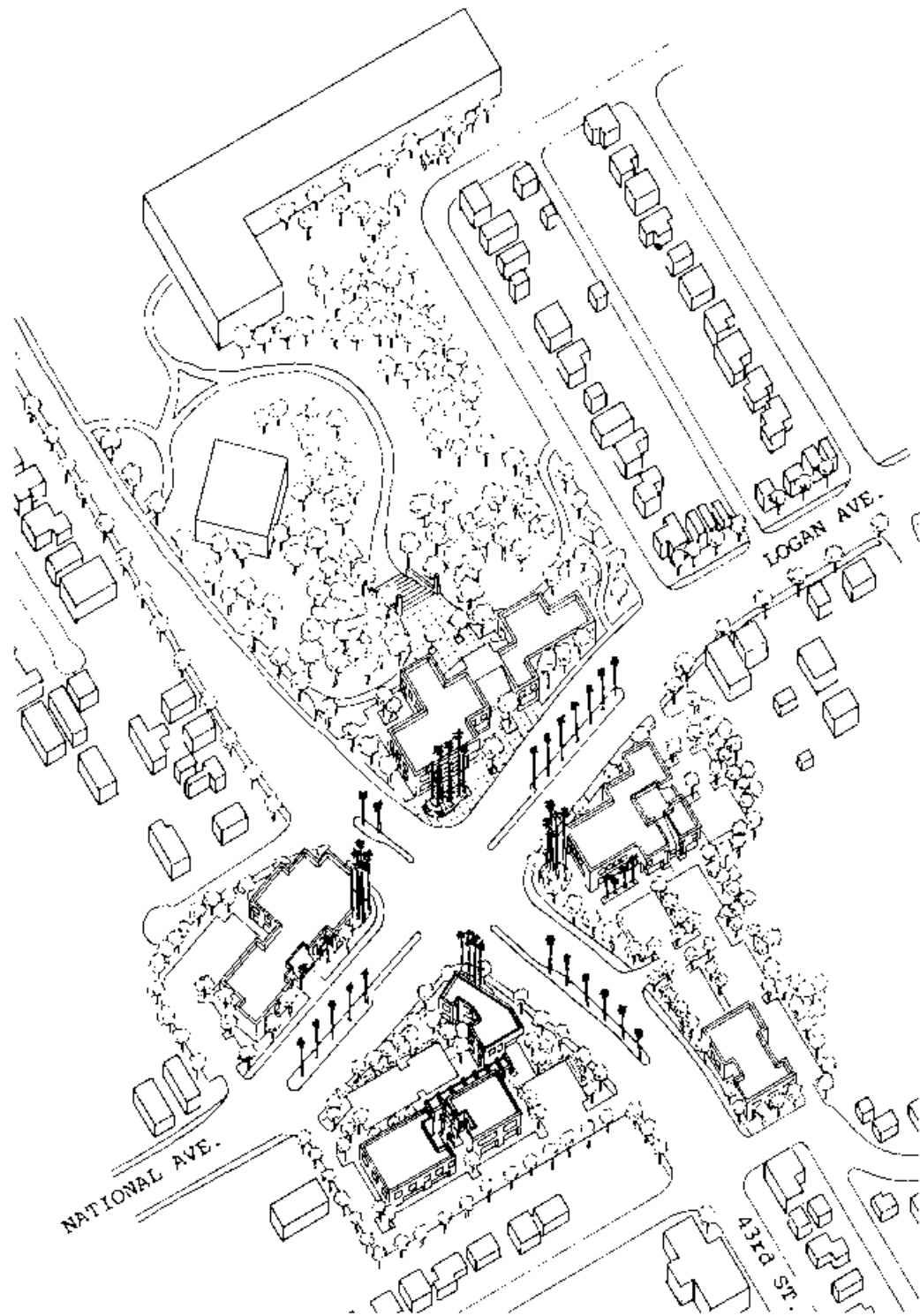
This corner would be an excellent location for a future addition to the Educational Cultural Complex or other public building. It would provide a needed linkage of the College to the intersection, stepping from the intersection down the hillside. As shown, the building would be 2 or 3 levels at 20,000 square feet per level.

Site D. Southeast Corner.

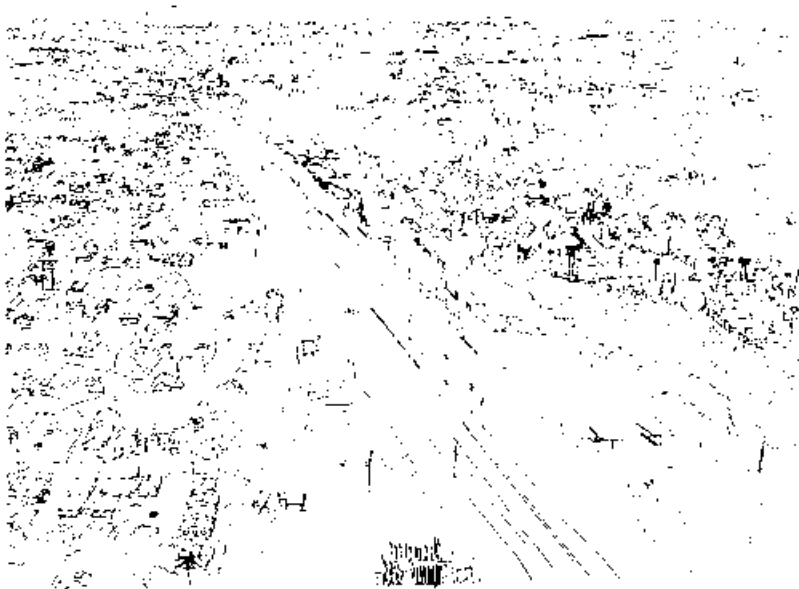
The plan shows two buildings for neighborhood commercial services, with potential for upper level offices. As illustrated, the two buildings total 24,000 square feet at ground level, with potential for an additional 24,000 square feet upper levels. Site parking is 130 spaces.



NATIONAL AND EUCLID AVENUE AT 43rd
Illustrative Plan



NATIONAL AND EUCLID AVENUE AT 43RD
With intersection realignment



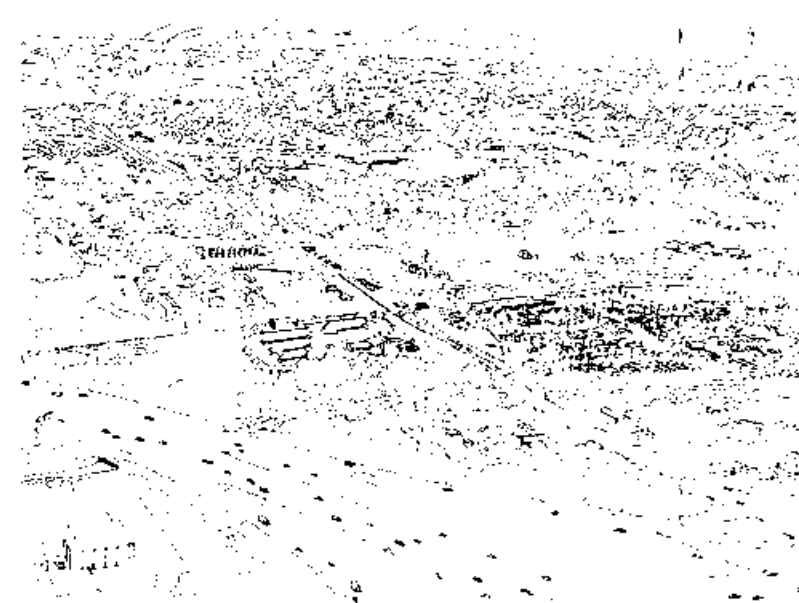
Southeast San Diego

East of Interstate 805

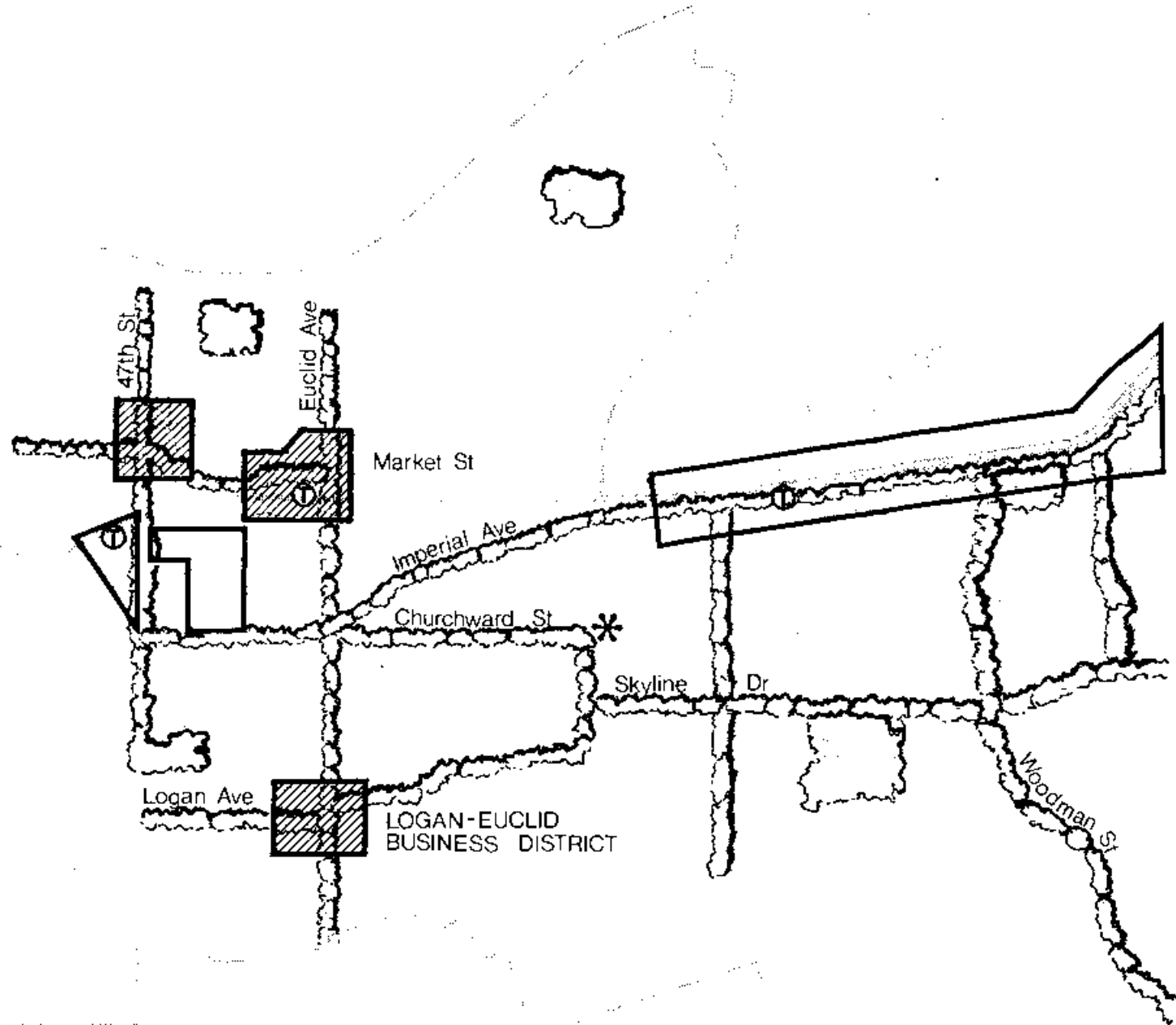
Horton's Purchase, Encanto, Lincoln, Radio Canyon, Valencia Park.

The Trolley East Line will have an important impact on the northern portion of this area, with park and ride stations at 47th Street, Euclid Avenue and 62nd Street. Substantial housing development opportunities exist on public land in the Imperial Avenue and 47th Street area, and along Akins Avenue near the 62nd Street Trolley station in Encanto.

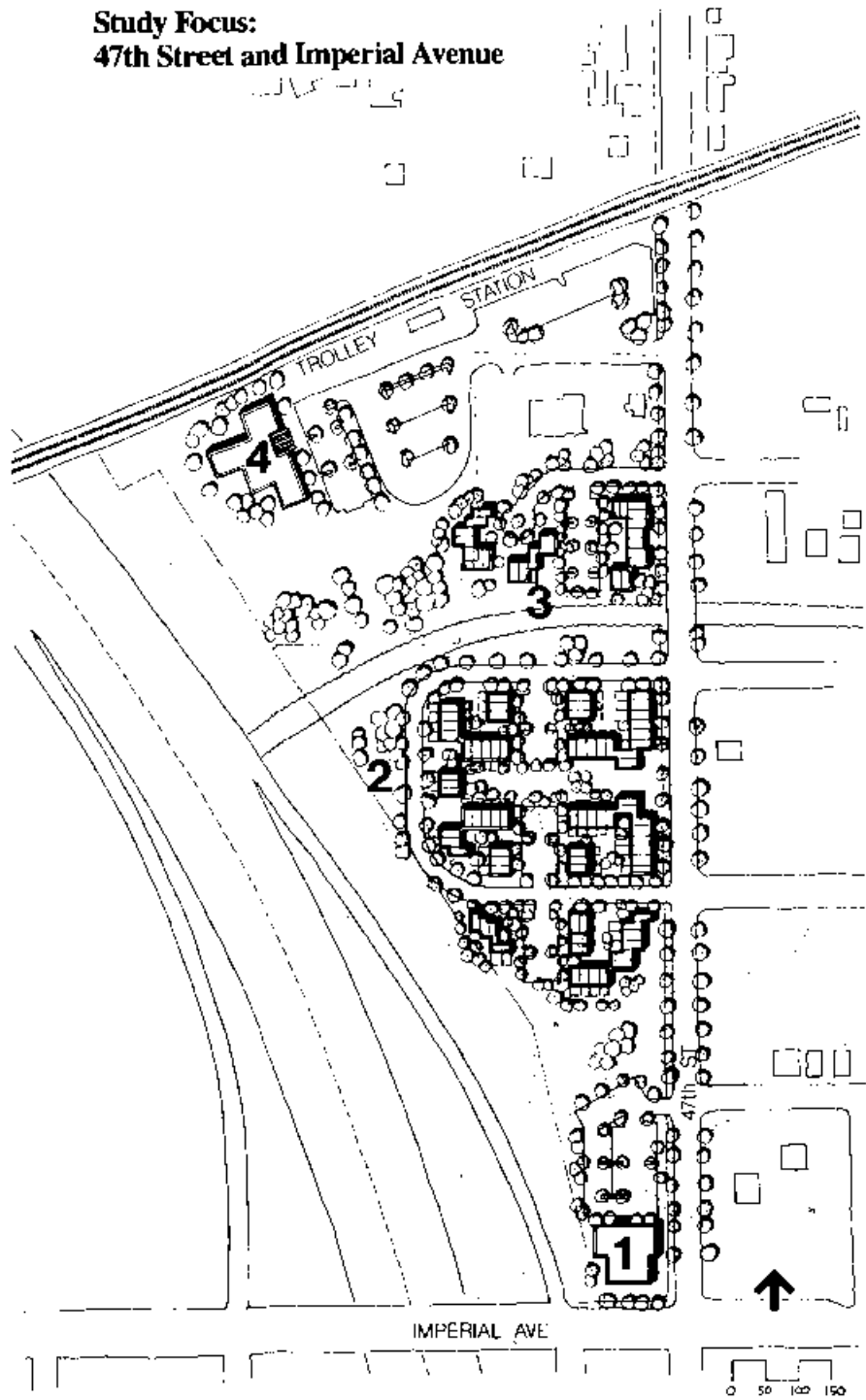
Planting improvements are to be focused on the major street corridors on Market, Imperial, Logan, 47th and Euclid.



Dr. Martin Luther King, Jr. Park



**Study Focus:
47th Street and Imperial Avenue**



The site is the west side of 47th Street, from Imperial Avenue northward to the 47th Street Trolley stop. Most of the site is in public ownership. A substantial portion is subject to flooding from Las Chollas Creek. The site divides naturally into 4 parcels.

- 1** Parcel 1. Corner 47th and Imperial

A 1-1/4 acre commercial site with good visibility from Imperial and access to I-805. Potential for a small office building, branch financial institution or commercial service.
- 2** Parcel 2. Middle site on west side of 47th Street, south of Las Chollas Creek

A 4-1/2 acre site with limitations imposed by the flood plain. Two alternatives were studied: a neighborhood commercial center of 40,000 square feet; and a multi-family residential development of approximately 100 dwelling units. The site also has potential as an office building or office park with up to 80,000 square feet of building space.
- 3** Parcel 3. Between Las Chollas Creek and the Church of God.

A 1-1/2 acre site between the Church of God and the Creek, with limitations imposed by the flood plain. Potential for a residential cluster of up to 25 dwellings, possibly developed by the Church or other non-profit organization for senior citizens.
- 4** Parcel 4. Trolley Station Joint Development Site

A 2.6 acre site west of the Trolley Station on Transit District land. Although visibility and access are limited, several uses have potential: office building, medical services building, senior citizen or other type of housing.

Design Guidelines

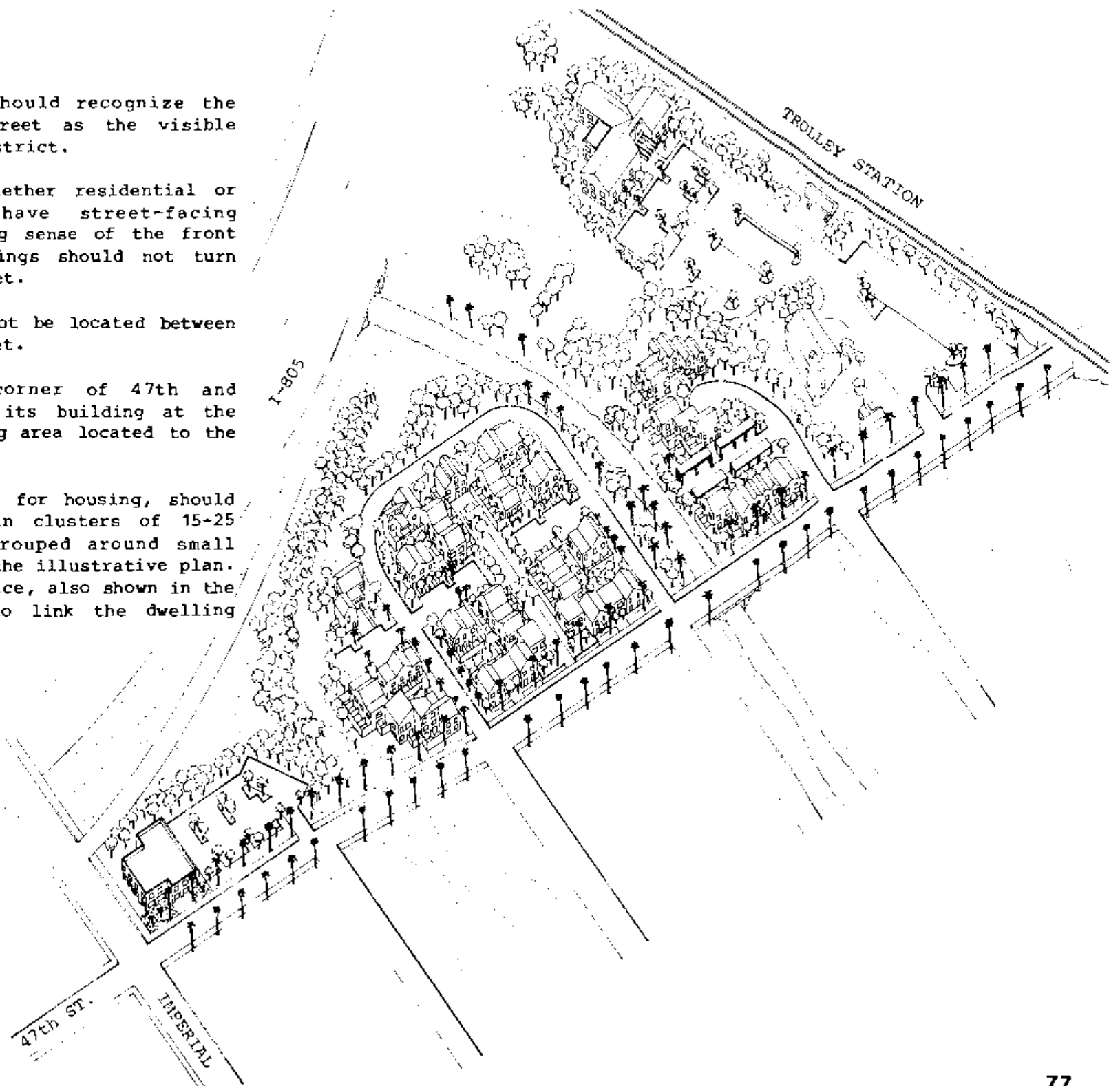
All new development should recognize the importance of 47th Street as the visible "front edge" of this district.

-Buildings on 47th, whether residential or commercial, should have street-facing entrances with a strong sense of the front being on 47th. Buildings should not turn their backs on the street.

-Parking areas should not be located between buildings and 47th Street.

-Parcel 1, at the corner of 47th and Imperial, should site its building at the corner, with the parking area located to the north.

-Parcel 2, if developed for housing, should divide the dwellings in clusters of 15-25 units each, perhaps grouped around small courtyards as shown in the illustrative plan. A larger common open space, also shown in the plan, could be used to link the dwelling clusters together.



**Study Focus:
Market Street at 47th Street**

The intersection is 1,000 feet north of the 47th Street Trolley Station. Present uses include vacant land and several small deteriorated commercial buildings. The intersection has potential for development of new neighborhood commercial services. Five development sites are illustrated.

Site 1. Southeast Corner, Market and 47th. A building containing 14,000 square feet of neighborhood-oriented commercial services is shown with potential for an additional 14,000 square feet of offices at upper level. Parking 62 spaces.

Site 2. Northeast Corner, Market and 47th. The existing commercial center has rehabilitation potential. On the illustrative site plan, the auto repair building on the corner is shown as removed.

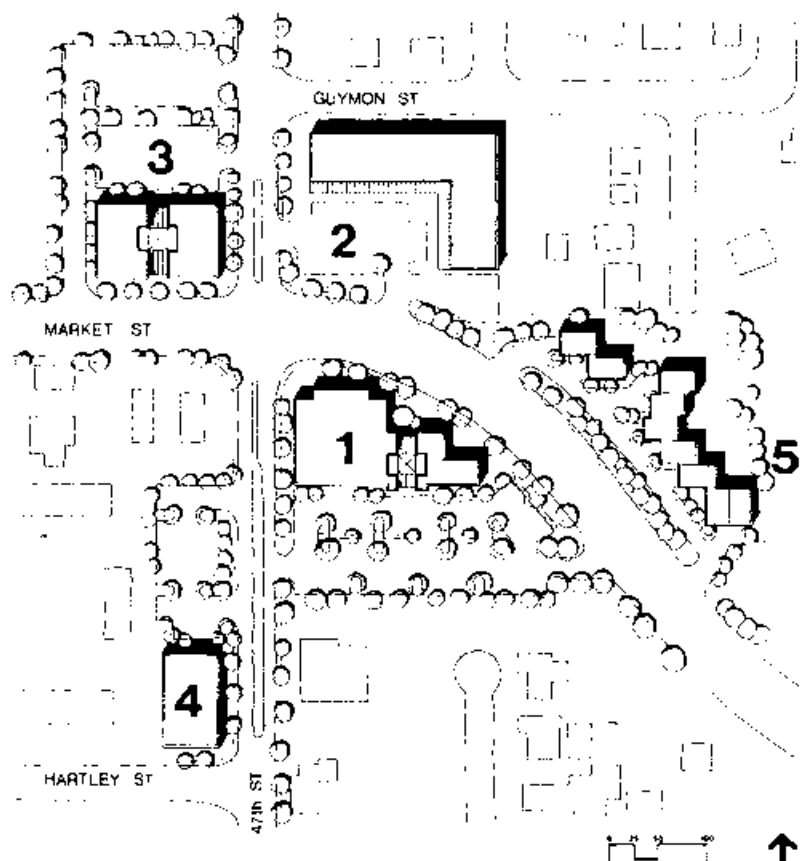
Site 3. Northwest Corner, Market and 47th. The site has potential for development as a small office building, professional building or neighborhood commercial services. As shown on the site plan, the building has 2 floors, each 10,000 square feet.

Site 4. Northwest Corner, 47th and Hartley. A small office or commercial building with 2 floors, each 6,000 square feet, is shown on the illustrative plan. Parking 25 spaces.

Site 5. East of Intersection on 47th Street. This triangle shaped site of approximately 1 acre has potential for development of a cluster of 20-25 dwelling units. The plan shows 2-story buildings with tuck-under parking. Common open space is in the rear of the site.

Design Guidelines

New development at the corner of Market and 47th (on Sites 1 and 3) should locate buildings at the corner, with parking to the side or rear of the buildings. Development in this location should conform to the Case 2 Commercial Development type outlined in Part V of this report.



MARKET STREET AT 47th STREET
Illustrative Plan



MARKET STREET AT 47th STREET

Study Focus: Market Street at Euclid Avenue

The Market-Euclid intersection is an important crossroads and location of a new East Line Trolley Station. The intersection has good access to Route 94. Three potential private development sites are shown. There is also potential for joint development on Transit District land at the Trolley Station.

Site 1. Northwest Corner, Market and Euclid
The 4-acre site has potential for development as an auto service park. The concept would enable customers to drive in, leave their car for the day, and ride the Trolley to work. Services would include general and specialized repair (e.g., Goodyear, Midas Muffler, auto stereo). Strong landscape design would site the cluster of buildings in a densely-planted setting complementing the Trolley Station across the street. In the illustrative site plan, 40,000 square feet of building area is shown.

Neighborhood commercial services also have potential on all or a portion of this site.

Site 2. North Side of Market, West of the Creek Channel.

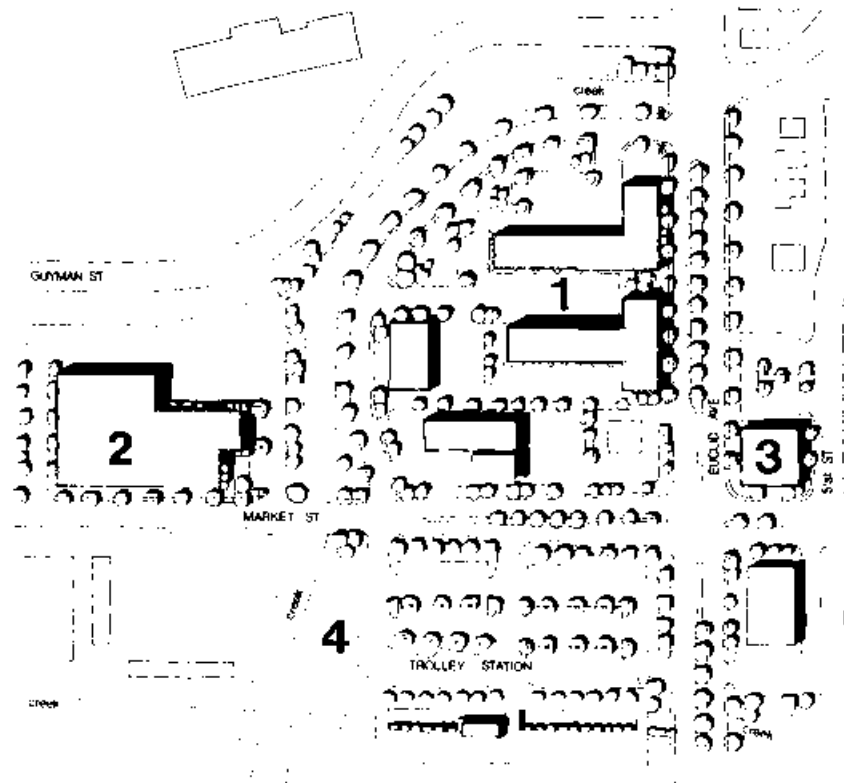
The site drawing illustrates a light industrial building with 35,000 square feet on one level. There is potential to develop more space with a 2 or 3 story building.

Site 3. Northeast Corner, Market and Euclid
This small one-half acre site is limited by constraints of access and topography. It has potential for a small office building with 2 stories each 6,000 square feet. Parking 26 spaces.

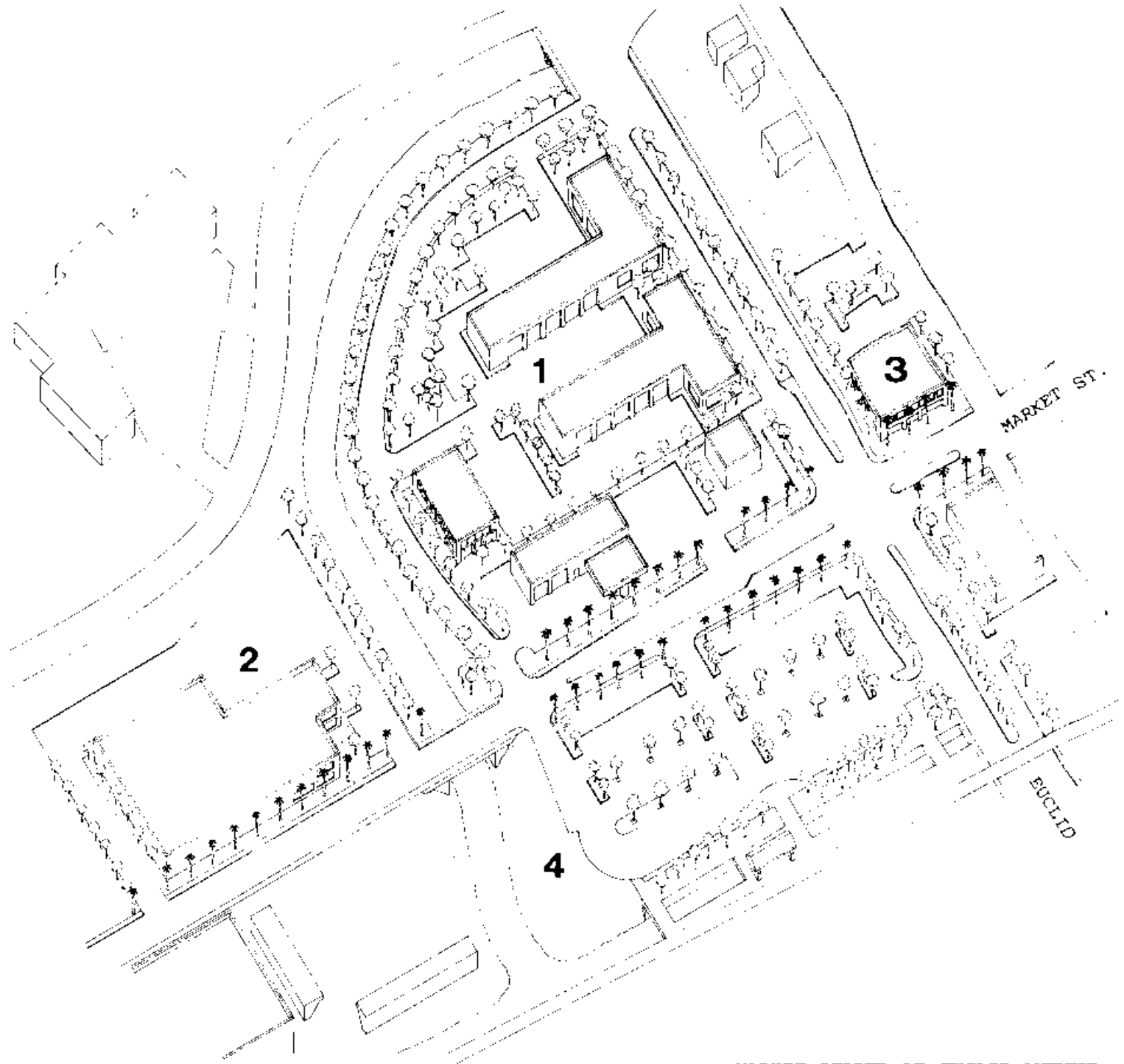
Site 4. Trolley Station Joint Development Site.

The Trolley Station site has potential for

joint development of commercial services. The tenant services would need to have low parking demand, or parking demand at hours that do not conflict with Trolley parking. Example services: newsstand, convenience market, automated banking, automated postal stop, restaurant. The joint development site would be possible by relocating some of the existing parking.



MARKET STREET AT EUCLID AVENUE
Illustrative Plan



MARKET STREET AT EUCLID AVENUE

Logan-Euclid Business District

The Logan-Euclid Professional Business Association has organized an active program to work for the area's improvement. Given the owners' initiative and willingness to invest in property improvements, the area should be given high priority for public landscape improvements. As an important, highly-visible intersection, Logan-Euclid can become a demonstration model for a joint private-public revitalization effort. The illustrative drawing shows a consistent pattern of street trees accompanied by low shrubs in a planted buffer area between the parking lots and street. A cluster of tall trees is shown to mark the intersection corners. Low shrubs should be planted in the new traffic island.



Logan/ Euclid Business District

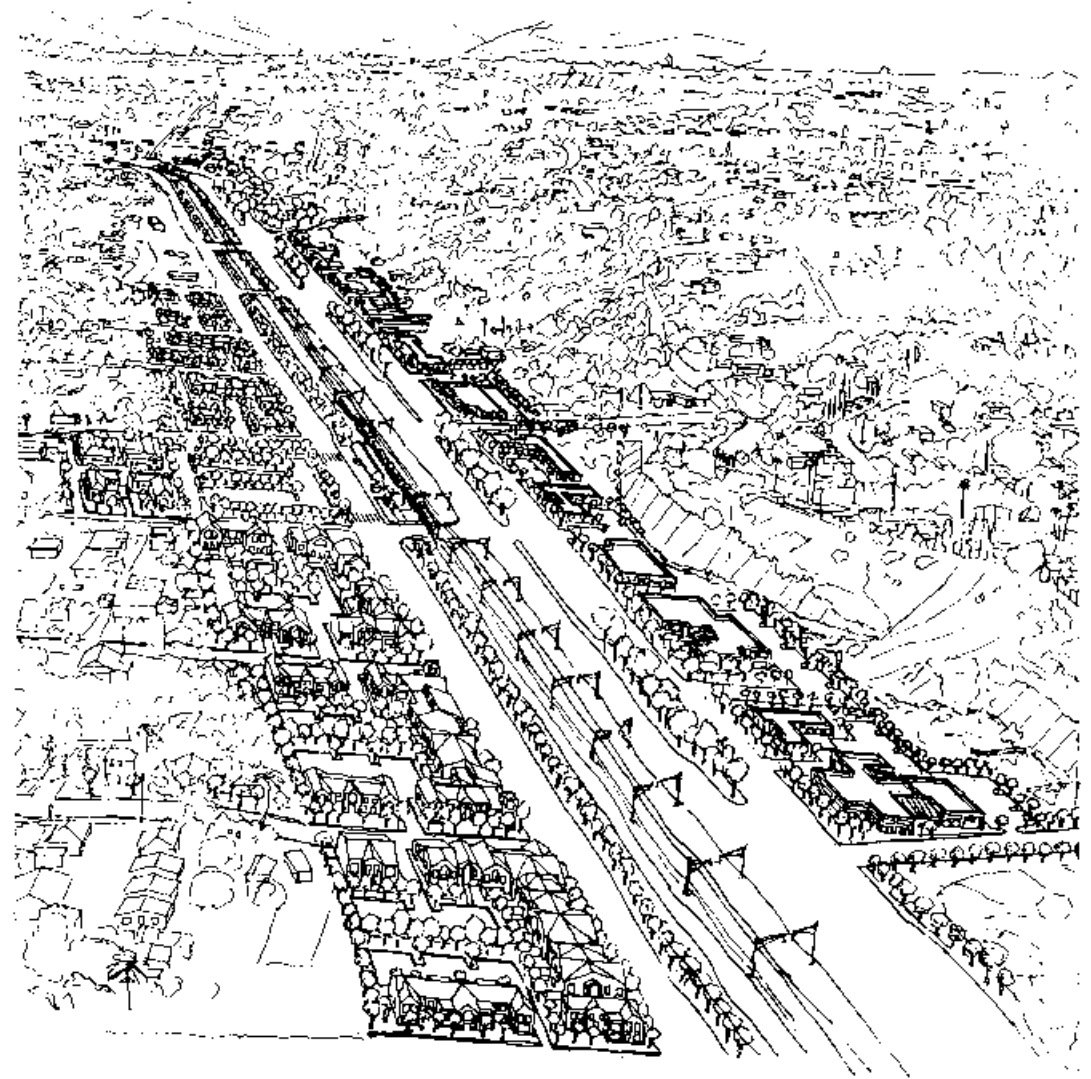
1. Median planting
2. Street tree planting on Logan Avenue
3. Planting clusters at corners
4. Hedge planting to screen parking lots
5. Sunrise Corporation
corner sign, flags, and planting
6. Professional Center
property and planting improvements

Study Focus: Imperial Avenue, Encanto



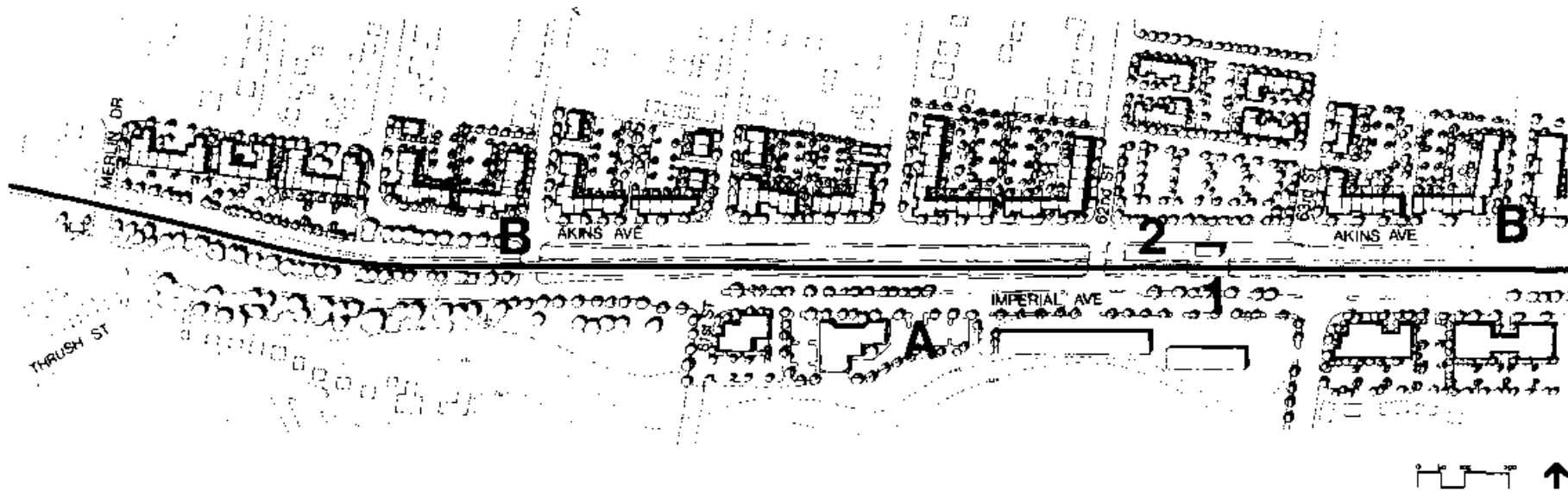
The 1-1/4 mile stretch of Imperial Avenue and Akins in Encanto has good potential for multi-family housing development, new commercial services and offices. The area will be served by the 62nd Street Trolley Station.

New development in the area presents an excellent opportunity to locate substantial new housing and neighborhood shopping within a short distance of the Trolley stop.



Imperial and Akins Avenues, Encanto

Encanto Park



Area A: Imperial Avenue, West End

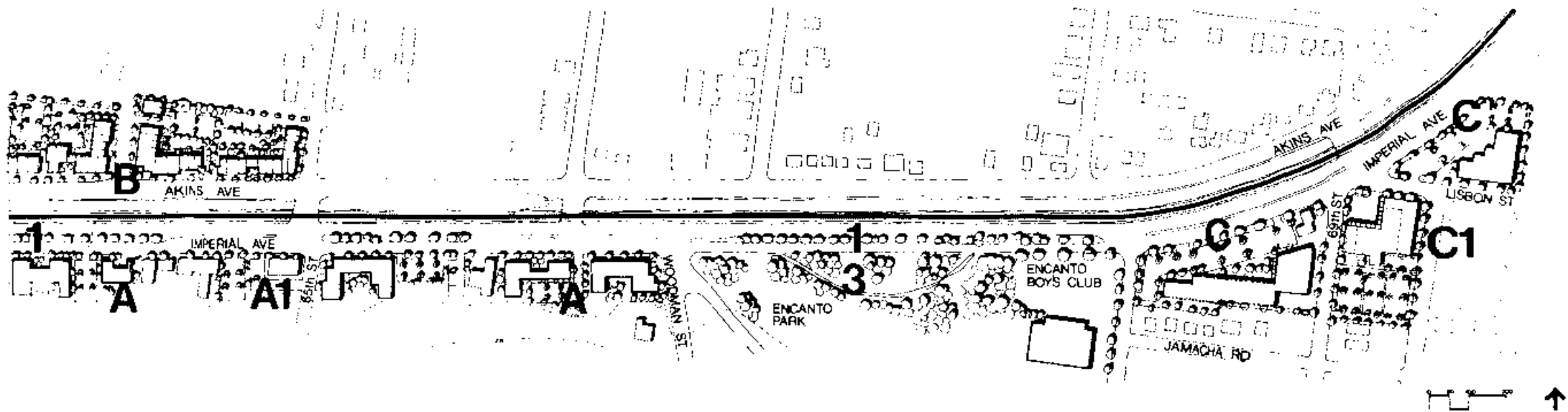
This area should be designated for mixed commercial, office and residential development. Some of the older commercial buildings near 65th Street have rehabilitation potential. The new development would be typically 2-3 story buildings with commercial or office activities on the ground floor, and offices or dwellings on upper levels. The development pattern would conform to the Case Two Commercial Development pattern outlined in Part V of this report. Auto service, drive-in and drive-through uses are discouraged, allowed only by special use permit. Parking should be confined to the sides and rears of buildings.

Area B: Akins Avenue

Akins Avenue has excellent potential for multi-family housing within walking distance of the Trolley stop. The plan shows residential sites on the north side of Akins, developed at a density of 20-30 dwellings/acre. Sites are approximately one acre each, with dwellings grouped in small courtyard buildings and street-facing townhouses. Buildings should directly front and develop strong relationships with the street, with visible entries to dwellings from the street.

Area C: Imperial Avenue, Between 68th and Lisbon

This end of Imperial has potential for neighborhood commercial services. The existing small center containing the Post Office may be expanded and rehabilitated. The three commercial sites shown in the drawing would have a combined potential to offer a substantial range of services to the



IMPERIAL AVENUE. ENCANTO

neighborhood. The buildings would be developed to CN (Neighborhood Commercial) zone standards.

- A. Imperial Avenue west end
Mixed commercial, office and residential development
- A1. Rehabilitation of existing commercial buildings
- B. Akins Avenue multi family new residential development. 20 to 30 dwellings/ acre
- C. Imperial Avenue east end
Neighborhood commercial services
- C1. Rehabilitation of existing commercial center and post office

PUBLIC IMPROVEMENTS

PUBLIC IMPROVEMENTS

1. Imperial Avenue planting in the existing median strip from Merlin to Lisbon. The median needs an irrigation system. The Street Corridor Planting list (Part IV) gives recommended tree species.

- 1. Imperial Avenue median planting
- 2. 62nd Street trolley stop
- 3. Encanto Park and Boys Club park expansion and improvements

2. The 62nd Street Trolley Stop. The Trolley stop should be named "Encanto."

3. Encanto Park and Boy's Club. Unification of the park and Boy's Club into one important park-recreation center would provide a strong community focus. This can be accomplished by acquisition of the remaining private properties between the park and center.

Skyline, Paradise Hills, South Bay Terraces

The land forms, valleys and views from higher elevations give these neighborhoods their sense of identity and spatial character. Although planting is sparse, there are a few places which show the rich potential of a community planting program.

A joint public-community planting effort would do most to improve the neighborhood's character. Public planting improvements should be concentrated at parks, schools and on important street corridors. A community-organized effort could be made to enrich the residential streets, perhaps organized under the Community Alert Programs successful in the area.

Residents of these neighborhoods are concerned with the barren hillsides left by new development. It appears the City is not fully enforcing required planting, and that developers are not properly maintaining the new vegetation. The City should require developers to post a 3-year maintenance bond on new planting to assure its proper care through the critical growth period.

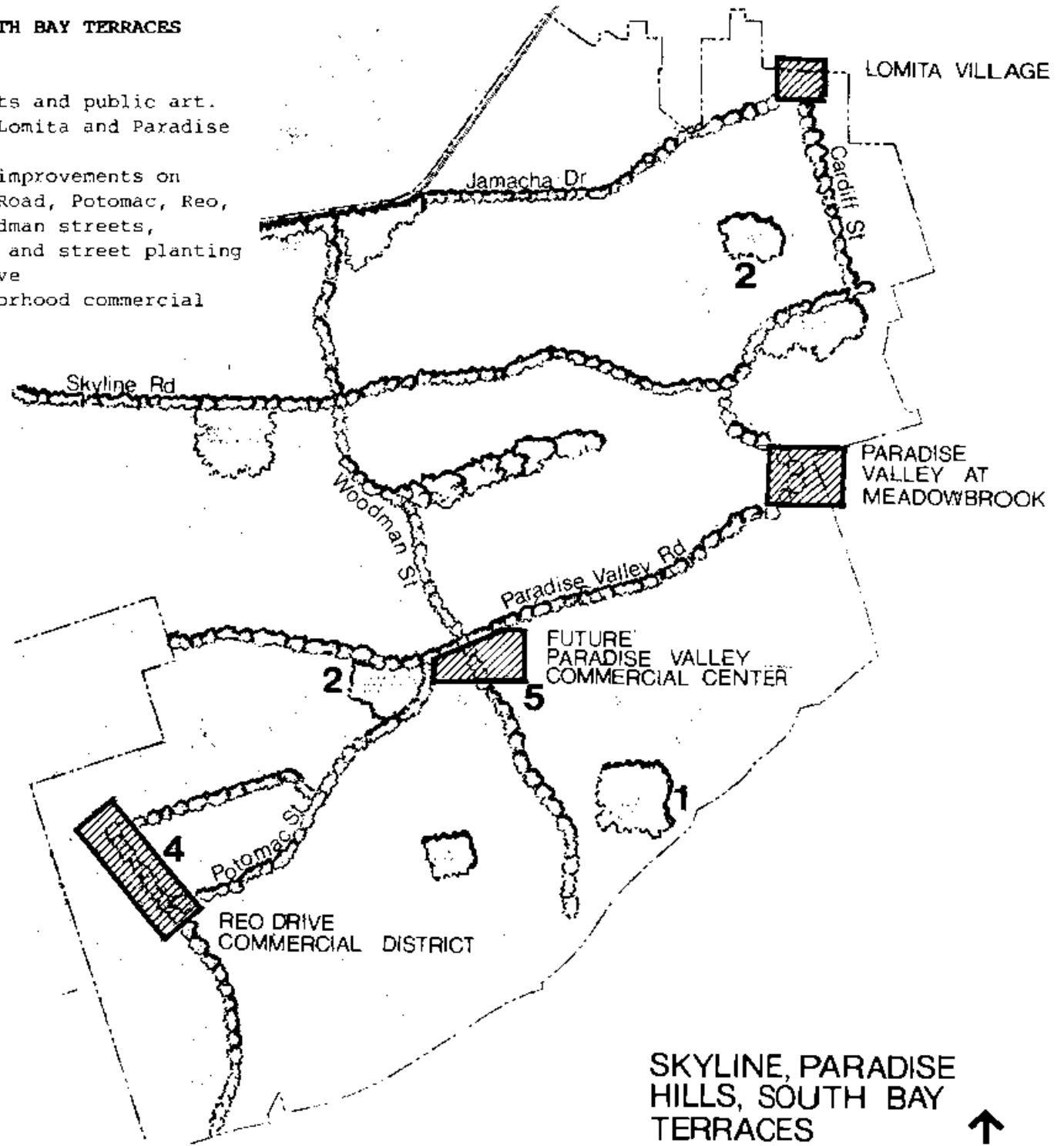
The Reo Drive and Highland Park (Paradise Valley Road at Meadowbrook) shopping areas are in declining condition and need improvement by their property owners. On Reo Drive, new planting, lighting and a coordinated sign program could transform its image with moderate investment.

The commercial properties at Paradise Valley Road and Woodman should continue to be reserved for exclusive commercial use.



SKYLINE, PARADISE HILLS, SOUTH BAY TERRACES

1. South Bay Terraces Park.
Focus planting improvements and public art.
2. Planting improvements at Lomita and Paradise Hills parks
3. Street corridor planting improvements on Skyline, Paradise Valley Road, Potomac, Reo, Jamacha, Cardiff, and Woodman streets,
4. Commercial revitalization and street planting program needed at Reo Drive
5. Reserve for future neighborhood commercial center



SKYLINE, PARADISE
HILLS, SOUTH BAY
TERRACES



PART SEVEN: IMPLEMENTATION

Implementation Responsibility

I. Recommendations

A. Residential Neighborhoods

- | | |
|--|---|
| 1. Conduct historic survey and seek Historic District designation for Sherman Neighborhood. Prepare necessary ordinances to prohibit demolition or movement of contributing buildings. | City Planning
Project First Class funding of historic survey (estimated \$15,000). |
| 2. Rezone Sherman neighborhood from R-3 to R-2A. | City Planning and Planning Commission |
| 3. Rezone southeastern Golden Hill (east of 28th) from R-3A to R-2A. | City Planning and Planning Commission |
| 4. Continue concentrated code enforcement in all residential neighborhoods. | City Code Enforcement Team |
| 5. Initiate legal action to remove non-conforming land uses on Commercial Avenue and other locations where such activities harm adjacent residential neighborhoods. | City Attorney |
| 6. Focus housing rehabilitation programs in Sherman, Memorial, Logan, Grant's Hill and Encanto neighborhoods. | Housing Commission |
| 7. Encourage small courtyard, townhouse and cluster developments of 15-25 dwelling units as the preferred housing type in Southeast San Diego. | City Planning and S.E.D.C. |

B. Commercial Streets and Districts

- | | |
|---|--|
| Launch a commercial revitalization program to rehabilitate existing business properties and districts. Begin with organization of property and business owners. Provide low-interest loan assistance and priority for public improvements to areas which are organized and committed to self-improvement. | S.E.D.C. with City-funded assistance.
City public improvements. |
|---|--|

C. Parks and Open Space

1. Give priority to Memorial, Mountain View and South Bay Terraces parks for development as Centers of Excellence.

Parks and Recreation Department

2. Focus Project First Class landscape improvement funds in Memorial, Mountain View, South Bay Terraces, Paradise Hills, Martin Luther King Jr. and Lomita Parks.

Project First Class
Parks and Recreation Department

3. Develop a new park east of 47th Street along the Las Chollas flood plain north of Imperial Avenue. This would be implemented as part of the new housing to be developed on City land north of Imperial Avenue.

Parks and Recreation
S.E.D.C.

4. Develop mini-parks in neighborhoods isolated by freeways and major thoroughfares.

Parks and Recreation

D. The Visual Quality of Important Streets

1. Incorporate urban design input and review in all public works projects.

Dept. of Engineering and Development
City Planning

2. Resolve problems of small "left over" property parcels created by street widenings. Resolve citywide problem of the "5-foot" strip.

City Property Department
City Council

3. Complete the State Route 15 landscaping, with special priority at the Market Street intersection.

CALTRANS with City pressure

E. Landscape Improvement Program

1. Landscape improvements at Memorial, Mountain View, South Bay Terraces, Paradise Hills, Martin Luthur King, Jr. and Lomita Parks.

Project First Class

2. Landscape improvements on major street corridors

Project First Class

3. Permanent, on-going neighborhood planting program.

Landscape Assessment District

4. Establish community nursery.

Landscape Assessment District and
Project First Class

F. Zoning Modification and Design Guidelines for Discretionary Review. Adoption.

Planning Commission and City Council

APPENDIX A

Zoning Modifications and Design Guidelines for Discretionary Review

APPENDIX A

Page A3	Design Guidelines for Discretionary Review
Page A25	Residential Zoning Modifications
Page A31	Commercial Zoning Modifications
Page A37	Industrial Zoning Modifications
Page A38	Zoning Reclassification

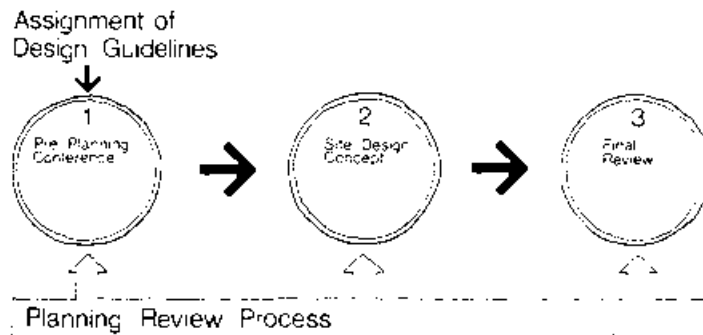
Design Guidelines for Discretionary Review

The following Design Guidelines are to be applied to development proposals subject to discretionary review.

The Design Guidelines are a set of specific requirements and evaluation criteria applied to individual development proposals at the discretion of the Planning Director. The intent of the method is to tailor the Guidelines to the particular neighborhood context, site conditions and needs of each project.

PRE-PLANNING CONFERENCE

Prior to the initiation of planning and design studies, the applicant shall meet for a Pre-Planning Conference with City Planning Department staff. After review of the applicant's development program, the Planning Director will identify the specific Design Guidelines to be applied to the project by the Department in its subsequent review of the project application.



ALL DEVELOPMENT PROPOSALS:

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

MULTI-FAMILY RESIDENTIAL DEVELOPMENT:

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

MULTI-FAMILY RESIDENTIAL DEVELOPMENT, SLOPING SITES:

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

COMMERCIAL DEVELOPMENT

23. OFF-STREET PARKING AREAS

INDUSTRIAL DEVELOPMENT

24. SPECIAL GUIDELINES FOR INDUSTRIAL DEVELOPMENT

Site Planning Principles -

1. Site Design Process

Site Design Concept

Every project should begin with a carefully developed design concept for the entire site. The concept should emphasize clear relationships to neighboring buildings, natural features and the existing circulation network of streets and sidewalks.

Site Inventory and Analysis

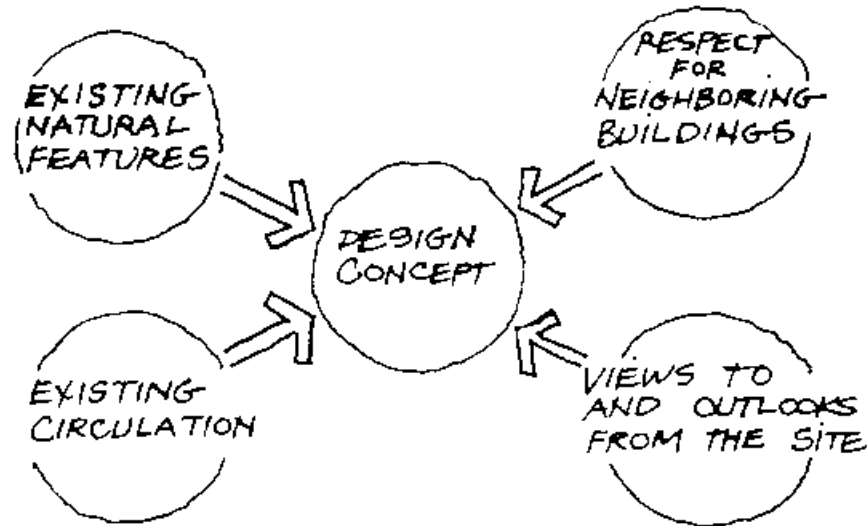
The site concept should begin with an inventory and analysis of existing conditions on and adjacent to the site, summarized in a concise written report with graphic diagrams. The site analysis should include:

-Existing natural features: vegetation, topography, soil capability, patterns of drainage.

-Adjacent buildings. Their location, massing, form, architectural character, materials and colors should be described.

-Existing circulation. Adjacent streets and sidewalks should be noted. Informal pedestrian paths through the site, and between destinations near the site, should be observed and recorded.

-Views to and outlooks from the site should be recorded and analyzed for their potential incorporation into the site and building design concept.



THE SITE CONCEPT SHOULD BEGIN WITH AN INVENTORY AND ANALYSIS OF EXISTING CONDITIONS ON AND ADJACENT TO THE SITE.

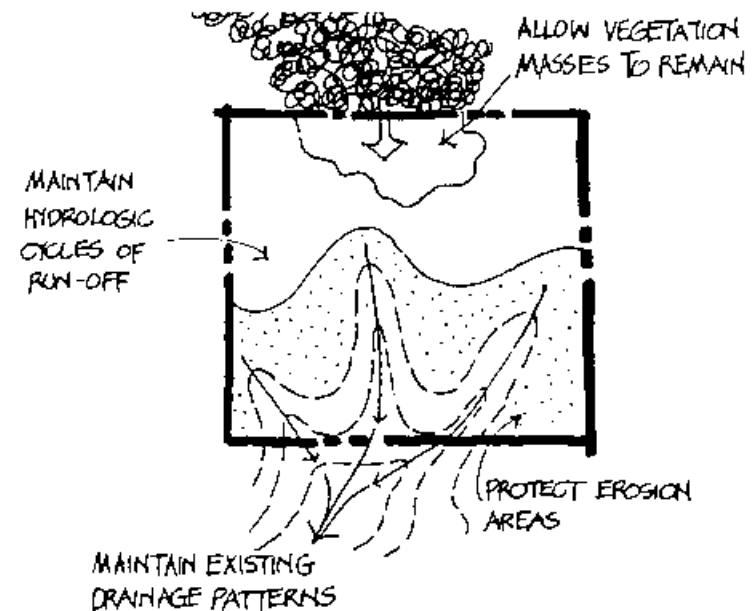
Site Planning Principles

2. Protection of Natural Features and Traces of Site History

Intent:

District Four's natural base of hillsides, canyons, ravines, streams and vegetation is an important set of assets that should be protected in new development. Traces of the site's history can avoid some of the sterility of newness if retained and incorporated into the new development.

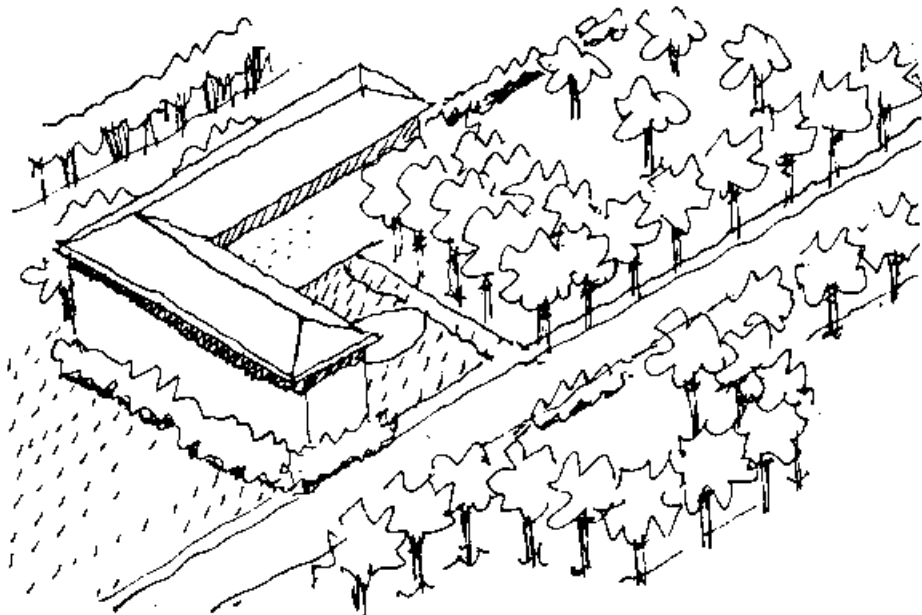
1. Retain existing vegetation, ravines, watercourses and topographical features.
2. Terrace buildings, outdoor spaces and parking areas to minimize disruption of existing topography on sloping sites.
3. Site design should not seriously alter surface run-off and water table conditions. It should not impose drainage problems on neighboring properties, nor should it increase the potential for soil erosion.
4. Consider retention of some existing site artifacts - an old wall, fence, orchard, row of trees - and incorporate into the new site development.



3. Compact Building Groups and Spaces Between Buildings

1. Create compact building groups and clusters

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



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

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

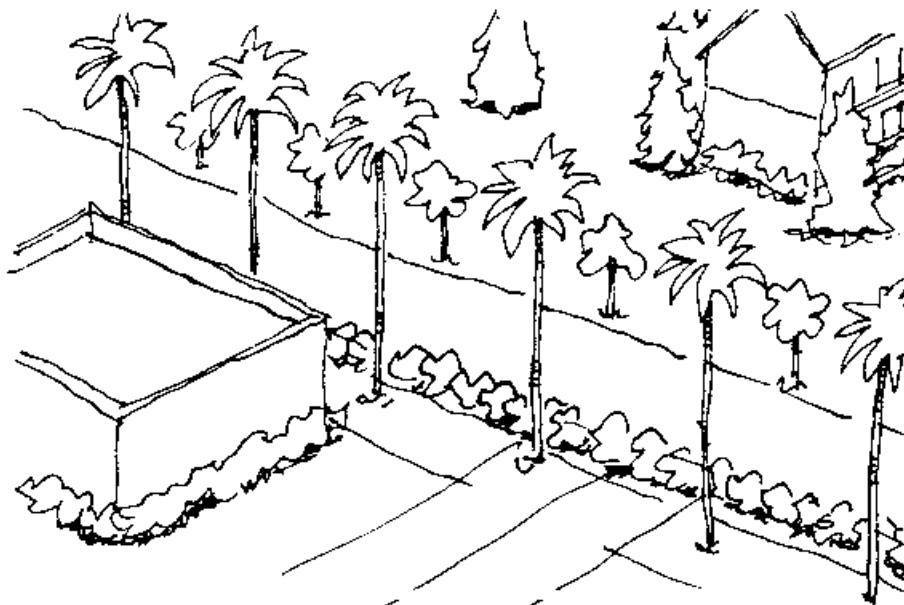
- Building additions to "wrap" spaces and define outdoor "rooms"
- Courtyards
- Terraces
- Arcades and collonades
- Low walls
- Vegetation as space-defining elements



4. Strong Edges Along Streets

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

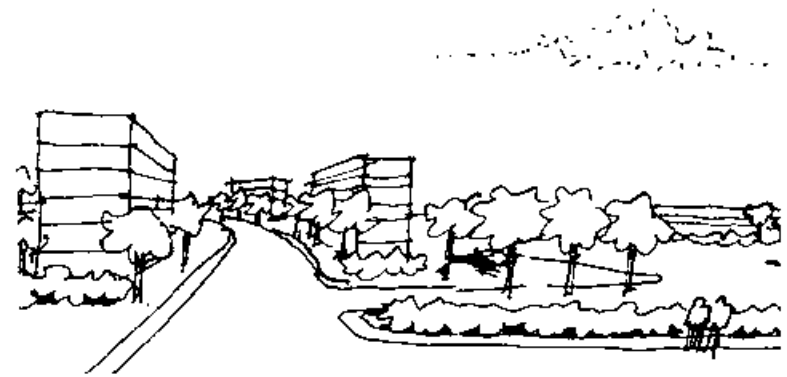
Use building masses, trees and shrubs to develop a strong and consistent spatial definition of the street. Organize street trees near the public right-of-way in a linear row pattern at an interval of between 20 to 40 feet.



DEVELOP A STRONG EDGE
ALONG MAJOR STREETS.

5. Visual Linkages Between Buildings and Planting

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



USE PLANTING MASSES TO TIE
BUILDINGS TO STREETS AND SIDEWALKS



6. Design for Climate and Energy Conservation

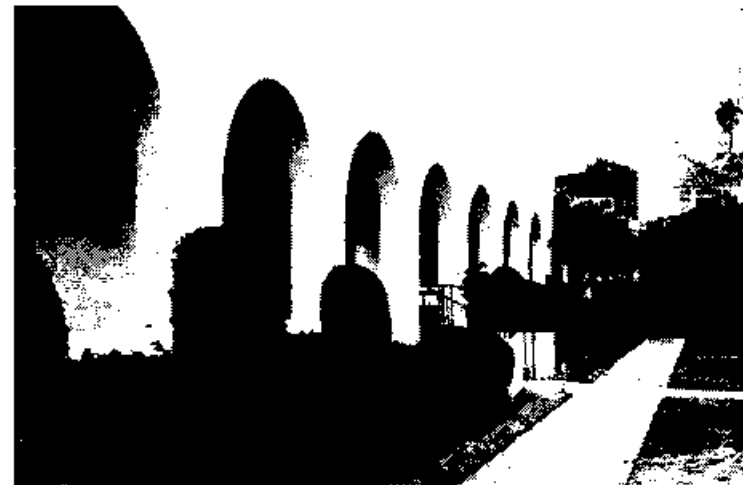
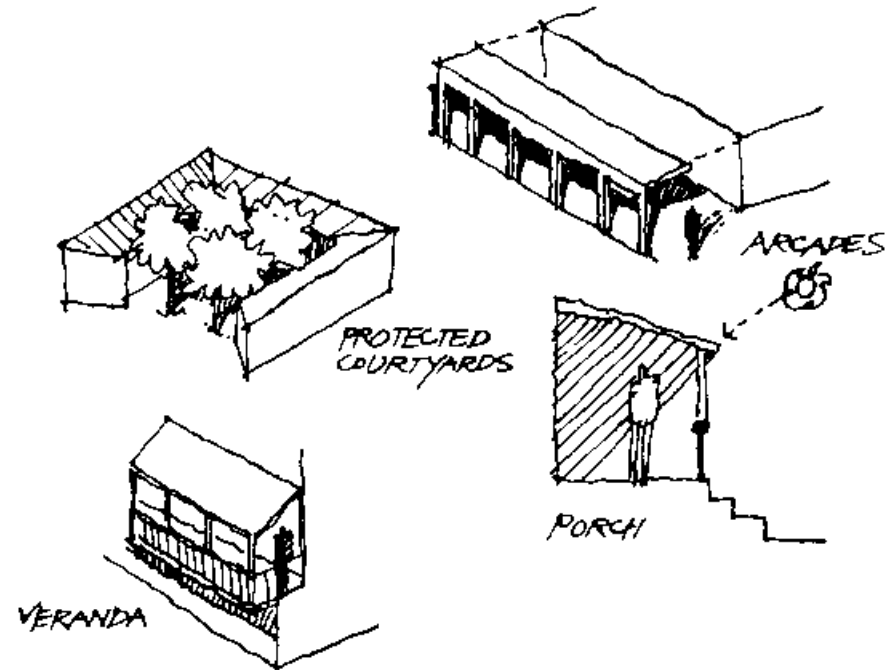
Intent:

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

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

Guideline:

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



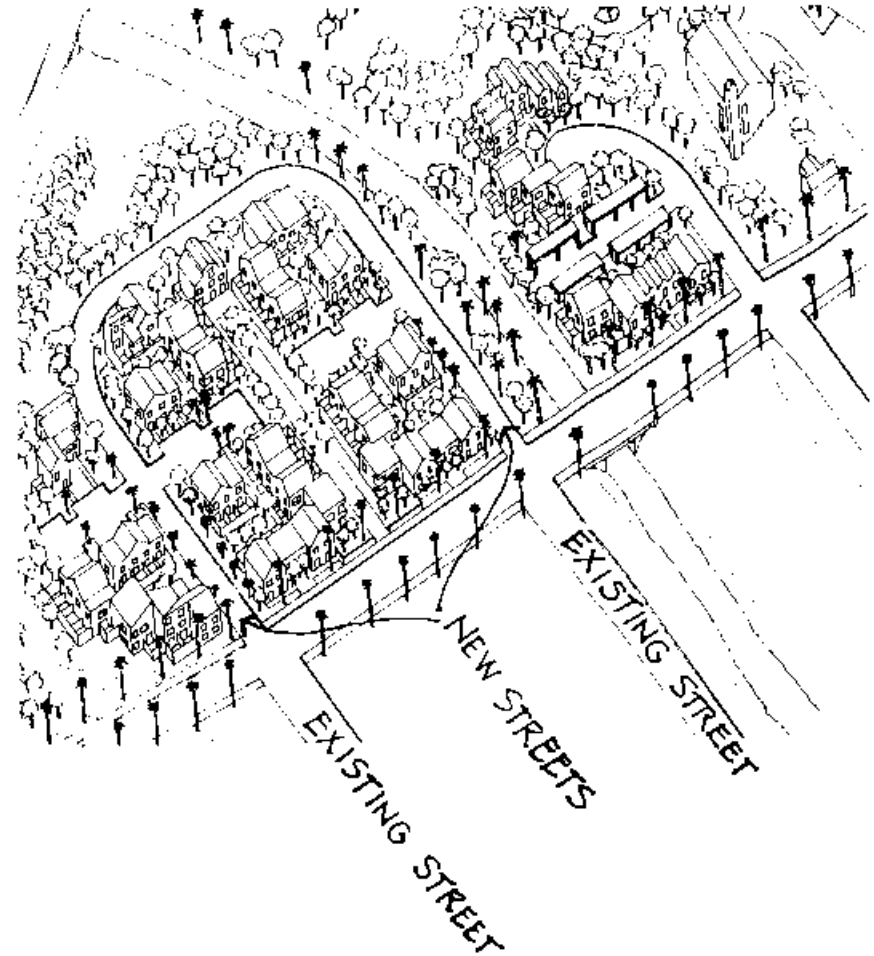
7. Integration of Streets and Sidewalks

Intent:

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

Guideline:

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



8. Clear Site Organization and Sense of Address

Intent:

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

Guideline:

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

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

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

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

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

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



9. Private Open Space

Intent:

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

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

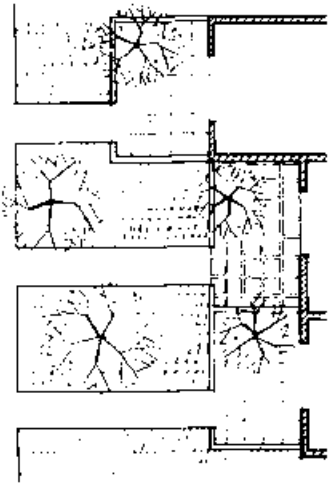
Guideline:

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

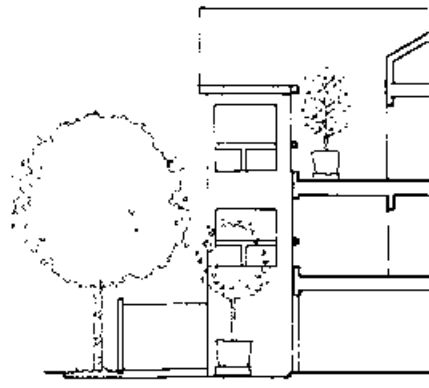
shall be a minimum of 30 feet in each dimension and slope no more than 5%. In no instance shall a dwelling have less than 25 square feet of private outdoor space.

4. Consider the following in providing private outdoor space:

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



Private open spaces.
Courtyards, terraces
and balconies.



10. Common Open Spaces

Intent:

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

Guideline:

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

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



11. Facade Variation and Setbacks

Intent:

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

Guideline:

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

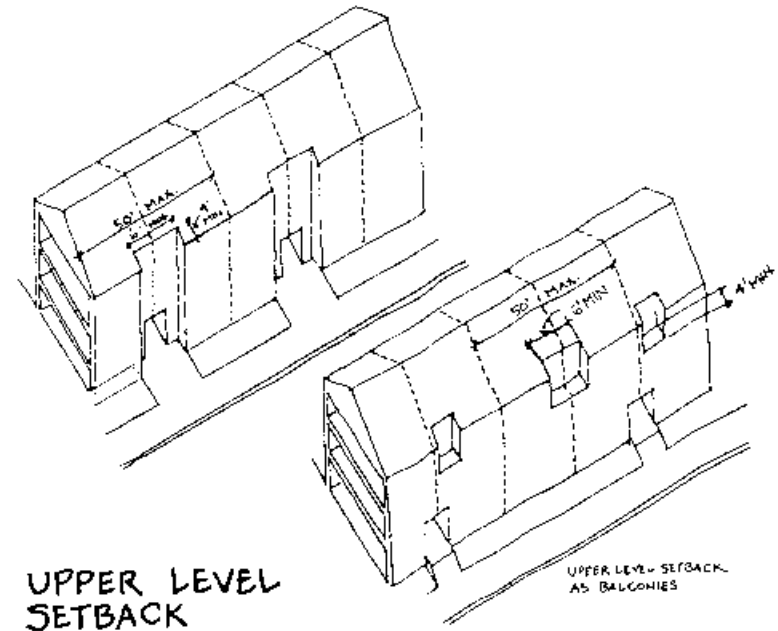
1. Ground level setbacks

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

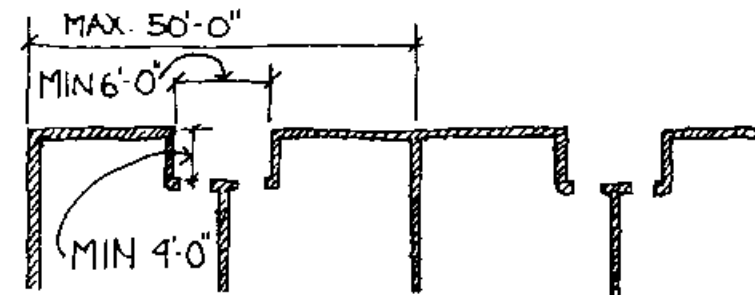
2. Upper Story Setbacks

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

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



SETBACK EXAMPLES



GROUND LEVEL SETBACK

12. Off Street Parking Areas

Intent:

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

Guideline:

1. Number of off-street parking spaces.

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

GUEST OFF-STREET PARKING SCHEDULE

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

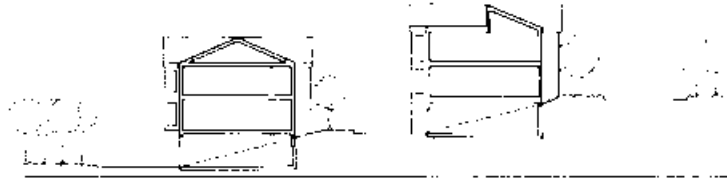
*Up to one half of the required guest parking may be met by on-street parallel parking on public streets abutting and accessible to the site. All on-street parking spaces provided on private streets within the site may count toward this requirement.

2. Covered and Tuck-under Parking.

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

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

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



Tuck-under parking, sloping site



Tuck-under parking, level site

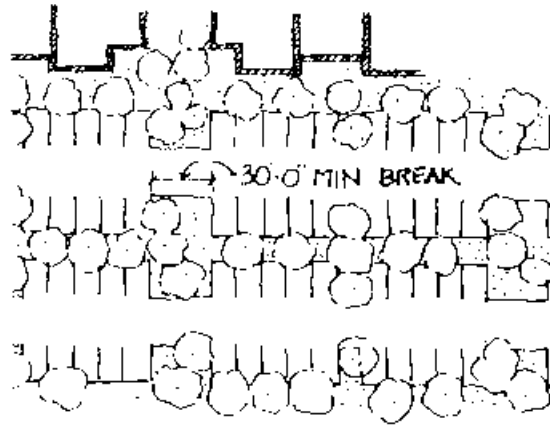
3. Tandem parking.

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



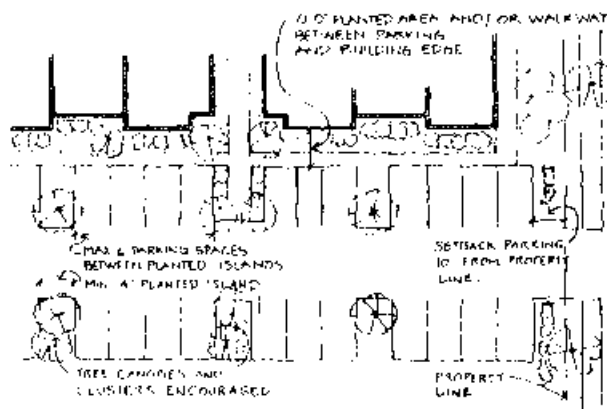
4. Size of parking areas.

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



5. Landscaped breaks in parking areas.

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



6. Parking on private streets.

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

7. Joint and common driveways.

Use joint and common driveways to minimize grading and paving.

8. Visual screening of parking areas.

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

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



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

13. Security

Intent:

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

Guideline:

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

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



14. Noise Protection

Intent:

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

Guideline:

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

15. Site Lighting

Intent:

Lighting is used to provide safety and security on the site. It should be provided in areas of heavy pedestrian or vehicular use and in areas presenting potential nighttime hazards - stairs, ramps, intersections, abrupt changes in grade. Lighting should be used to provide security for persons using exterior spaces at night.

Guideline:

1. Use street lighting and different illumination levels to reinforce the circulation hierarchy (public roads, private roads, parking areas, pedestrian walkways).
2. Street lighting on curved alignments should be located on one side only. For sloping sites, locate on the upslope side.
3. Overhead lamps provide better economy and light distribution than low-level fixtures. If overhead lamps are used, locate so as to minimize interference with bedroom windows.
4. Fixtures should be placed so that light patterns overlap at a height of 7 feet, which is sufficiently high to illuminate a person's body vertically.
5. At hazardous locations such as changes in grade, lower-level supplemental lighting is recommended.
6. Where low-level lighting (below 5 feet) 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.
7. When walkway lighting is provided by low fixtures, there should be sufficient peripheral lighting to illuminate the immediate surroundings. Peripheral lighting provides a better feeling of security because it allows individuals to see into their surroundings and determine if passage through an area is safe.
8. Parking lot lighting should be integrated with landscaping. A larger number of smaller fixtures is preferred to using a few high-mast standards.

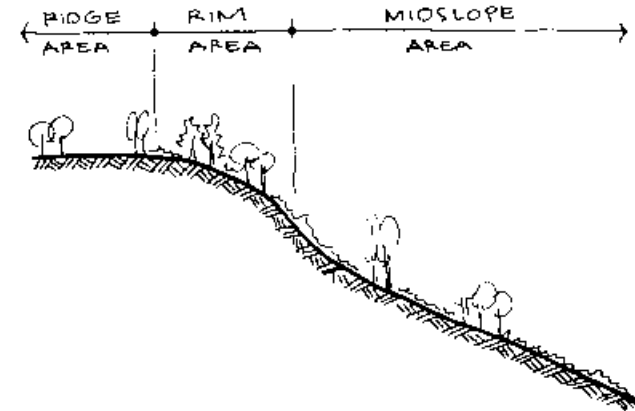
16. Visibility: Sloping Sites

Intent:

Most sloping sites are highly visible from distant locations. Views of the site from the neighborhood and other off-site locations should be given strong design consideration.

Guideline:

1. Avoid large expanses of flat areas such as parking lots that create an incongruous element in the slope.
2. Site buildings with different floor elevations to achieve height variation.
3. Buildings located near hillside rims have higher visibility. These buildings should be sited in a staggered arrangement and screened with planting to minimize a "wall" effect.
4. Retain existing vegetation.
5. Avoid long continuous building masses that create a "wall" effect and inhibit views. Townhouses in duplex or triplex arrangements are good building types for sloping sites.
6. Groups of buildings should be designed with visible differences. This may be achieved through materials, colors, forms and facade variation.
7. Facades should be articulated to produce shadows through wall setbacks, overhangs, projecting windows, recessed openings, decks, porches.
8. Rooflines should avoid extended horizontal lines. Pitched, gabled, and hipped roofs are more appropriate for sloping sites.
9. The building facades and rooflines should, in combination, provide a mixture of vertical and horizontal elements, but with more emphasis on verticality.



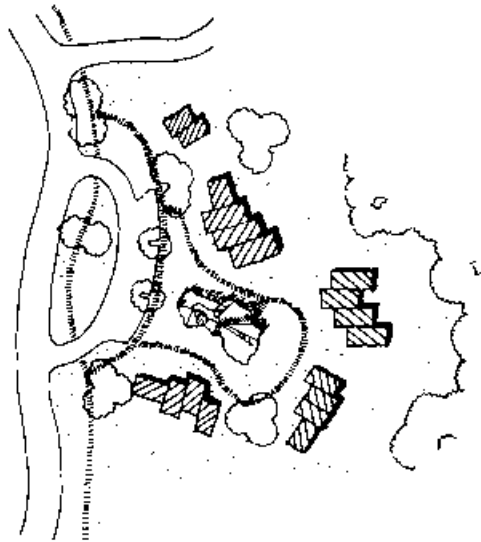
17. Arrangement of Buildings: Sloping Sites

Intent:

Minimize coverage of the site to preserve existing vegetation and landforms.

Guideline:

1. Allow front and side setback requirements to be flexible (including zero lot line conditions) to promote clustering of buildings if this will protect an existing slope.
2. Allow flag lots with parking located adjacent to roadways to encourage terracing of buildings while minimizing roadway cut and fill.



18. Sloping Sites: Architecture—Scale and Character

Sloping sites offer opportunities to create and emphasize characteristics that are unique. These include emphasis on outdoor decks, roof gardens, terraces, roof forms, bay windows to maximize views from inside, clusters of carefully-placed vegetation, framing of distant views with vegetation and building elements, pergolas and lookouts for viewing, sculptured stairs and walkways.



Sloping sites—
special opportunities for outdoor living spaces



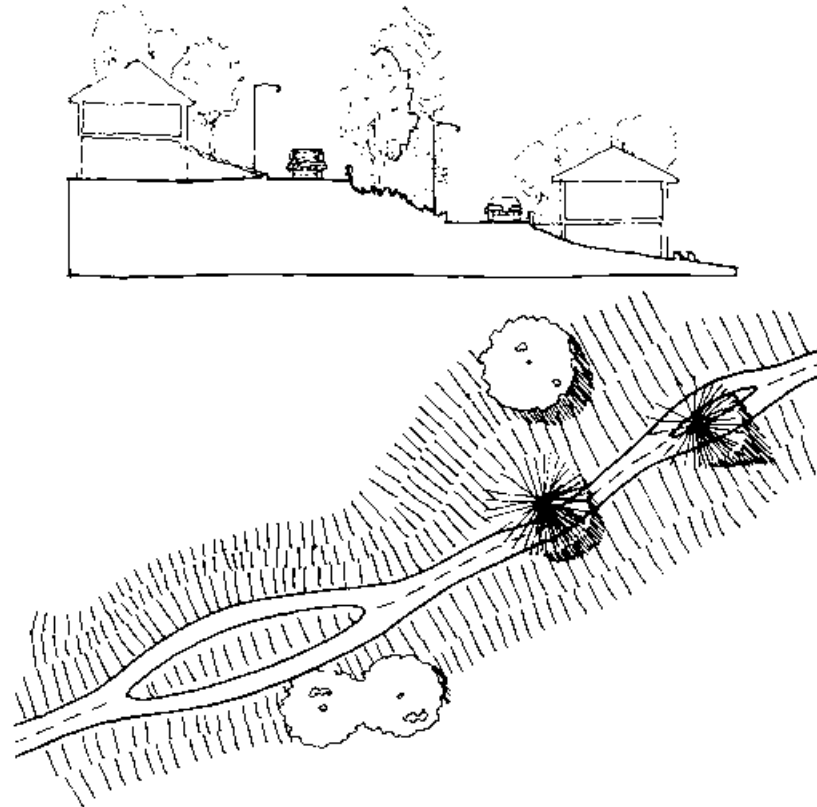
**19. Sloping Sites:
Site Planning Principles—Streets**

Intent:

The layout of streets should fit the natural terrain and preserve the indigent qualities of the site.

Guideline:

1. Street widths should be kept to the minimum to avoid wide graded areas. Consider one way looped roadways.
2. Street alignment should follow existing natural contours when possible. Standard provisions for shoulder widths could be lessened at tight areas.



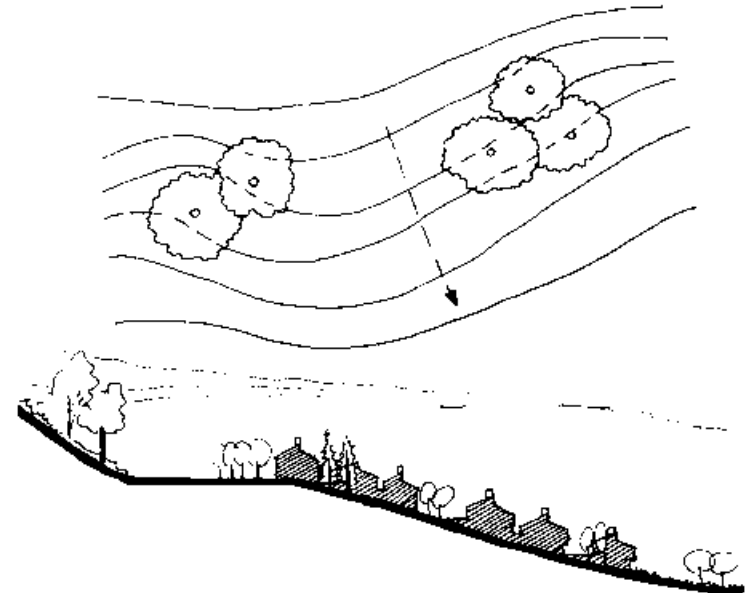
20. Sloping Sites: Grading

Intent:

Changes to the existing natural terrain through grading should be kept to a minimum in order to preserve the inherent characteristics of sloping sites.

Guideline:

1. Avoid creating large graded terraces at mid-slope areas for building pads. Where slab-on-grade construction is necessary, stagger elevations.
2. Avoid grading at areas with greater than 25% slope.
3. New building sites should be graded such that they seem to emerge from the slope. On slopes with more than 25% gradient, minimize creation of flat areas.
4. Graded slopes should be shaped to conform to existing landforms.



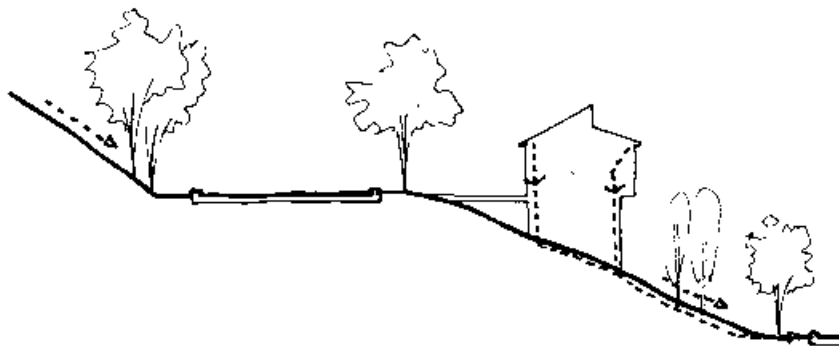
21. Sloping Sites: Drainage

Intent:

To minimize the impact of changes caused by new construction in natural drainage ways.

Guideline:

1. Use streets as collectors or install storm drainage systems for roof and impervious surface runoff to avoid an increase of surface runoff at natural slopes.
2. Revegetate all areas disturbed by construction with drought-tolerant planting.
3. Minimize the area to be covered with impervious material.



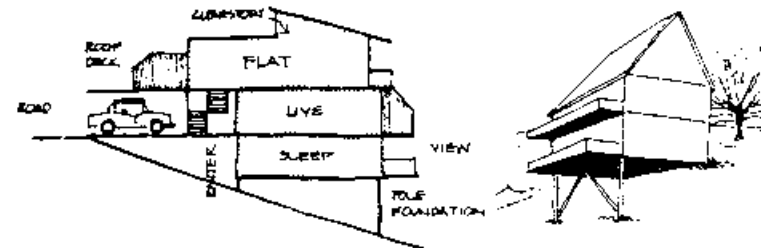
22. Sloping Sites: Construction System

Intent:

Buildings are to be sited to minimize the requirement for high retaining walls or extensive cut and fill.

Guideline:

1. Minimize the use of continuous footings. Consider instead support systems of pole construction or floating grade beam and pier construction.
2. Step buildings to follow natural slope of land.



STEPPED BUILDING FROM SITE PLANNING FOR CLUSTER HOUSING, UNTERMANN AND SMALL. POLE CONSTRUCTION

23. Commercial and Industrial Development: Off Street Parking Areas

Intent:

The visual impact of parking areas should be reduced by a buffer zone between the parking area and street, and by interrupting continuous rows of parking spaces with planting.

Guidelines:

Design and landscaping of off-street parking areas should comply with the special zoning requirements for commercial development within Council District Four. The following Guidelines are provided as additional to these requirements.

1. Small parking areas (less than 30 cars) are encouraged. When parking requirements exceed 30 cars, separate into smaller lots interrupted by a planted area at least 2 parking spaces in width.

2. A minimum of 10% of the interior of all parking lots over 20 spaces shall be landscaped. A planted island or break at least 4 feet in width shall be provided at an interval of at least every 8 parking spaces. At least one tree* shall be provided for each required break.

* The minimum tree size shall be 1" caliper, 2 foot spread and 6 foot height.

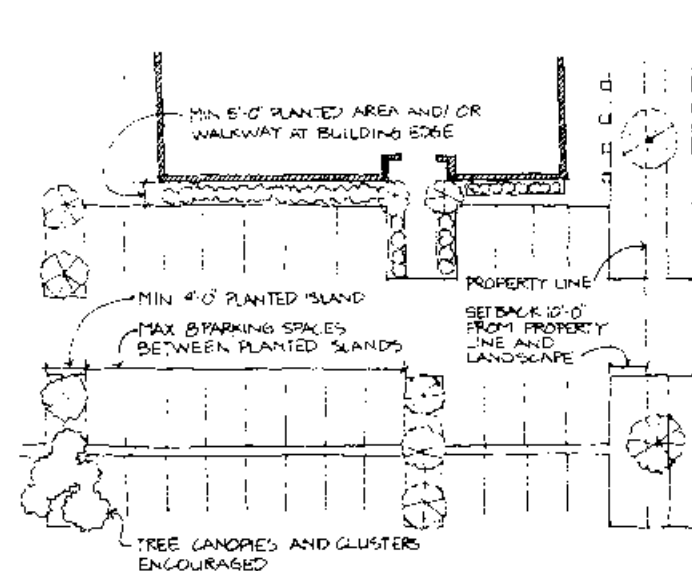
3. Maintain a distance of at least 5 feet between buildings and parking lots. Except where walkways are provided, plant this transition zone with ground cover, shrubs and trees.

4. Parking and planting:

Views to all parking lots from public rights-of-way are to be visually buffered with planting.

Use shrubs, ground cover or low walls to partially-screen parking areas from streets. Provide a continuous planted zone at least 10 feet deep at each property line facing a public street. To allow opportunity for surveillance of parking areas, low shrubs may be used to allow a line of sight into the parking area.

5. Tree canopies are encouraged to soften large areas of paving. Clusters of trees and shrubs are encouraged to develop points of interest and focus.



24. Special Guidelines for Industrial Development

INDUSTRIAL DEVELOPMENT SPECIAL GUIDELINES FOR INDUSTRIAL DEVELOPMENT

All industrial development in District Four shall conform to requirements of the M-1B Zone. The following Guidelines are to be followed in addition to these requirements.

1. Loading Docks
Locate loading docks away from front streets and screen them from public view.
 2. Fencing
Avoid chain link or other open-type fencing at the front yard and street side yard space of a property.
 3. Architecture
 - a. Use varying building heights and setbacks to define different functions such as offices and warehousing.
 - b. Exterior wall materials that contain integral colors and textures such as precast concrete, brick, concrete masonry, split faced block and ribbed metal siding are encouraged.
 - c. When possible, provide entrances at street frontages. Avoid placing long blank walls on the street at the front or street side of the property.
 - d. Where long walls are necessary and are visible from a street or adjacent residential properties, provide visual relief through pilasters, corbels, reveals, color and material change, or graphics.
-

**COUNCIL DISTRICT FOUR MULTI-FAMILY
RESIDENTIAL ZONING MODIFICATIONS**

The following development and design standards are recommended as an overlay to present zoning requirements for all multi-family residential development in District Four.

1. Property Development Requirements

a. **Front Yard Requirement.** Maintain the standard yard requirement of 15 feet.

b. **Street Side Yard Requirement.** Maintain the standard yard requirement of 10 feet.

c. **Interior Side Yard Requirement.** For lots over 100 feet in width, increase the side yard requirement to 10 feet plus 5 feet for each story above two.

d. **Rear Yard Requirement.** For all multi-family dwellings, increase the rear yard requirement to 20% of lot depth, but not less than 20 feet. For lots which abut a rear alley, permit garages, carports and storage sheds within the rear yard space.

2. Private Open Space Requirement

Private open space is defined as an outdoor area designed for living, recreation or landscaping, including such areas as decks, balconies, courts and gardens. Private open space shall further mean an area for use by only one dwelling unit.

a. Provide at least 100 square feet of private open space directly accessible to each dwelling unit.

b. Private open spaces on the ground shall be a minimum of 8 feet in each dimension and shall slope no more than 5%. They shall be screened from public view by planting, a wall at least 3 feet high, a privacy fence or other approved method. Private open spaces above the ground shall be a minimum of 3 feet in each dimension.

c. Common open space may be substituted for up to 75 of the 100 square feet per dwelling. Increase the area by a factor of 1.5 for each square foot substituted. In no instance shall a dwelling have less than 25 square feet of private outdoor space. Common open space substituted for this requirement shall be additional to Usable open space calculated in Paragraph (3) below. Common open spaces shall be a minimum of 30 feet in each dimension and shall slope no more than 5%.

d. The private open space requirement shall be additional to the other open space requirements established for the site.

e. Private open spaces shall be open to the sky with the following exceptions:

- Up to one half of the required area may be roofed, provided it has no enclosing walls.
- The entire area may be covered by a semi-roofed structure such as a trellis, provided it be at least 50% open.

3. Usable Open Space.

Usable open space is the net site area less area of buildings, streets, parking areas, driveways, dedicated open space and land with overall grade exceeding ten percent.

The minimum usable open space on the site shall conform to the following schedule, with exception allowed only through the Planned Residential Development process.

<u>Zone</u>	<u>Required Usable Open Space Per Dwelling Unit</u>
R3000 (R-2)	600
R1500 (R-2A)	400
R1000 (R-3)	200
R600 (R-3A)	175
R400 (R-4)	100

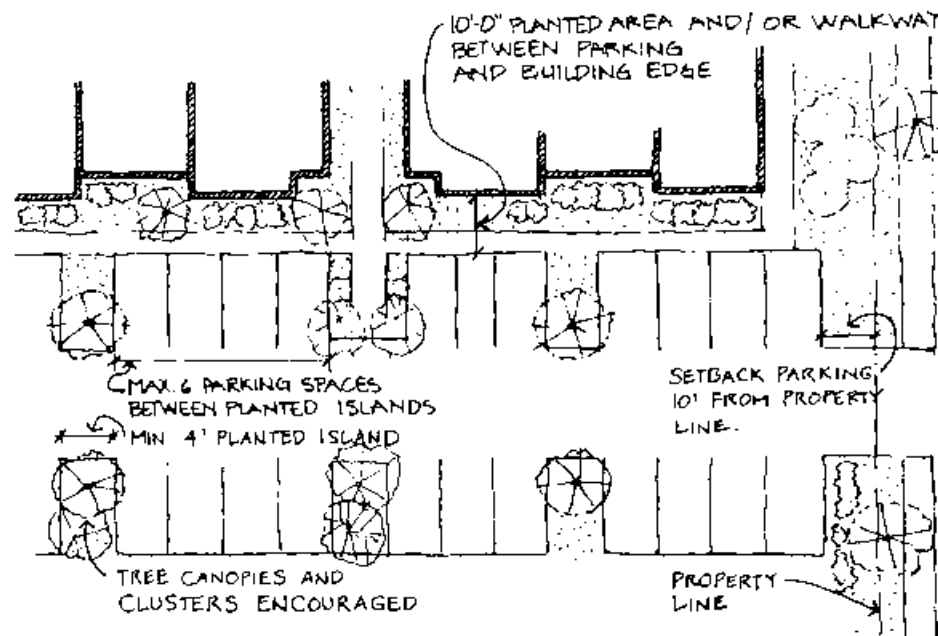
4. Standards for Off Street Parking Areas.

a. Off-street parking spaces shall not be located in any required front, street side or interior side yard setback or in any area lying between the public street and a setback line.

b. Off-street parking areas shall not be located between the building and a public street at either front or street side yard locations.

c. A parking area of two or more automobiles shall be buffered from the street, except at driveways necessary for ingress and egress, by a solid wall or compact evergreen hedge at least 2 feet in height.

d. Parking lots shall not directly abut buildings. An intervening area of at least 10 feet shall be provided and used for planting or a pedestrian sidewalk of a different finish material than the parking lot. Further, at least 5 feet of this intervening area must be fully landscaped.



5. Driveways and Curb Cuts.

a. Minimize curb cuts for driveways by compliance with the following schedule:

<u>Parcel Street Frontage</u>	<u>Maximum number and width of curb cuts</u>
50 feet or less	None permitted if the parcel abuts an alley. 1 @ 25 feet if the parcel does not abut an alley.
51-150 feet	1 @ 25 feet if the parcel abuts an alley.
151 feet or more	1 @ 25 feet for each additional 100 feet of parcel frontage over 150 feet.

b. No driveway shall exceed a width of 25 feet measured at the property line.

c. There shall be no less than 45 feet measured at the property line between driveways serving the same property.

6. Landscaping

a. The entire front yard and at least 50% of all side yard spaces shall be landscaped and provided with an underground irrigation system, except at sidewalks and driveways necessary for ingress and egress.

b. At least 50% of usable open space calculated under requirement (3) shall be landscaped and provided with an underground irrigation system, except space used for recreational facilities, sidewalks and other paved pedestrian areas.

c. At least 1 tree* shall be provided for every 200 square feet of landscaped open space.

d. At least 1 street tree* shall be planted for each 30 feet of street frontage. This shall be in addition to the requirement of Paragraph (6c). Required planting may be in the public right-of-way, subject to City review and requirements; or on the property within 10 feet of the front property line.

* All required trees shall be minimum 1" caliper, 6 foot height and 2 foot spread.

** All required landscaped areas shall be provided with an underground irrigation system.

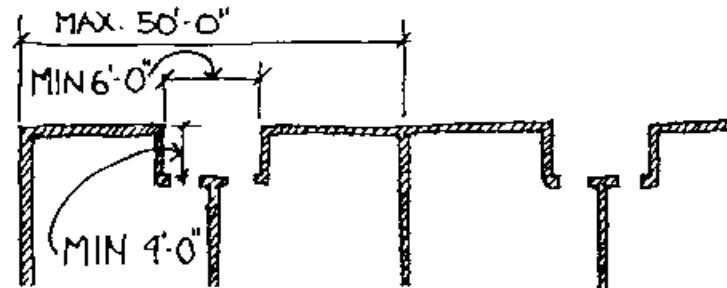
7. Facade variation and setback

The mass of large multi-family buildings shall be broken into smaller scale components by compliance with the following requirements. The requirements apply to all front and street side elevations over 50 feet in length that are visible from a street (public or internal to the development) or major open space such as a courtyard.

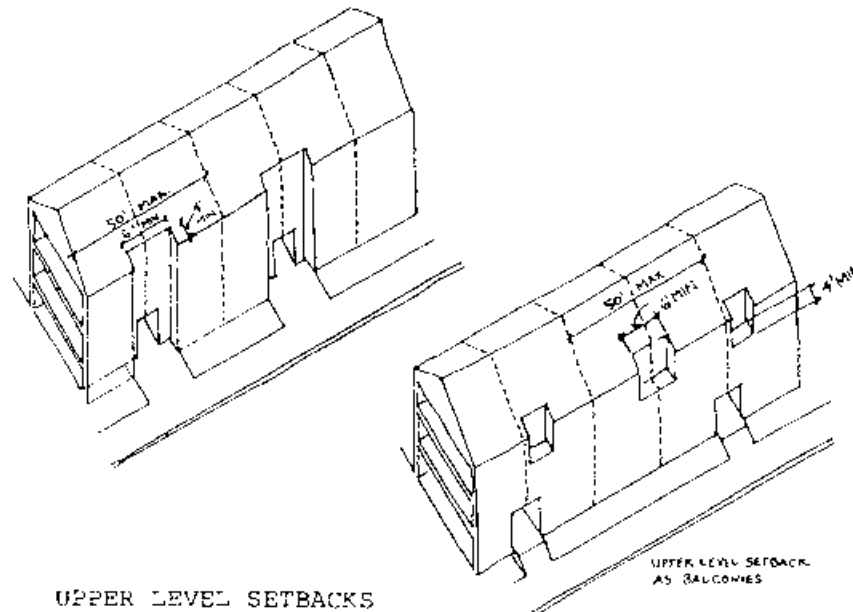
a. Ground level setback. Provide at least one ground level setback a minimum of 4 feet deep and 6 feet wide for at least every 50 feet of facade segment length.

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

These requirements do not apply to buildings over 4 stories in height.



GROUND LEVEL SETBACKS



UPPER LEVEL SETBACKS

UPPER LEVEL SETBACK AS BALCONIES

c. Maximum Diagonal Plan Dimension

The length of multi-family structures is to be controlled by separating the building mass into smaller components through a limitation on each building's diagonal dimension. This requirement generally allows 5 to 6 dwellings in a row in the case of rectangular buildings. For other building shapes, the equivalent of this requirement shall be determined by the Planning Department.

The maximum diagonal plan dimension shall be measured between the two most extreme points on that floor in the structure containing the most gross floor area.

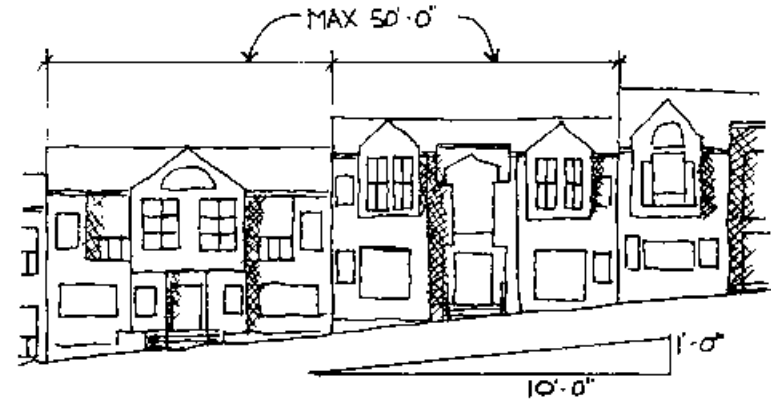
The maximum diagonal plan dimension shall not exceed 150 feet.

8. Visible street entrances.

For building elevations fronting a public street, provide at least one visible street entrance for every 50 feet of building front elevation length. A street-facing courtyard, with entrances off the courtyard, may substitute for this requirement.

9. Step with slopes.

For buildings 50 feet or more in length of street facing elevation, and where the lot at the front property line has a slope of 10% or more, the building roof line and floor line shall step with the grade at an interval at least every 50 feet of building elevation.



10. Trash collection areas and outdoor storage.

Apply, as a permanent requirement, the provisions of Section IV B. 7 and 8 of the Southeast Interium Ordinance.

COMMERCIAL DEVELOPMENT IN DISTRICT FOUR

TYPES OF COMMERCIAL DEVELOPMENT IN DISTRICT FOUR

Three basic patterns of commercial development are identified and used as the basis for Zoning Modifications and Design Guidelines for Discretionary Review:

COMMERCIAL DEVELOPMENT - CASE 1

"Case 1" commercial development is common in the older neighborhoods of the District, primarily west of State Route 15. The common pattern is buildings located on the front property line at the sidewalk ("zero setback") or with only minor setback. Properties often have no off-street parking, or have parking lots located behind the building in the rear part of the lot. Buildings and businesses are usually small in scale and pedestrian-oriented. This pattern of development works well with the smaller lots and existing character of most of the older neighborhoods. It should be applied as a consistent pattern for new development in all Community Commercial (CC) Zones.

The CC (Community Commercial) zoning designation was created to recognize the special needs of commercial districts in older neighborhoods. Present zoning policies for the CC zone are well-conceived and only minor modifications recommended. Planned Commercial Development within the CC zones should adhere to its basic principles of site and building organization.

COMMERCIAL DEVELOPMENT - CASE 2

"Case 2" commercial development is a pattern recommended for most new small-scale commercial developments in the District outside of the older neighborhoods. This pattern is best exemplified in the Great American First Savings Bank Building at 3511 National Avenue across from Otto Square. Buildings are setback from the street, with a planted area between building and street. Parking areas are visible from the street, but are located only at the sides and rear of the building. The pattern produces a consistent street to building relationship, gives good visibility to businesses and parking while avoiding a continuous strip of parking as seen from the street.

COMMERCIAL DEVELOPMENT - CASE 3

"Case 3" commercial development is the most flexible. It allows parking lots between the buildings and street, with buildings normally set back deep into the lot. This is the most common type of commercial site plan organization, found on most commercial strips and shopping centers.

This pattern should be permitted only for larger-scale commercial development and certain drive-in uses, primarily in the C and CA zones. The design task is to create a higher-quality development by reducing the visual impact of parking areas from the street with a planted buffer zone, increased amount of planting within parking areas, and limitations on curb cuts for driveways.

COUNCIL DISTRICT FOUR
COMMERCIAL ZONE MODIFICATIONS

The following development and design standards are recommended as an overlay to present zoning requirements for all commercially-zoned property in District Four.

COMMERCIAL DEVELOPMENT - CASE 1

Application: All CC (Community Commercial) Zones.

1. Setback Consistency

Intent:

Maintain a consistent street setback pattern by requiring all new development to be built at or near the front property line.

Requirement:

At least 50% of the building's front elevation parallel to the street must be built on a plane within 10 feet of the front property line.

2. Parking areas and driveways.

Intent:

Maintain the continuity of buildings in close relationship to the street and prevent disruption by parking lots and driveways.

Requirements:

a. Off street parking is restricted to the rear one-half of a parcel as provided in the CC Zone with the following exception: For parcels 100 or more feet in street frontage, parking is permitted in the front one-half of the parcel in an area not to exceed 1/3 of the parcel

length measured parallel to the street. In no instance shall parking be permitted between the building and the street. The parking area must be setback at least 10 feet from the property line and the intervening area fully landscaped.

b. For parcels served by an alley, curb cuts shall not be permitted if the parcel frontage is less than 100 feet. For parcels 100 feet or more in frontage and served by an alley, permit one curb cut of up to 25 feet for each 100 feet of parcel frontage.

c. For parcels not served by an alley, the following curb cuts are permitted for driveways.

<u>Parcel Street Frontage</u>	<u>Maximum number and width</u>
50 feet or less	1 @ 15 feet
51-149 feet	1 @ 25 feet
150 feet or more	2 @ 25 feet

d. The number of off-street parking spaces shall be as provided by the CC Zone.

3. Streetside planting and sidewalk standards.

a. At least one street tree* shall be planted for each 30 feet of street frontage. Required planting may be in the public right-of-way, subject to City review and requirements; or on the property within 10 feet of the front property line. Tree species shall be selected from the Street Corridor Planting list designated for the area.

b. For buildings set back from the property line, at least 75% of the front yard area between the front building elevation and street shall be landscaped. Decorative paving may be substituted for up to one half of this requirement.

* Required street tree minimum 1 inch caliper, 6 foot height, 2 foot spread.

4. Facade Variation

Intent:

The fine-grain scale of older shopping streets should be preserved by breaking building masses into smaller visual components.

Requirements:

For building elevations 50 feet or more in dimension visible from a public street or major on-site open space such as a courtyard:

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

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

5. Facade Transparency

Intent:

Buildings on shopping streets should develop a transparency with the pedestrian environment of the sidewalk. Long blank and solid walls are to be avoided.

Requirements:

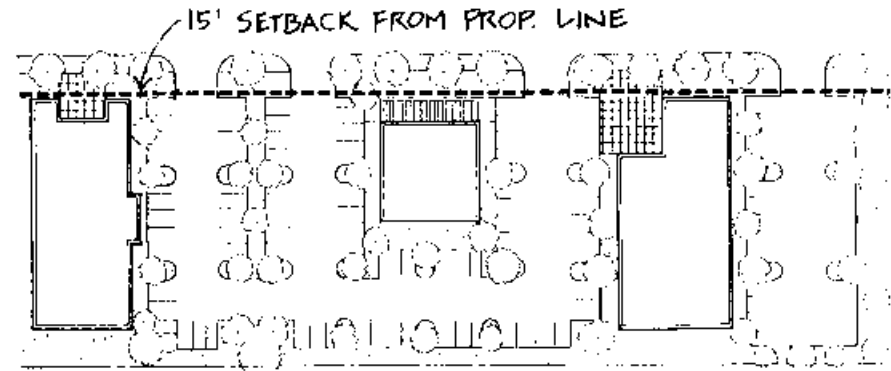
The front elevation of commercial buildings facing the street shall contain the following minimum areas of glass or other transparent material:

Ground story - 40% of wall area

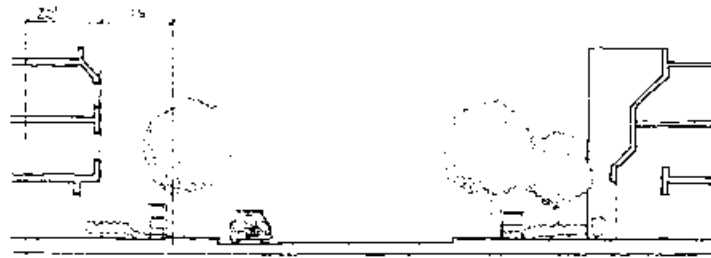
Upper stories - 10% of wall area

COMMERCIAL DEVELOPMENT - CASE 2

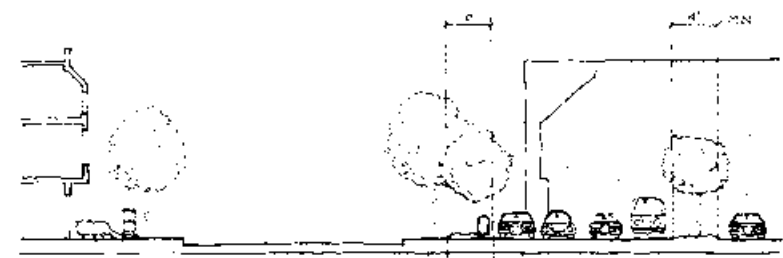
Application: All CN (Neighborhood Commercial) and CO (Commercial Office) Zones; Market Street between 25th Street and State Highway 15; Imperial Avenue between 61st and 69th Streets.



ILLUSTRATIVE PLAN



SECTION AT BUILDING, 15 FT. SETBACK



SECTION AT PARKING AREA, 10 FT. SETBACK

1. Site Development Standards

Intent:

To develop a consistent street setback pattern and strengthen the requirements for a landscaped area in front of the building.

Requirements:

- a. Increase the front yard requirement in the CN zone from 10 to 15 feet. Maintain a consistent 15 foot front yard requirement in all areas designated for Case 2 Commercial Development.
- b. Require at least 50% of the building's front elevation length parallel to the street be built on or within 10 feet of

the front setback line. This requirement shall not be construed to prevent multi-building developments which setback some buildings deeper into the lot. Such developments shall be submitted as Planned Commercial Development proposals and shall be required to locate a reasonable proportion of building front elevation within 20 feet of the front setback line.

- c. Parking lots and driveways are not permitted between the front elevation of the building and the street. In the case of a building which has its street-facing elevation in planes at different setbacks from the street, parking should not be located in front of the required 50% of the elevation that is built on or within

20 feet of the front setback line. This requirement may be waived for multi-building developments submitted as Planned Commercial Development proposals. In such case, a reasonable proportion of building fronts must be located in direct relationship to the street, without parking between the buildings and street.

2. Site Landscape Requirements

a. A minimum of 10% of the entire site area shall be landscaped open area. Landscaped areas within parking lots are not to be counted toward this requirement. At least one tree* shall be planted for each 200 square feet of required landscaped area.

b. A minimum of 5% of the interior of all parking lots over 20 spaces shall be landscaped. A planted island or break at least 4 feet wide shall be provided at an interval of at least every 8 parking spaces in a row. At least one tree* shall be provided for each required planted island.

c. Parking lots shall not directly abut buildings. An intervening area of at least 5 feet shall be used for planting or a pedestrian sidewalk of a different finish material than the parking lot. At least 25% of the perimeter of the building shall be landscaped with a minimum 5 foot wide planted area.

d. At least 50% of the required front yard area of the site must be landscaped. For buildings set back from the property line, at least 50% of the intervening area between the front building elevation and the front property line must be

landscaped. Decorative paving may be substituted for up to one half of this requirement.

e. A continuous and fully-landscaped zone at least 10 feet deep shall be provided along the front property line, interrupted only by permitted driveways. Decorative paving may be used in up to one half of this area. This requirement shall also be applied to all other property lines which abut a public right-of-way, except at alleys.

f. At least one street tree* shall be planted for each 30 feet of street frontage. Required planting may be in the public right-of-way, subject to City review and requirements; or on the property within 10 feet of the front property line. This requirement shall be in addition to the area landscape requirements of the site. Trees shall be spaced in a linear row parallel to the street at an interval of 20 to 40 feet.

* All required trees shall be minimum 1" caliper, 6 foot height and 2 foot spread.

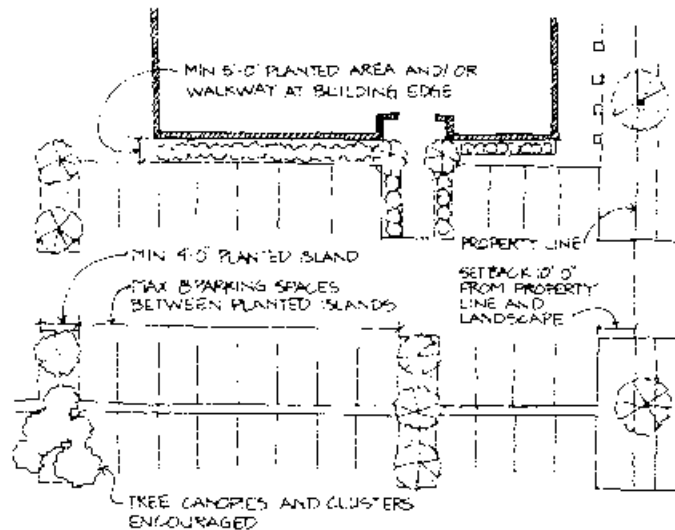
** All required landscaped areas shall be provided with an underground irrigation system.

3. Driveways and Off-Street Parking Setback.

a. Setback all off-street parking areas at least ten feet from the front property line. The entire intervening area is to be landscaped.

b. Minimize curb cuts for driveways by compliance with the following schedule.

<u>Parcel Street Frontage</u>	<u>Maximum number of and width of curb cuts</u>
150 feet or less	1 @ 25 feet
151-200 feet	2 @ 25 feet
201 feet or more	1 additional curb cut of 25 feet for each additional 100 feet of parcel frontage over 200 feet.



**PARKING AREA REQUIREMENTS
ALL COMMERCIAL DEVELOPMENT**

RECOMMENDED PLANTING FOR PARKING LOTS

SHRUBS

- Raphiolepis indica, "Jack Evans", or "Snow White"
- Carissa grandiflora
- Escallonia "Fradesi"
- Pittosporum tobira "Variagata"
- Lantana montevidensis "orange"
- Nerium oleander "Compacta"
- Grevillea "Noellii"
- Abelia grandiflora "Ed Goucher"
- Calliandra eriophylla
- Pyracantha "Tiny Tim"
- Rosmarinus officinalis "Tuscan Blue"
- Syzygium paniculatum "Compacta"

GROUND COVERS - Shrubby, Up To 18 Inches Height

- Acacia rendolens (somewhat taller, coarse)
- Pyracantha Walderi
- Baccharis pilularis "Pigeon Point" or "Twin Peaks"
- Delospermum alba
- Gazania varieties
- Hypericum calycium
- Lantana montevidensis
- Mahonia repens
- Hedera helix "Baltica"
- Ceanothus horizontalis
- Pittosporum, "Wheeler's Dwarf" (tobira)
- Trachelospermum jasminoides

COMMERCIAL DEVELOPMENT - CASE 3

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

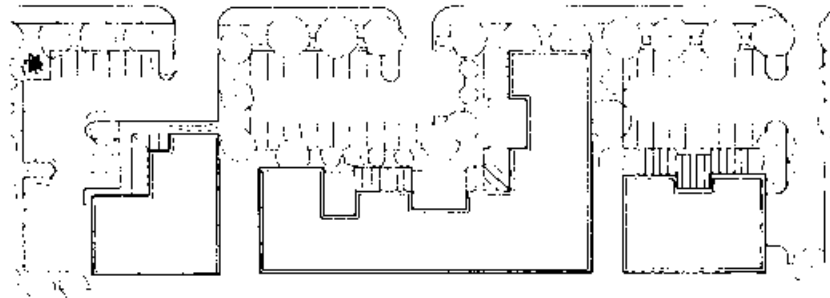
"Case 3" Commercial Development allows the most flexibility in site plan organization. It is the appropriate development pattern for larger commercial developments. The standards are intended to increase the size of the required planted area adjacent to the street, to increase planting in the interior of the site, and to reduce the visual impact of parking areas as seen from the street.

1. Site Development Standards.

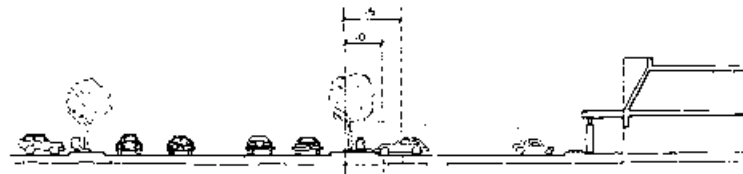
- a. Institute a front yard requirement of 15 feet.
- b. All fences and walls, required or not, are to be setback at least 3 feet from the front property line, and the intervening area fully landscaped.

2. Site landscape requirements

- a. A minimum of 5% of the entire site area shall be landscaped open area. Landscaped areas within parking lots are not to be counted toward this requirement. At least one tree* shall be planted for each 200 square feet of required landscaped area.
- b. A minimum of 5% of the interior of all parking lots over 20 spaces shall be landscaped. A planted island or break at least 4 feet wide shall be provided at an interval of at least every 8 parking spaces in a row. At least one tree* shall be provided for each required planted island.



ILLUSTRATIVE PLAN



SECTION

- c. Parking lots shall not directly abut buildings. An intervening area of at least 5 feet shall be used for planting or a pedestrian sidewalk of a different finish material than the parking lot. (This does not apply to drive-in entrance doors to the building.) At least 25% of the perimeter of the building shall be landscaped with a minimum 5 foot wide planted area.
- d. At least 50% of the required front yard area must be landscaped.
- e. A continuous and fully-landscaped zone at least 10 feet deep shall be provided along the front property line, interrupted only by permitted driveways. This requirement shall also be applied to all other property lines which abut a public right-of-way, except at alleys.

f. At least one street tree* shall be planted for each 30 feet of street frontage. This requirement shall be in addition to other area landscape requirements for the site. Required planting may be in the public right-of-way, subject to City review and requirements; or on the property within 10 feet of the front property line. Trees shall be spaced in a linear row parallel to the street at an interval of 20 to 40 feet.

* All required trees shall be a minimum 1" caliper, 6 foot height and 2 foot spread.

** All required landscaped areas shall be provided with an underground irrigation system.

3. Driveways and Off-Street Parking Setback

a. Setback all off-street parking areas at least ten feet from the front property line. The entire intervening area is to be landscaped.

b. Minimize curb cuts for driveways by compliance with the following schedule.

<u>Parcel Street Frontage</u>	<u>Maximum number and width of curb cuts</u>
150 feet or less	1 @ 25 feet or 2 @ 15 feet
151-200 feet	2 @ 25 feet
201 feet or more	1 additional curb cut of 25 feet
feet of	for each additional 200 feet.
feet.	parcel frontage over 200 feet.

INDUSTRIAL DEVELOPMENT IN DISTRICT FOUR

Intent:

New industrial development should recognize the fact that District Four is primarily a residential area. Development should strive for compatibility in its edge conditions and should consider views into industrial properties from public streets and neighboring residences.

DEVELOPMENT REQUIREMENTS

The following requirements are to be added as an overlay to present zoning provisions for all industrial development in District Four.

1. All industrial-zoned property in the District should be re-classified to the M-1B Zone category.

2. Site Landscape Requirements

a. A continuous and fully-landscaped zone at least 15 feet wide shall be provided along front and street side property lines, interrupted only by permitted curb cuts for driveways. No parking or paved service areas are to be located in this zone. At least one tree* shall be provided for each 200 square feet of required landscaped area.

b. Where the site abuts a residential or commercial-zoned property, provide a minimum 10 foot fully landscaped zone at side and rear lot lines which abut the subject property.

c. At least one street tree* shall be planted for each 30 feet of street frontage. This requirement shall be in addition to other landscape requirements for the site. Required planting may be in the public right-of-way, subject to City review and requirements; or within 5 feet of the front property line. Trees shall be spaced in a linear row parallel to the street at an interval of 20 to 40 feet.

* Required trees shall be minimum 1" caliper, 6 foot height and 2 foot spread.

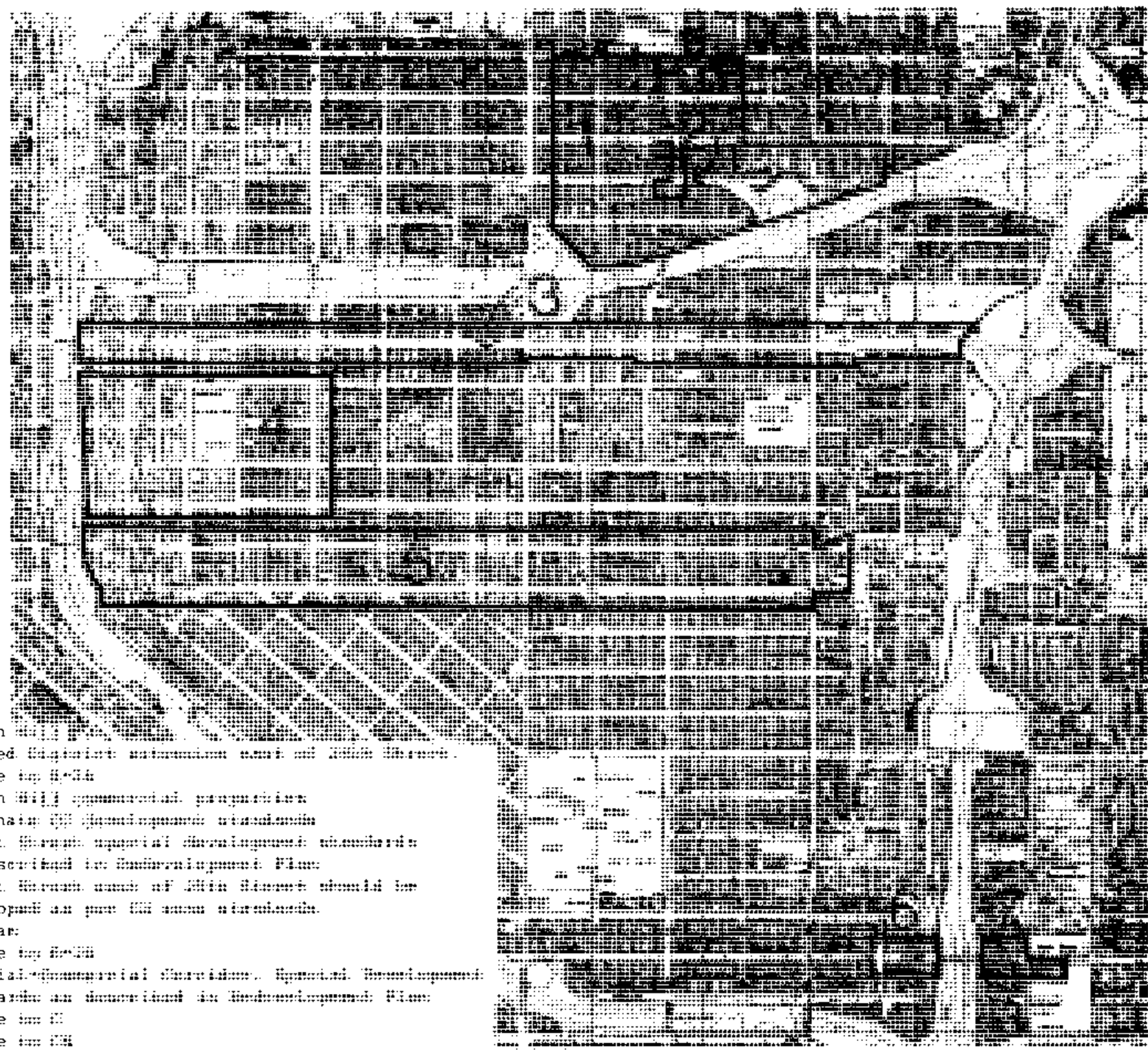
3. Fences and walls.

a. Fences and walls which abut residential or commercial zoned properties shall be setback at least 5 feet from the abutting property line. The intervening space shall be fully landscaped.

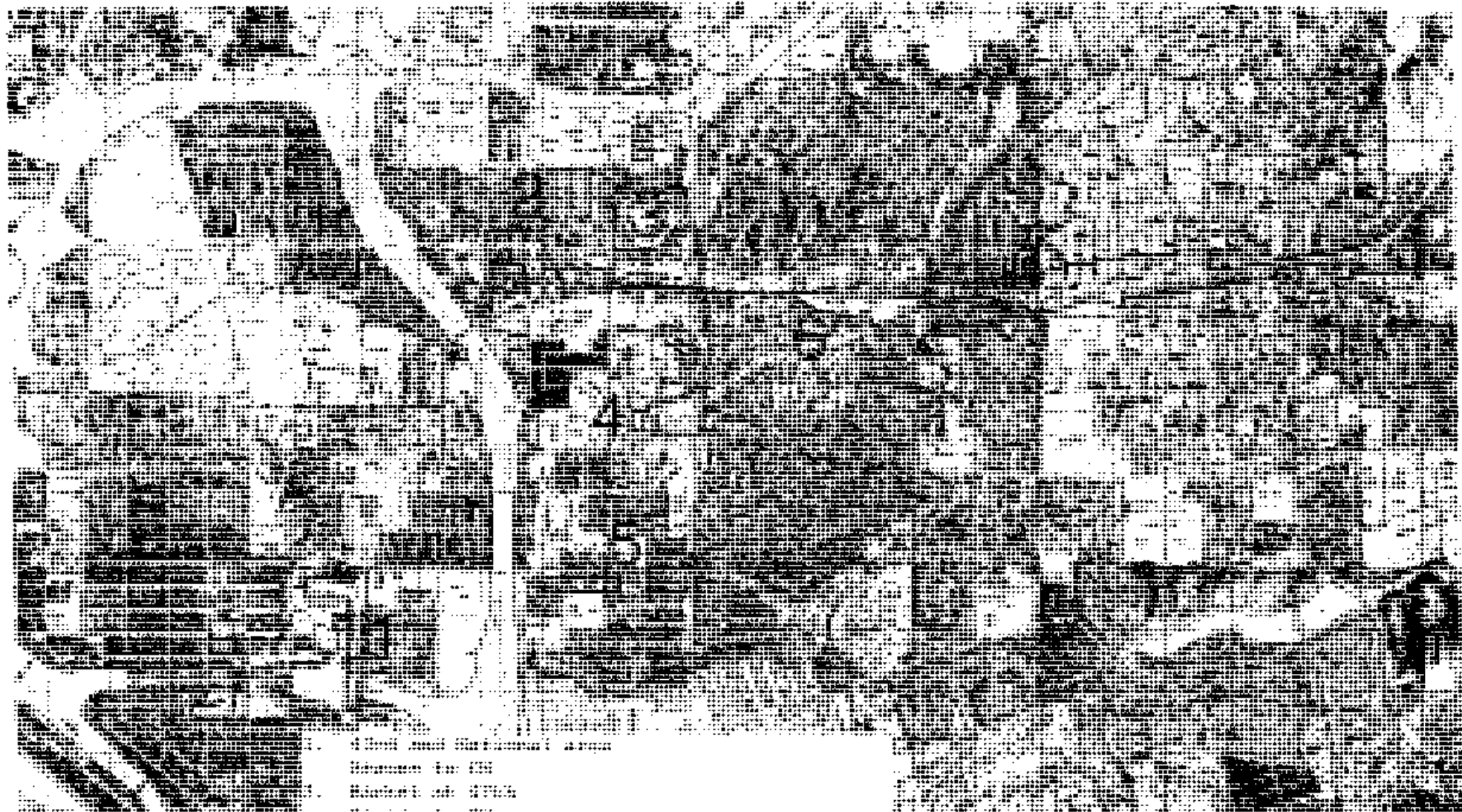
b. Fences and walls 6 or more feet in height shall be setback at least 10 feet from front and street side property lines. The intervening area shall be fully landscaped.

ZONING RECLASSIFICATION

The following maps describe proposed zoning reclassifications in District Four.



1. Golden Hill Planned District boundaries shall be as shown hereon.
Rezone to R-10
2. Golden Hill commercial properties
Designate as commercial district
3. Market Street special development standards
as described in Redevelopment Plan
Market Street area of Hill District shall be
developed as per Hill area standards.
4. Sherman:
Rezone to R-10
5. Imperial-Commercial District. Special Development
standards as described in Redevelopment Plan
6. Rezone to R-10
7. Rezone to R-10



1. 11th and Harrison area
Rezone to CN
2. Market at Euclid
Rezone to CN
3. Market at Euclid
Special Development standards as described in
Redevelopment Plan
4. Imperial and Euclid area
Rezone to CN
5. Logan at Euclid
Rezone to CN
6. Rezone to MIB
7. Encanto: Imperial and Akins Avenues
Special Development standards as described in
Redevelopment Plan

