



URBAN DESIGN

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- 4.1 Existing Urban Form and Context
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INTRODUCTION

Urban design is not a topic that can be isolated and discussed separately from the other elements of this Plan. Urban design is a complementary process that considers many of the development factors and issues examined elsewhere in this plan, yet is also concerned with more detailed features such as a development's architecture or site design and how a development integrates with the community. Special attention to urban design is integral to development planning and review, and for effective development within the Golden Hill community.

It is the composition of the natural environmental features, the grid street pattern, the distinctive architectural character, and connections to adjacent communities and resources that defines the community's urban form and provides the design framework for this Community Plan. Positioned within hilly topography next to Downtown and Balboa Park, Golden Hill is one of the oldest communities in the City and occupies a premier geographic location with breathtaking city, bay and mountain views. Two qualities which make the community unique are the variety of older, traditional architectural styles and the sensitivity of the earlier site planning to the rolling terrain and canyon landforms.

Many of the community's neighborhoods also have a pedestrian orientation with a grid pattern of streets, low traffic volumes and mature trees. Growth has followed a traditional neighborhood development pattern, characterized by compact blocks, small lots and fine-grained, pedestrian-scaled and oriented buildings. Exceptions include more recent

post-World War II multi-family construction that introduced multiple lot consolidations, front facades that lack transparency, and driveways/parking oriented to the street and often featured prominently. However, many historically significant residential buildings and architectural styles still exist in the community and are well worth preserving. Their character and scale is also worth replicating with new development.

The community has great potential to build on the renaissance of its commercial corridors through the enhancement or restoration of existing buildings and development of new mixed-use buildings. Traditional storefronts contribute to a "Main Street" character that supports walking, bicycling, and greater transit use. Investments in public streets and sidewalks, plazas, parks and open spaces will maintain community identity and provide gathering spaces and connections between neighborhoods, commercial districts and Balboa Park.

Over time, important community linkages connecting Golden Hill with adjacent communities and Balboa Park are planned to be strengthened and enhanced with pedestrian, bicycle and landscape improvements. 25th Street will become a "Bay-to-Park" link through Sherman Heights, Logan Heights and Barrio Logan. A potential freeway deck or lid over State Route 94 (SR-94) will mend the divide with the Sherman Heights neighborhood, and provide a much needed park space and shared gathering space. Russ Boulevard will be enhanced to offer an improved interface with Balboa Park and bicycle facilities, pedestrian paths, trails, and stairs or bridges will facilitate greater connectivity to and within Balboa Park and the community's canyons.



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

URBAN DESIGN ELEMENT GOALS

- High-quality urban design that provides superior living and working environments and contributes positively to the public realm.
- Improved urban design and access (where appropriate) at neighborhood interfaces with natural open space and Balboa Park.
- Thoughtful and creative adaptation to and respect for the hilly topography, canyon landscape, and resulting views that give Golden Hill its name and unique character.
- New development that contributes to, and is compatible with, the existing fine-grained development pattern and architecture that give the community its traditional charm.
- Enhanced and lively streetscapes that support pedestrian, bicycle and transit use, and also function as neighborhood focal elements and areas of community engagement where appropriate.
- A community that supports creativity as expressed in its built environment, architecture, public art, street furniture and physical form.
- Improved visual aesthetics and community identity through the ongoing repair, upgrade and maintenance of public facilities and infrastructure.
- Preservation of public view resources and canyon landforms.

GENERAL PLAN CROSS-REFERENCE TABLE

The City of San Diego General Plan establishes Citywide policies to be cited in conjunction with community plan policies. General Plan policies may also be further referenced, emphasized or detailed in a community plan to provide community-specific direction. General Plan urban design policies particularly relevant to the Golden Hill community are listed by their identifiers in cross reference Table 4-1 below.

TABLE 4-1: GENERAL PLAN RELATED URBAN DESIGN TOPICS AND POLICIES

COMMUNITY PLAN TOPIC	GENERAL PLAN POLICY
Development Adjacent to Canyons & Other Natural Features	UD-A.3
Landscape Guidelines	UD-A.8
Parking	UD-A.11, UD-A.12
Wireless Facilities	UD-A.15
Utilities	UD-A.16
Safety & Security (Crime Prevention Through Environmental Design (CPTED))	UD-A.17
Residential Design	UD-B.1 – UD-B.8
Mixed-Use and Commercial Design	UD-C.1 – UD-C.8
Public Spaces & Civic Architecture	UD-E.1 – UD-E.2
Public Art & Cultural Amenities	UD-F.1 – UD-F.5
Urban Runoff & Storm Water Management	CE-E.1 – CE-E.7
Urban Forestry	CE-J.1 – CE-J.5
Sustainable Development Practices	CE-A.5 – CE-A.12

4.1 EXISTING URBAN FORM AND CONTEXT

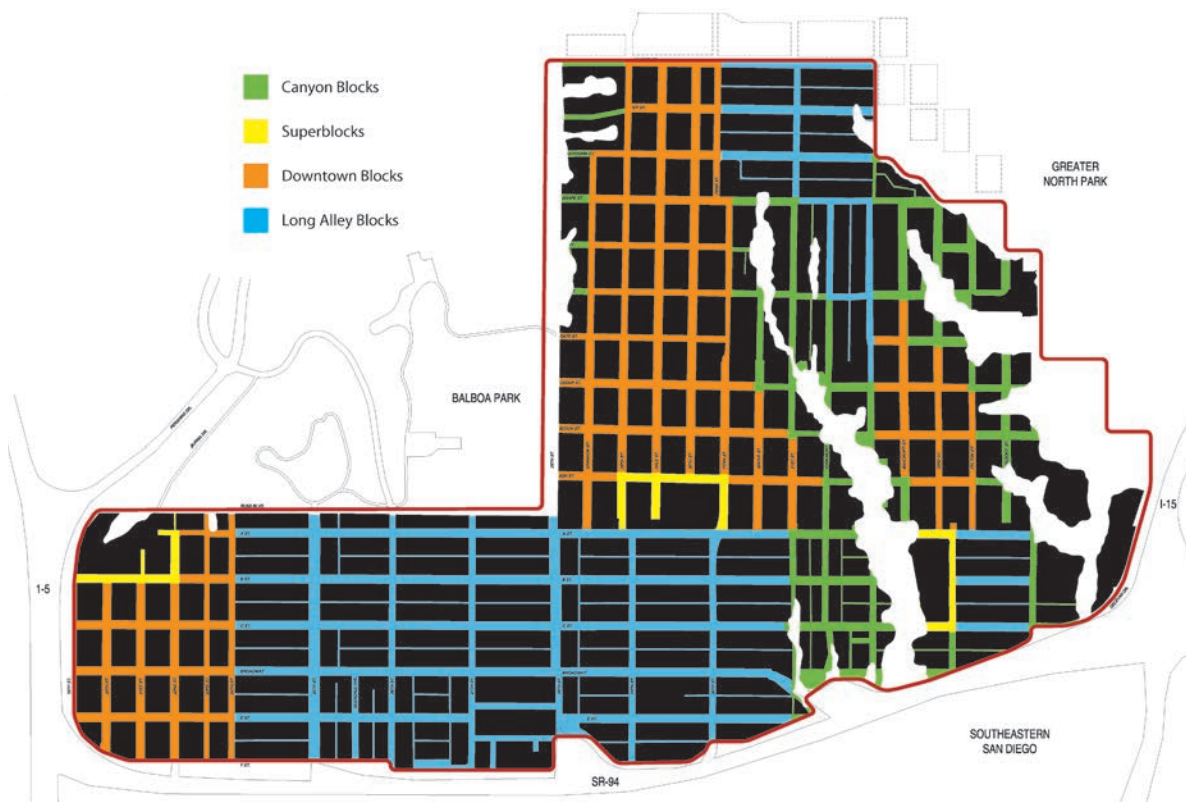
TRADITIONAL BLOCK PATTERNS

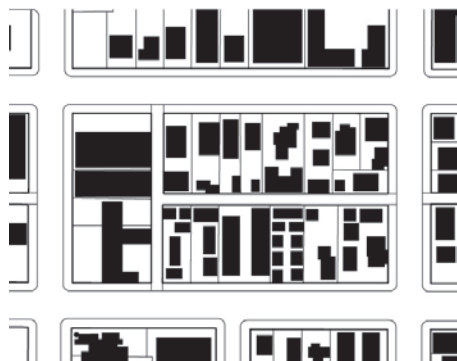
A defining characteristic of Golden Hill is its traditional block patterns and types, which contribute to a clear definition of neighborhoods and a walkable and connected street network. Generally, blocks are compact and follow a grid pattern, except where blocks meet the edges of canyons and freeways.



Downtown Blocks

Downtown blocks are an extension of the block pattern of downtown that existed prior to the construction of the I-5 freeway. They are located within the South Park neighborhood and in the portion of the Golden Hill neighborhood west of 24th Street. They are typically 200' x 300' in size, with lots that are 50' wide by 100' deep and can face in both the long and short directions of the block. The downtown block type typically does not have an alley. This block design is compact and affords a variety of lot configurations and densities, which has enabled the development of a diversity of building types with a fine-grained scale. The combination of these development characteristics makes the neighborhoods with downtown blocks pedestrian-oriented and highly walkable.





Long Alley Blocks

Long Alley blocks are largely located south of A Street from 24th to 31st Streets in the Golden Hill neighborhood and within the northeast portion of the South Park neighborhood. They typically measure 300' by 600' in size and incorporate an alley. The typical lot size is 50' wide by 140' deep, although a diversity of lot configurations exists. Many of the larger apartment complexes in the community are developed within this block type, as their alley access and deeper length allows more building area, particularly with lot consolidations. Single-family homes are more prevalent on the Long Alley blocks in the northeastern area of South Park. While the pattern of development on Long Alley blocks is fine-grained in many locations, the length of this block type provides a challenge to walking where hilly or steeper topography is present.



Canyon Blocks

Canyon Blocks are irregular blocks that have developed along canyons and respond to the resulting variation in topography. They are located mostly in the eastern portion of the community and are characterized by dead-end streets, irregular lot sizes and lot lines, and cul-de-sacs. An average block width of 300' persists, but the depth varies according to the location of canyons and may extend beyond 100' in some locations. Access to lots on these blocks is through winding streets and private driveways. The irregular shape and occasionally hidden nature of the lots in this block type can make walking and wayfinding a challenge. However, unique lot arrangements and shapes allow development to adapt to the canyon interface.



Superblocks

Superblocks are atypical blocks in this community where two or three standard blocks have been combined to accommodate special uses, such as schools, planned developments, industrial or other non-residential uses. Typically, superblocks are discouraged in developed communities because they disrupt the street network, encourage incompatible and inward-focused development, and tend to degrade the pedestrian environment.

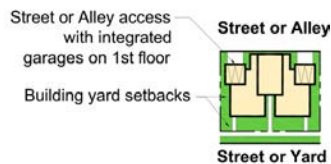
DIVERSITY OF BUILDING TYPES

A defining characteristic of Golden Hill is its rich diversity of building types and architectural styles. Buildings have been developed with a variety of unit types, sizes, and styles, while their scale, massing and height is consistent across the community. Most buildings in Golden Hill also incorporate the successful urban design principles of “eyes on the street.” The following images illustrate some of the most prevalent building types in the community and their distinctive characteristics.



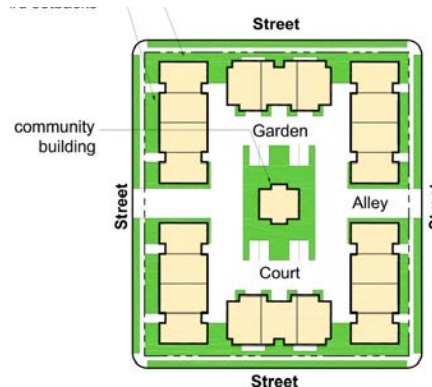
Single Family, Duplex, or Triplex

Single-family homes may be arranged as stand-alone detached dwelling units, or sometimes attached as duplexes. Some lots can accommodate accessory dwelling units or “granny flats”. Densities for single-family and duplex development typically range from 1 to 14 units per acre depending on zone applied. Parking may be integrated into the ground floor of the dwellings or separated in individually secured garages. Garages should be located toward the rear of the lot.



Bungalow Courts

Bungalow courts are dwelling units organized around a central courtyard. The courtyard may contain individual or collective garden plots or patios for building residents to use, or communal open space. They typically range in density from 29 to 44 units per acre. Traditionally, bungalow courts provided smaller unit sizes with little off-street parking. Parking arrangements may include a mixture of garages and surface spaces, as well as tandem spaces and tandem lift parking, which should be accessed from an alley.





Rowhomes and Townhomes

Rowhomes and townhomes are dwelling units attached in a series by use of shared side walls. Although the two terms are sometimes used interchangeably, rowhomes are typically single-ownership attached dwellings arranged in a single row facing a block face, often on separate lots, and townhomes are attached units that are arranged in various denser configurations within a common lot. Rowhomes are not a traditional building form in the community, while townhomes are more common in newer developments. Building heights typically range from 2 to 3 levels and densities from 15 to 29 units per acre. Parking for rowhomes and townhomes should be integrated into the ground floor of the units in individually secured garages and accessed from the rear of the lot.



Apartments

Apartments are attached dwelling units, most often with common central access. Apartment densities range between 15 and 44 units per acre and may be designed to accommodate variety of unit sizes and configurations. Parking is typically located in a below-grade structure that is integrated within the building and privately secured for access by residents only. When parking is partially below-grade or at-grade, the ground floor of apartment buildings should include active uses to screen the parking behind. Active uses may include residences, building amenities, or storefronts with retail or other neighborhood-serving uses where allowed.

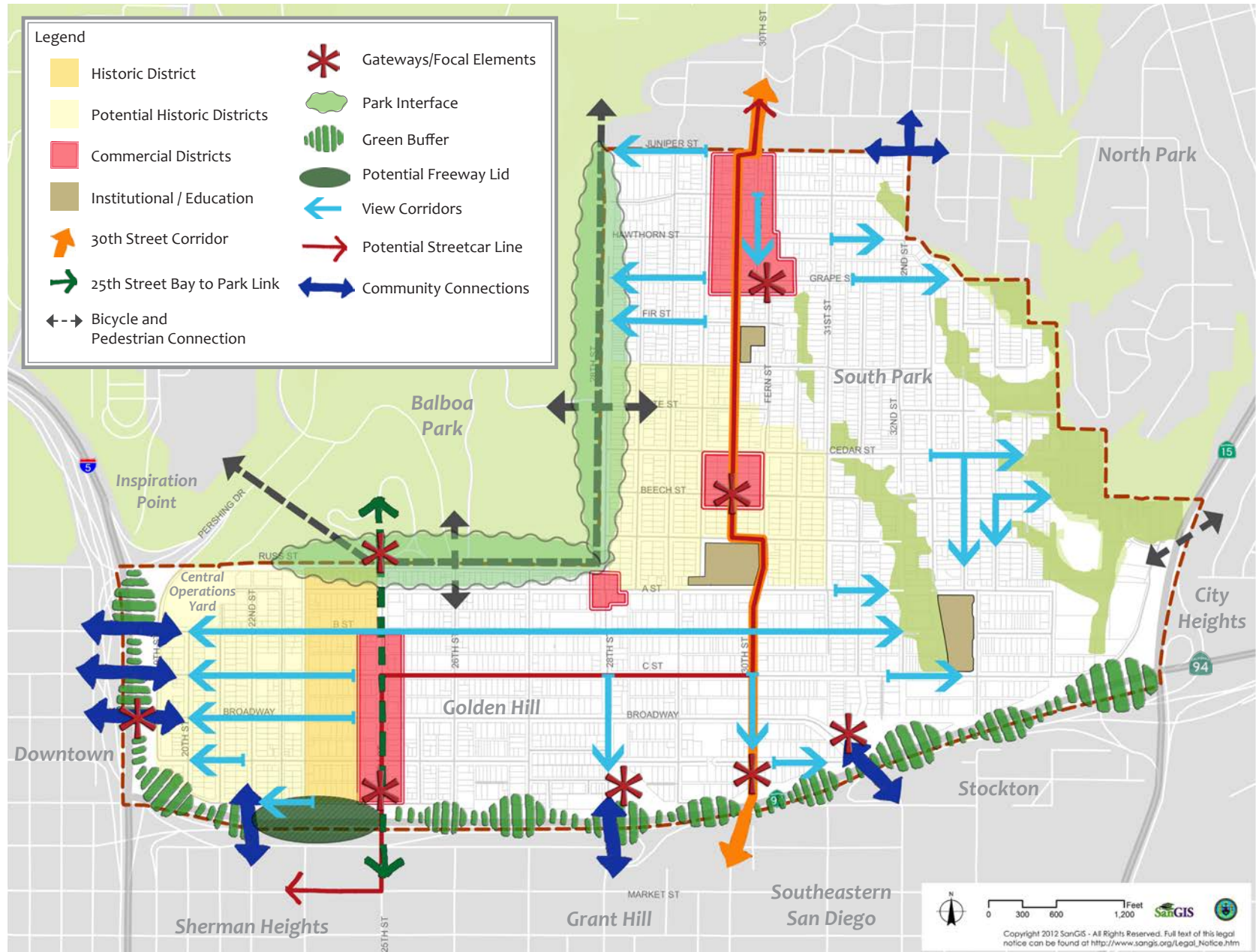


4.2 URBAN DESIGN FRAMEWORK

KEY PROPOSALS

- Maintain Golden Hill's traditional block and lot patterns as the foundation for the community's urban form.
- Conserve the heritage and charm of Golden Hill through the preservation and re-use of its traditional and historic buildings.
- Ensure that community access to Balboa Park is maintained and enhanced where needed.
 - Improve the connection of the Golden Hill and South Park neighborhoods to Balboa Park by incorporating pedestrian and bicycle facilities along Golf Course Drive and 26th Street.
 - Enhance the connection to Balboa Park along Russ Boulevard by adding bicycle and pedestrian paths and landscaping.
- Create gateways through the installation of markers or design of adjacent buildings to demarcate neighborhood boundaries, highlight community identity, enhance wayfinding and sense of place.
- Sensitively incorporate plazas and pocket parks within Neighborhood Centers/Villages as gathering areas and focal elements.
- Improve the interface of the community with the adjacent SR-94 freeway.
 - Plant a "Green Buffer" along the SR-94 interface to address freeway pollution, noise and visual quality impacts and provide opportunities for passive parks where appropriate.
 - Build a freeway deck or lid over SR-94 that incorporates a neighborhood park that connects Golden Hill with Sherman Heights.
- Make 25th Street the community's "Bay-to-Park" link by implementing street and landscape improvements.
- Redevelop the City's Central Operations Yard site with residential and mixed-use buildings and a public plaza or pocket park.

FIGURE 4-1: URBAN DESIGN CONCEPT MAP



BLOCK PATTERNS

As stated in the Existing Urban Form and Context section, a defining characteristic of Golden Hill is its block patterns and types which are the foundation of the community's urban form and create a walkable and connected street network. Generally, blocks are compact and follow a clear grid pattern, with some exceptions where blocks meet the edges of canyons and freeways.

POLICIES

- UD-2.1 Preserve existing block configurations and grid pattern street system as contributors to the distinct character of Golden Hill's neighborhoods.
- UD-2.2 Do not support street and alley vacations where public access is needed, or, that would result in the creation of "superblocks."
- UD-2.3 Improve the aesthetics of alleys using 'greening' concepts.
 - A. Integrate trash storage and utility equipment into perimeter fencing or adjacent building facades and provide secure screening enclosures;
 - B. Install landscaping within building setbacks and between building facades along alley edges. Vines and trees within rear yards can be used to soften fences and walls;
 - C. Pave the remaining unpaved alleys where appropriate;
 - D. Utilize paving systems that allow storm water infiltration and also support trash collection and other public works and utility vehicles. Consider replacing all or a portion of existing impervious materials with a pervious surface.
- UD-2.4 Enhance pedestrian connectivity where more direct connections are needed by using mid-block paseos, canyon trails, and alley 'greening' proposals where feasible.

LOT PATTERNS

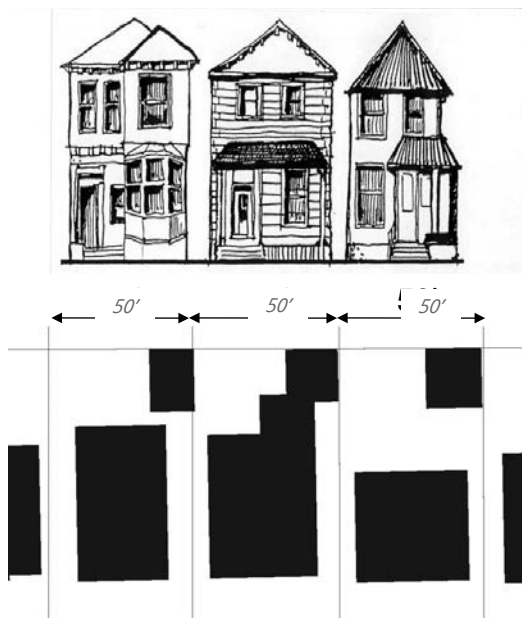
Another defining characteristic of Golden Hill is a predominant 50' lot width that has allowed development to occur with a consistent pattern, rhythm and scale. As a result of this lot pattern, development has a fine-grained character, contributing to a diverse streetscape, attractive pedestrian environment, distinctive buildings and small-scale plazas.



The existing lot pattern in the community yields a diversity of businesses.

POLICIES

- UD-2.5** Preserve and follow the community's traditional, small-scale and pedestrian-oriented development pattern. Maintain the scale and rhythm of existing 50' lot widths prevalent in the community through development that is fine-grained, well-articulated and modest in bulk and massing.
- A.** Prohibit lot consolidations in that result in a lot area greater than 14,000 square feet or a street frontage of more than 100 feet.
 - B.** Development should be visibly modulated to fit the scale of a 50' lot width. This can be accomplished by use of a combination of setbacks; courtyards and recesses; roof line variation; placement of doors and windows; and facade treatments.



TRADITIONAL AND HISTORIC BUILDINGS

Golden Hill has a wealth of traditional and historic buildings that contribute to the heritage and charm of the community. In addition to the many individual buildings in the community that are valuable for their historic aesthetic and functional qualities, the community plan identifies areas with potential to be designated as new historic districts.

POLICIES

- UD-2.6** Encourage the preservation, re-use and restoration of older structures that contribute to the community's traditional and historic character.
- UD-2.7** Preserve and enhance site fences, retaining walls, stonework and other existing landscape features that contribute to the community's traditional character.



The Seventh-day Adventist Church is a designated historic resource.

BALBOA PARK

The community borders regionally and historically significant Balboa Park on two sides. Because of this close and valuable physical relationship, it is important to ensure that community access to the park is maintained and enhanced where needed, and that development adjacent to the park is consistent with the resources, design qualities and character of the park. For these purposes, the following guidelines are recommended for Balboa Park and for development within each block that has park frontage:

POLICIES

- UD-2.8** Improve pedestrian and bicycle access from Golden Hill into Balboa Park by reconfiguring existing access roads and paths to provide better facilities for use by pedestrians, trail users and bicycles as appropriate. Particular focus should be on Golf Course Drive, 26th Street, Russ Boulevard and 28th Street.
- UD-2.9** Development should maintain and enhance public views into the park by maintaining required setbacks for building facades and fences. Discourage reductions in required setbacks for lots abutting the park.
- UD-2.10** Maintain the lower-scale residential character, reflective of existing development which is primarily single-family or lower density multi-family, on sites adjacent to or across a street from Balboa Park. For lots that abut the park, incorporate low-scale building elements such as single-story facades, porches, courtyards and forecourts adjacent to the park to provide an appropriate visual transition.
- UD-2.11** Development adjacent to Balboa Park should maintain an open character with landscaped yards and setbacks that incorporate landscape motifs and materials reflective of those used within the park.

GATEWAYS

Gateways that demarcate neighborhood boundaries, announce community identity, and enhance wayfinding and sense of arrival are important community features. Thoughtfully designed and located gateways can include freestanding markers or monuments, or buildings that incorporate architectural gateway elements. Routes that lead to community gateways should incorporate measures that improve pedestrian comfort, such as street trees.

POLICIES

- UD-2.12** Provide gateways at key arrival points within the community as shown on Figure 4-1.
 - A.** Design gateway elements to reinforce neighborhood identity through the use of similar materials, historic features and scale.
 - B.** Prominent buildings at gateway locations should incorporate any or all of the following elements:
 1. Distinctive building forms with accentuated building corners, such as an increase in the building height at the corners that does not exceed 3 stories in overall height;
 2. Frontages that incorporate visually interesting materials and/or a prominent entry feature;
 3. Site designs that incorporate an entry forecourt or public plaza with public art;
 4. Unique signs, landscape features and/or lighting.
- UD-2.13** Encourage the reconstruction of the documented historic stone pillars and light fixtures associated with the early development of the South Park neighborhood.



Simple pilasters were used historically as gateway elements in San Diego's older neighborhoods. These are on Kalmia Street in North Park.



Building orientation accentuates the corner of 28th and B Street creating a plaza and focal element.

NEIGHBORHOOD FOCAL ELEMENTS

Focal elements are spaces within a neighborhood that emphasize pedestrian, commercial and community gathering activities. These can include informal gathering spots, established public plazas, and more flexible spaces that can be used for multiple activities. The provision of public space and public amenities is a component of the General Plan's City of Villages strategy and is particularly important within commercial districts that form the core of neighborhood centers or villages. Balboa Park and Grape Street Square are important examples of accessible public open spaces and community gathering spots. Other than these sites, however, public space is not common within the community's neighborhoods and commercial areas. Public spaces will therefore need to be incorporated into identified neighborhood centers/villages (refer to Land Use Element Figure 2-3) in a sensitive manner.

POLICIES

- UD-2.14** Provide public space and gathering spots within neighborhoods and commercial districts. These may take the form of plazas, pocket parks or linear parks, or enclosed space for community meetings and events.
 - A.** Pursue opportunities to provide public space and gathering spots through reconfiguring public right-of-way for this purpose, through public acquisition of opportunity sites, or through private development incentives and exactions.
 - B.** Provide seating and areas for social interaction within public plazas.
- UD-2.15** Enhance the large commercial site at Fern and Grape Streets to strengthen its design as a neighborhood focal element. The vantage point at the terminus of Fern and

Grape Streets is an important location for providing a design focus.

- A. Design street frontages to incorporate opportunities for a public plaza, enhanced landscaping, and kiosks or other small-scale commercial uses.
- B. Retrofit the surface parking lot to add landscaping where feasible.

FREEWAY INTERFACES (GREEN BUFFER)

Golden Hill is partially bounded on three sides by freeways. While the freeways provide convenient regional access, they constrain local community access by disrupting the street network's pattern and funneling traffic through neighborhoods. Areas near freeways also experience undesirable effects from reduced air quality, excessive noise and diminished aesthetics. Restoring or enhancing street connectivity and addressing undesirable environmental effects are therefore important within freeway interfaces. Improvements within right-of-way owned by Caltrans are subject to that agency's approval.

POLICIES

- UD-2.16 Improve aesthetics within freeway interfaces by providing as much landscaping as possible, including street trees on adjacent streets as well as a landscape buffer within the Caltrans right-of-way.
 - A. Consider incorporating any adjacent under-utilized City right-of-way into the landscaped buffer area. Provide linear park space where feasible.
 - B. Design the buffer to incorporate a layered landscape design of trees, shrubs, vines and groundcover. Canopy and columnar trees are of particular importance to improve aesthetics.

- UD-2.17 Reconfigure adjacent street right-of-way, and right-of-way on streets leading to freeway on- and off-ramps, to calm traffic where appropriate.

- UD-2.18 Enhance or restore the connectivity of local streets severed by freeways.

- A. Improve existing freeway crossings for better pedestrian and bicycle safety and comfort where needed, including expanded pedestrian and bicycle facilities, better lighting, and decorative and landscape elements that improve aesthetics.
- B. Evaluate the feasibility of a freeway deck or lid over SR-94 in the blocks fronting F Street in the vicinity of 25th Street. The design concept should include opportunities for recreation as well as improved pedestrian and bicycle connectivity.

Freeway interfaces should be improved with landscaping. An underutilized street right-of-way is an opportunity for additional landscaping.



25TH STREET BAY-TO-PARK LINK

A special characteristic of Golden Hill is its connection to Balboa Park, and it is also connected via 25th Street to the communities of Sherman Heights and Logan Heights, then via Cesar Chavez Parkway to the Barrio Logan community and San Diego Bay. 25th Street should be given special consideration as an important connection between Balboa Park and ultimately the bay and complete the street and landscape enhancements of the 25th Street Renaissance Project.

POLICIES

- UD-2.19** Implement pedestrian, bicycle and landscape enhancements to establish 25th Street as a “Bay-to-Park” link that connects Golden Hill with Balboa Park and San Diego Bay.
- A. Design a consistent and continuous streetscape, giving special attention to the selection of street trees, lighting, street banners, sidewalk paving materials and patterns, and public art.
 - B. Focus on funding and installation of infrastructure, landscaping, amenities and street furnishings that support pedestrian mobility and comfort.
 - C. Provide more active streetscape and building frontage elements including sidewalk cafes, plazas, and gathering areas.
 - D. Develop “green infrastructure” that enhances stormwater infiltration and management.



Infrastructure renovation projects, such as the 25th Street Renaissance Project shown here, are important in older communities.



New sidewalks and a community identification marker enhance this corner of 25th Street.

CENTRAL OPERATIONS YARD (20TH & B)

The portion of the Central Operations Yard within Golden Hill is designated for multi-family development with a neighborhood-serving retail component. The portion of the site within Balboa Park is identified by the East Mesa Precise Plan for the development of the Pershing Recreation Complex, a 12-acre multi-use sports park that will also include picnic areas, parking, gateway plantings, trails to Golden Hill Park, and a pedestrian bridge across Pershing Drive.

The Precise Plan recommends the relocation and consolidation of the Operations Yard with other City operations facilities so that the portion of the site within Balboa Park becomes available for the sports park. If the City decided to relocate the entire operations yard to allow development of the recreation complex, the City could make the portion of the site within Golden Hill available for development in a way that could generate property sale or lease revenue that could potentially be used help fund the yard's relocation or the sports park's development. A Planned Development Permit or similar discretionary permit should be required to implement the guidelines below as well as any other relevant community plan policies (also refer to Land Use Element).

POLICIES

- UD-2.20** Extend 20th Street into the Central Operations Yard site for primary access. Include parking, non-contiguous sidewalks and street trees within the street profile.
- UD-2.21** Utilize the Russ Boulevard right-of-way within the Central Operations Yard as an interface with the future recreation complex.
- UD-2.22** Provide access to the planned trail connection east to Golden Hill Park and to the pedestrian bridge over Pershing

Drive identified in the East Mesa Precise Plan from the portion of the Central Operations Yard within Golden Hill.

UD-2.23

Provide landscaped open space buffers along the Central Operations Yard's Pershing Drive frontage and within the sloped area at the site's eastern boundary.

- A.** The Pershing Drive buffer should be a minimum 35 feet wide and designed as an entry to Balboa Park, with colorful plantings consistent with recommendations of the Balboa Park East Mesa Precise Plan. Incorporate any requirements for storm water drainage and sound mitigation into a naturalistic, layered landscape design that allows for passive bio-treatment of storm flows. Provide facilities for jogging and bicycling to accommodate recreational access to Balboa Park and the future sports complex.
- B.** Remove the concrete slope covering at the site's eastern boundary and install plantable retaining walls.

UD-2.24

Design building roofs and rooftop mechanical equipment at the Operations Yard to take into account their visibility from adjacent development.

UD-2.25

Retrofit the administrative building at the Operations Yard's entrance as a commercial or mixed-use building, if feasible.

UD-2.26

Provide a minimum 1/2 acre of publicly accessible open space either as a pocket park, plaza or combination, and designed as a gateway and a visual draw from B Street into the Operations Yard.

COMMUNITY DESIGN CHARACTERISTICS



Art incorporated into a building facade.



The community is proud of its many historic landmarks and structures.



The urban design element includes policies that relate to the scale and proportion of these architecturally significant homes.



Street art can reflect an eclectic sensibility.



Front yard landscaping and facades with porches, balconies and generous windows are character elements within the community.

STREETSCAPE AND PUBLIC REALM

The network, pattern and design details for streets, sidewalks and abutting public spaces – “the public realm” – is fundamental to the community’s urban design framework. Therefore, features and improvements within these spaces need to be reviewed for urban design as well as mobility functions.

The community’s grid pattern of streets is a particular mobility asset that provides multiple access routes to destinations throughout the community. This pattern provides better connectivity and disperses traffic to create comparatively more walkable commercial and residential neighborhoods, although traffic congestion occurs at pinch points including freeway interchanges. The community is also served by relatively convenient transit access. These characteristics are conducive to active modes of transportation and also provide mobility options for those who cannot drive, do not own a motor vehicle, or prefer to reduce their dependence on the automobile.

Golden Hill has a diversity of street types that include residential streets, commercial streets, and scenic, canyon-adjacent streets. Residential streets are compact and highly landscaped in areas where small-scale neighborhood character is important, and expansive, open and hilly in other areas where views are important. Commercial streets exhibit a distinct “Main Street” character with continuous, sidewalk-oriented storefronts and street trees. Other streets have an almost bucolic character, especially in areas around canyons and Balboa Park. Policies within the Mobility Element encourage the reconfiguration of the public right-of-way where desirable to enhance transit access, slow automobile traffic and provide better pedestrian and bicycle mobility and comfort. However, public right-of-way improvements have the potential to disrupt historic and traditional neighborhood character and should be carefully

designed to preserve this character. Major improvements should be reviewed with the community.

The public realm also includes sidewalk extensions and plazas intended for leisure and public gathering, and semi-public spaces such as sidewalk cafes and courtyards that serve similar purposes. Refer to the Gateways, Neighborhood Focal Elements, and Freeway Interfaces sections above for additional discussion of and policies regarding public realm enhancements in Golden Hill.

Sidewalks and Pedestrian Paths

Sidewalks and pedestrian paths are of particular importance to the community’s urban form due to their primary function of providing pedestrian access to land uses, and for their potential to provide other functions, including gathering space, community character-defining design, visual appeal, and public art.

Sidewalks are located adjacent to streets and are preferably separated from auto traffic by a curb or other barrier. The sidewalk area typically occupies the ground level between the street curb (or other barrier) and the abutting property line. Pedestrian paths may follow routes independent of auto routes. Paths through parks and plazas, or between buildings can increase pedestrian access in confined spaces.

Sidewalk mobility is of primary importance for pedestrians and those using mobility devices, such as wheelchairs and motorized scooters. However, sidewalks in the community often lack adequate width for their level of use, may contain gaps or deteriorated segments, and crossings are not always clearly marked or accessible. In some areas, various encroachments and poorly placed above-ground infrastructure and utilities also reduce sidewalk widths and detract from a clearly defined path of travel.

FIGURE 4-2: SIDEWALK ZONES

*Frontage Zone**Pedestrian Zone**Furnishings /
Planting Zone*

Frontage Zone – Transition area between the pedestrian zone and abutting property. Consider outdoor amenities associated with the building frontage such as awnings, overhangs, café railings, planters, doorways, security grills and business signs.

Throughway/Pedestrian Zone – Main travel way intended for mobility access. Maintain a continuous, clearly defined, unobstructed route clear of obstacles and accessible to users of all abilities.

Furnishings Zone – Transition area and buffer between pedestrian zone and the roadway. Consider placement of elements that compliment the street such as lighting, signs, trees, driveway aprons, parking meters, trash receptacles and news racks.

Because the area allocated to sidewalks also serves as a transition between the auto travel way and abutting uses outside the public right-of-way, it is useful to characterize this area into separate functional zones (Figure 4-2). It is important to provide adequate travel width dependent on use characteristics of a sidewalk or pedestrian path. Potential encroachments and above-ground infrastructure need to be properly managed and located, especially within areas of higher pedestrian traffic along commercial corridors, major streets and transit lines. Refer also to the Mobility Element for policies regarding pedestrian mobility and safety.

POLICIES

- UD-2.27** Prioritize activities within the sidewalk and make mobility functions such as pedestrian access, bicycle parking and access to transit stops the main priority. Other uses for sidewalk space should be prioritized based upon their public necessity and ability to find alternative locations for the uses outside the sidewalk zone.
- UD-2.28** Maintain pedestrian safety, comfort, and accessible path of travel within the sidewalk zone.
- UD-2.29** Promote the use of separate pedestrian paths (such as mid-block paseos, alleys, and trail connections) to provide greater mobility, particularly where sidewalk space is limited.
- UD-2.30** Locate utilities outside of the pedestrian zone and design installation plans so as not to obstruct a clear path of travel (also refer to policy UD-3.67).
- UD-2.31** Require new developments to provide public improvements to prevailing City standards, including curbs, gutters, sidewalks and street trees.

UD-2.32 Design public right-of-way improvements to be compatible with existing neighborhood character, including use of similar materials, colors and patterns (e.g. traditional sidewalk scoring) as well as curb design (also refer to Mobility Element Policies ME-1.2 and 1.7). Avoid use of contemporary textured, stamped or colored paving materials. Decorative right-of-way improvements within Historic Districts should be avoided unless determined consistent with the Secretary of the Interior's Standards.

UD-2.33 Improve pedestrian environments in the community with wider sidewalks where needed, enhanced crosswalks and paving, better access and connectivity, shade-producing street trees, street furnishings and other amenities that support walking and transit use.

- A.** Increase sidewalk widths and create spaces for additional landscape, furniture, amenities, and gathering places where needed. Sidewalk widths should be a minimum of 10 feet for most streets to allow adequate space for a pedestrian zone and street trees. Wider sidewalks are preferable for commercial streets. A width of 15 feet or greater is preferable for locations with sidewalk cafes and bus shelters.
- B.** Keep the pedestrian zone and street corners within sidewalks clear of obstructions and visual clutter. Work with utility companies to underground or relocate above ground utility boxes within the sidewalk.

UD-2.34 Provide street furnishings and amenities where needed (e.g. bike racks, waste bins, benches, drinking fountains, etc.)

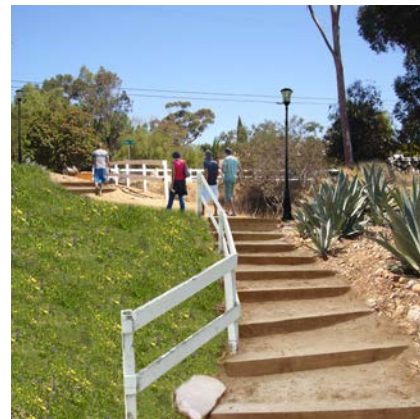
- A.** Keep street furnishings from obstructing pedestrian travel and use of the sidewalk.



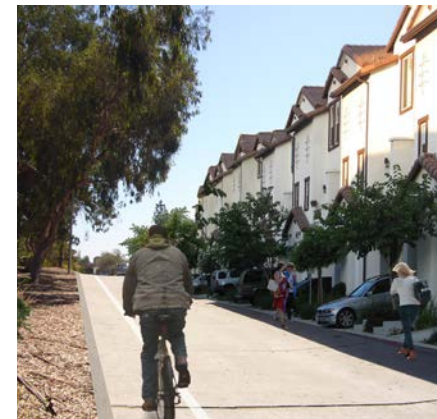
A clear path of pedestrian travel should be maintained within the streetscape.



Kiosks are often appealing streetscape amenities.



Improve pedestrian connections across the canyons and hills in the community with steps, landscape design and handrails.



Enhance Russ Blvd. to include a bike path and development that faces the park and provides a positive frontage to the park.

- B. Create appealing groupings and combinations of street furnishings that make visual sense and effectively serve community needs.
- C. Use multi-purpose designs such as planter benches or combined waste, recycling and ashtray bins to avoid sidewalk clutter and obstructions.
- D. Consider climate and prevailing weather in the design and placement of street furniture, particularly the need for shade. Locate furniture under trees, canopies or awnings and do not use highly reflective metal surfaces that conduct heat.
- E. Promote the many architectural styles of the community in the design and decoration of street furnishings.
- F. Incorporate solar power into kiosks, bus shelters and other structures.

UD-2.35 Plant continuous rows of street trees throughout the community with priority toward major connections such as those through Balboa Park, those linking eastern neighborhoods, and commercial streets such as 25th Street and 30th Street (see also Urban Forest/Street Tree Master Plan policies).

UD-2.36 Implement current storm water management best practices (such as bio-swales) as practical to treat and retain storm water runoff from streets, driveways and other impervious surfaces.

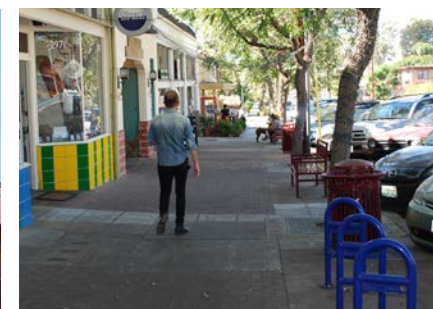
UD-2.37 Incorporate art into streetscape design and programming.

- A. Embrace the eclectic, edgy and artistic nature of art within the community as contributing to its unique character.
- B. Work with arts groups, schools and community organizations to develop a coordinated arts and culture program.

- C. Solicit local artists and designers for the development of key street furnishings and amenities (such as benches, tree grates, waste bins and planters).
- D. Encourage businesses to support and sponsor art adjacent to their storefronts and in the community.
- E. Promote local art organizations and programs to attract funding for installation of public art.



Outdoor seating activates building frontages and provides for social interaction.



Bicycle racks and facilities should be integrated into the retail environment.



Street furnishings provide a buffer between vehicles and pedestrians.

URBAN FOREST/STREET TREE MASTER PLAN

The community's urban forest should be maintained and enhanced as a neighborhood character design element that also provides ecological benefits. Street trees contribute to the spatial definition of the street, providing both a comfortable sense of scale and enclosure to the public realm. They also provide design and aesthetic benefits by visually adding color to the community, unifying streets and providing an element of design continuity within neighborhoods and the community. Trees also reduce heat gain and glare effects of the urban built environment, producing fresh air, and improving pedestrian comfort by providing shade.

This section provides a Street Tree Master Plan that identifies a design framework intended to create recognizable patterns and character elements for major streets and specific neighborhoods. Street tree planting is strongly encouraged within the public right-of-way where landscape/planting strips are already available or where the sidewalk is of sufficient width to allow them. The Master Plan is primarily intended for trees planted within the public right-of-way, but it is also a voluntary guide that can be used when selecting street trees for planting within the front and street side yards of private property. The components of the Master Plan include design themes, tree species selection, a street tree selection plan map and related policies.

Street Tree Master Plan Design

Theme Trees: Primary streets will be consistently planted with selected theme trees to establish a strong, recognizable design element within corridors and neighborhoods (Figure 4-3). Trees are to be selected from the Golden Hill Street Tree Selection Guide (Table 4-2-A). The design program identifies a 'primary' tree to establish an overall theme for a street. The primary tree is the dominant species and will establish the character of a street or neighborhood. Secondary trees that complement



Landscaping is a vital element of streetscape design. The Street Tree Master Plan identifies a 'primary' tree to establish an overall theme.

the form of the primary tree are also identified for use when conditions for the primary tree are not suitable for its initial establishment or long-term health or to add species diversity.

Accent Trees: Accent trees are identified to provide a separate design statement at street corners, or other locations where a tree with design impact is needed. Palm species may be used as accent trees as they are elements of the community's traditional character and are effective at street and alley corners where a break in overhead shade canopy may be acceptable. Canopy-forming trees listed as accents are particularly suitable for larger planters that can be incorporated into any sidewalk extensions planned as part of pedestrian infrastructure improvement projects. An accent tree should have decorative features such as showy flowers, sculptural form, or attractive bark or leaf shape. Accent trees should be located so that vehicle line-of-site at pedestrian crossings is not obstructed and should provide sufficient canopy clearance for vehicles.

Street Tree Districts: Street trees can be used as a design element to create a visual distinction between neighborhoods or districts. Geographical relationships, such as changes within block types and boundaries created by major streets and canyon interfaces, create relationships within the community's urban form that can be emphasized with a more unified street tree plan. The planned street tree districts are identified in Figure 4-3 and their tree palettes are identified in Table 4-2-B.

These palettes are to some extent based on the distinct natural and built environments of these areas, including historic period availability, and also include species that are already present. For streets without a strong existing tree pattern or without a dominant or theme tree, any of the listed trees within that district's selection can be established as a theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place. Street trees in residential areas should focus on providing shade for homeowners and pedestrians while considering ease of maintenance.

Tree Selection and Planting

Tree selection and planting should consider environmental characteristics, including climate, exposure, maintenance requirements, existing plantings, views, and the relationship to existing development. Ensure that a sufficient area of non-compacted soil is available for root growth and drainage. Non-permeable surfaces should be placed as far from tree trunks as practical. The use of permeable surfaces is encouraged within the first 10 feet surrounding tree trunks.

Palm Species: Palms are a common street tree in Golden Hill and should be used primarily as accent trees because they do not provide significant shade. However, they can provide an almost architectural character to streets and skylines. Most are often good choices for narrow landscape strips (less than 4 feet wide). Mature palms should be retained where they represent the dominant species present, as they are part of a neighborhood's character. Infill plantings and secondary plantings should not be palm trees. Instead other canopy trees should be used as indicated in the Street Tree Selection Guide.



A continuous row of trees along Fern St. in South Park provide ample canopy and shade across the full width of the street.

The most ubiquitous palm in the community is the Queen Palm (*Syagrus romanzoffiana*), and the King Palm (*Archontophoenix cunninghamiana*) is a substitute with a similar form. Both these palms are recommended for narrow landscape strips, but they require regular irrigation to look their best in San Diego's climate. Common fan-type palms within the community are the Guadalupe Island Palm (*Brahea edulis*), and the Mexican Fan Palm (*Washingtonia robusta*). These palms are considered low water users in San Diego's climate once they are established. Additional palm species are the Hesper Palm (*Brahea brandegii*), and the Australian Cabbage Palm (*Livistona australis*). These, together with the Guadalupe Island Palm are not as tall or fast growing as some of the more commonly used palms and may relate well to the community's smaller-scale buildings.

Palms with a stronger structural form and a historic presence in the area are the Canary Island Date Palm (*Phoenix canariensis*) and the Chilean Wine Palm (*Jubaea chilensis*). Either of these can be effective as design statements on commercial blocks, as gateways, and within parks.

Water Use: Golden Hill is a coastal mesa that has naturally supported a xeric (dry) chaparral habitat. Tree species native to San Diego's summer-dry climate typically occur in the moister soils within river valleys and within higher elevations with more rainfall. Planting trees within the coastal mesas requires a commitment to provide for their needs, including regular irrigation during an initial establishment phase and subsequent long-term dry season irrigation for most species. Because the urban forest has multiple aesthetic and environmental benefits, the use of water to maintain the health of trees can be considered beneficial to the community. However, if there is concern over long-term water use, the tree with the lowest water use may be selected from either the primary or secondary category within the species list. The Water Use Classification of Landscape Species (WUCOLS) guide, by the University of California Cooperative Extension, can be used to identify water use characteristics of the species listed in Table 4-2.

Unimproved rights-of-way: 'Paper streets' or public rights-of-way that are not paved or improved for automobile access are common throughout the community, particularly adjacent to Balboa Park and within canyon open spaces. The interfaces between these rights-of way and adjacent neighborhoods represent opportunities for tree planting. Trees should be sited either to frame views or provide a focal point. Trees planted within 100 feet of designated open space should not be invasive within natural habitats. The trees listed in Table 4-3 are considered lower water users for this area.

POLICIES

- UD-2.38** Incorporate canopy shade-producing street trees along all streets and roadways.
- A. Maximize tree shade canopy - optimal canopy will vary in accordance with street classification, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
 - B. Select street trees that provide canopy shading to the sidewalk and roadway. Spacing of trees is dependent on species selected and the ability to reasonably achieve desired shading of at least 50% of the public right-of-way within ten years of planting.
 - C. Space street trees to achieve a continuous canopy within the public right-of-way.
 - D. Encourage a double row of trees where sidewalks and building setbacks exceed a total of twenty feet. Tree placement may alternate if needed to avoid canopy crowding.

- UD-2.39** Select street tree species that are tolerant of urban conditions, structurally sound and have strong branching patterns to avoid the need for costly and excessive long-term maintenance.
- A. Tree species suited to the San Diego's climate and that do not require pesticides and fertilizer to maintain health are preferred.
 - B. Select tree species that fit within allocated spaces and avoid conflicts with overhead or underground utilities.
 - C. Native or naturalized (non-invasive) tree species adjacent to native open space provide more suitable habitat and nesting for local birds and wildlife.
 - D. Tree species that have distinctive flowers, bark, or other special characteristics are particularly effective on pedestrian-oriented streets.
 - E. Avoid tree species that are known to have excessive seed pods, shedding bark, and/or have invasive root systems.
 - F. Limit the use of palm trees as design or character defining elements only, and limit their plantings to the corners of intersections and defined entry ways. Where existing palm trees are the dominant species, they should not be removed for replantings. Infill and secondary plantings should be canopy trees as provided in Table 4.2.

- UD-2.40** Ensure that trees are maintained per the Landscape Standards of the Land Development Code and incorporate the following provisions to maintain their long-term health.

- A. Planting size should not exceed 15 gallons since younger trees acclimate to the site faster and typically surpass larger container specimens in size and health within a few years. Protect smaller trees through use of metal guards.
- B. Utilize tree root barriers along walkways in order to minimize sidewalk upheaval.

- C. Tree grates are generally not recommended. However, in commercial areas and areas with high pedestrian activity, locate street trees in tree grates or other porous materials to protect trees and reduce pedestrian safety hazards. Maintenance at regular intervals is required to ensure tree trunks are not girdled by grates.
- D. Where necessary and appropriate, utilize structural soil medium or suspended pavement technology to create a larger growing area that ensures better root development, thereby improving tree stability and longevity.
- E. Place signs at a height that allows for sign visibility under tall shade trees, thereby allowing a tree to create a full canopy without obscuring signs.

- UD-2.41** Leverage street tree maintenance efforts by coordinating public resources with those of private property owners and/or community initiatives.

- UD-2.42** Support community efforts to identify an inventory of heritage trees.



FIGURE 4-3: GOLDEN HILL STREET TREE SELECTION PLAN

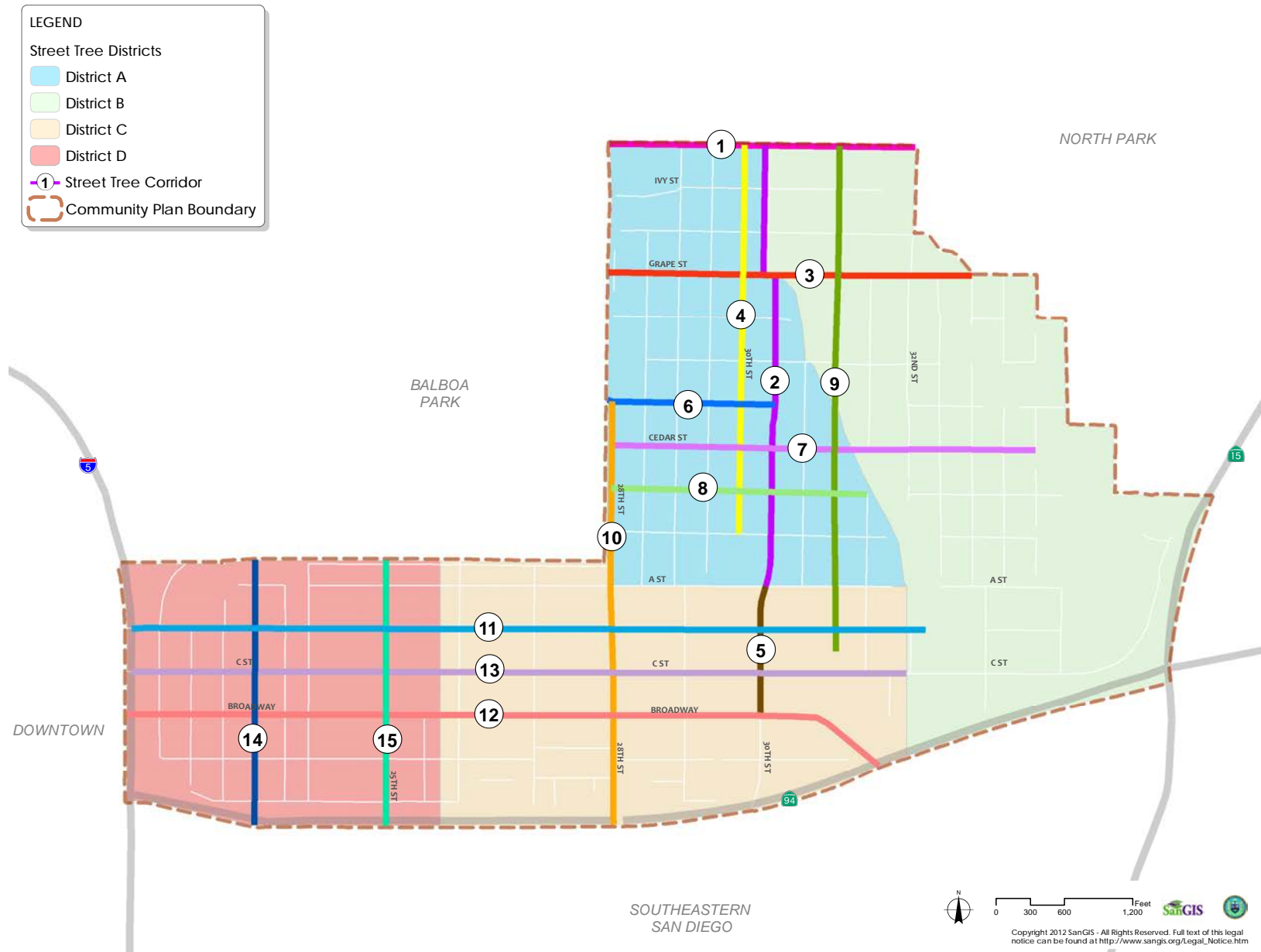


TABLE 4-2-A: GOLDEN HILL STREET TREE SELECTION GUIDE

KEY	STREET*	SEGMENT	PRIMARY	SECONDARY	ACCENT
1	Juniper Street	All			
		2' - 4' Parkway	Strawberry Tree (<i>Arbutus unedo</i>)	Toyon (<i>Heteromeles arbutifolia</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Gold Medallion (<i>Cassia leptophylla</i>)	African Sumac (<i>Rhus lancea</i> / <i>Sersia lancea</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Fern Pine (<i>Afrocarpus gracillior</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
2	Fern Street	All			
		2' - 4' Parkway	Silk Tree(<i>Albizia julibrissin</i>)	Strawberry Tree (<i>Arbutus unedo</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Gold Medallion (<i>Cassia leptophylla</i>)	Cassia (<i>Senna Spectabilis</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Chinese Elm (<i>Ulmus parvifolia</i> 'Sempervirens' and "Drake")	Australian Cabbage Palm (<i>Livistona australis</i>)
		> 10' Parkway	Tipu tree (<i>Tipuana tipu</i>)		
3	Grape Street	All			
		2' - 4' Parkway	Strawberry Tree (<i>Arbutus unedo</i>)	Silk Tree(<i>Albizia julibrissin</i>)	Western Redbud (<i>Cercis occidentalis</i>)
		4' - 6' Parkway	Gold Medallion (<i>Cassia leptophylla</i>)	Cassia (<i>Senna spectabilis</i>)	White Orchid Tree (<i>Bauhinia forficata</i>)
		6' - 10' Parkway	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Olive "fruitless" - (<i>Olea europaea</i> fruitless)	Australian Bottle tree (<i>Brachychiton populneus</i>)
		> 10' Parkway			Tipu tree (<i>Tipuana tipu</i>)
4	30th Street	Between Juniper Street to Ash St			
		2' - 4' Parkway	Silk Tree(<i>Albizia julibrissin</i>)	Strawberry Tree (<i>Arbutus unedo</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)

TABLE 4-2-A: GOLDEN HILL STREET TREE SELECTION GUIDE (CONTINUED)

KEY	STREET*	SEGMENT	PRIMARY	SECONDARY	ACCENT
		4' - 6' Parkway	Jacaranda (<i>Jacaranda mimosifolia</i>)	Pink Trumpet (<i>Handroanthus impetiginosus</i> / <i>Tabebuia impetiginosa</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Elm (<i>Ulmus parvifolia</i> 'Sempervirens' and 'Drake')	Chinese Flame (<i>Koelreuteria elegans</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
5	30th Street	Between A St to F St			
		2' - 4' Parkway	Lemon Bottle Brush (<i>Callistemon citrinus</i>)	Crape Myrtle - Red or Pink flowering (<i>Lagerstroemia indica</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Peppermint (<i>Agonis flexuosa</i>)	Chinese Pistache (<i>Pistacia chinensis</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Olive "fruitless" - (<i>Olea europaea</i> fruitless)	Chinese Flame (<i>koelreuteria elegans</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
6	Date Street	All			
		2' - 4' Parkway	Crape Myrtle - Red or Pink flowering (<i>Lagerstroemia indica</i>)	Strawberry Tree (<i>Arbutus unedo</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Chinese Pistache (<i>Pistacia chinensis</i>)	Gold Medallion (<i>Cassia leptophylla</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Glossy Privet (<i>Ligustrum lucidum</i>)	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
7	Cedar Street	All			
		2' - 4' Parkway	Mexican Redbud (<i>Cercis mexicana</i>)	Toyon (<i>Heteromeles arbutifolia</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Pink Trumpet (<i>Handroanthus impetiginosus</i> / <i>Tabebuia impetiginosa</i>)	Cape Chestnut (<i>Calodendrum capense</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Flame (<i>koelreuteria elegans</i>)	Glossy Privet (<i>Ligustrum lucidum</i>)	Flame Tree (<i>Brachychiton acerifolius</i>)

TABLE 4-2-A: GOLDEN HILL STREET TREE SELECTION GUIDE (CONTINUED)

KEY	STREET*	SEGMENT	PRIMARY	SECONDARY	ACCENT
8	Beech Street	All			
		2' - 4' Parkway	Strawberry Tree (<i>Arbutus unedo</i>)	Silk Tree (<i>Albizia julibrissin</i>)	Sweetshade (<i>Hymenosporum flavum</i>)
		4' - 6' Parkway	Gold Medallion(<i>Cassia leptophylla</i>)	Cassia (<i>Senna spectabilis</i>)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Olive "fruitless" - (<i>Olea europaea</i> fruitless)	Australian Cabbage Palm (<i>Livistona australis</i>)
9	31st Street	All			
		2' - 4' Parkway	Crape Myrtle (<i>Lagerstroemia indica</i>)	Indian Hawthorn (<i>Raphiolepis</i> 'Majestic Beauty'), or Toyon (<i>Heteromeles arbutifolia</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Chinese Pistache (<i>Pistacia chinensis</i>)	Little gem magnolia (<i>Magnolia grandiflora</i> 'Little Gem')	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Chinese Elm (<i>Ulmus parvifolia</i> 'Sempervirens' and 'Drake')	Australian Bottle Tree (<i>Brachychiton populneus</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
10	28th Street	All			
		2' - 4' Parkway	Catalina Ironwood (<i>Lyonothamnus floribundus</i> and var 'Aspelinifolius')	Strawberry Tree (<i>Arbutus unedo</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Jacaranda (<i>Jacaranda mimosifolia</i>)	Gold Medallion (<i>Cassia leptophylla</i>)	Flame Tree (<i>Brachychiton acerifolius</i> or <i>discolor</i>)
		6' - 10' Parkway	Chinese Elm (<i>Ulmus parvifolia</i> 'Sempervirens' and 'Drake')	Chinese Flame (<i>koelreuteria bipinnata</i> or <i>Koelreuteria elegans</i>)	Australian Cabbage Palm (<i>Livistona australis</i>)
11	B Street	All			
		2' - 4' Parkway	Orchid Tree (<i>Bauhinia blakeana</i> or <i>purpurea</i>)	Redbud (<i>Cercis occidentalis</i> or <i>mexicana</i>)	Guadalupe Fan Palm (<i>Brahea blakeana</i>)
		4' - 6' Parkway	Brisbane Box (<i>Lophostemon confertus</i>)	Callistemon <i>viminallis</i> (weeping bottlebrush)	Hesper Palm (<i>Brahea brandegii</i>)
		6' - 10' Parkway	Fern Pine (<i>Afrocarpus gracillior</i>)	Chinese Elm (<i>Ulmus parvifolia</i> 'Sempervirens' and 'Drake')	Australian Cabbage Palm (<i>Livistona australis</i>)

TABLE 4-2-A: GOLDEN HILL STREET TREE SELECTION GUIDE (CONTINUED)

KEY	STREET*	SEGMENT	PRIMARY	SECONDARY	ACCENT
12	Broadway	All			
		2' - 4' Parkway	Catalina Ironwood (Lyonothamnus floribundus and var 'Aspelinifolius')	Strawberry Tree (Arbutus unedo)	Guadalupe Fan Palm (Brahea blakeana)
		4' - 6' Parkway	Jacaranda (Jacaranda mimosifolia)	African Sumac (Rhus lancea/Sersia lancea)	Hesper Palm (Brahea brandegii)
		6' - 10' Parkway	Chinese Elm (Ulmus parvifolia 'Sempervirens' and 'Drake')	Fern Pine (Afrocarpus gracillior)	Australian Cabbage Palm (Livistona australis)
13	C Street	All			
		2' - 4' Parkway	Lemon Bottle Brush (Callistemon citrinus)	Weeping Acacia (Acacia pendula)	Guadalupe Fan Palm (Brahea blakeana)
		4' - 6' Parkway	Peppermint (Agonis flexuosa)	Weeping Bottle Brush (Callistemon viminalis)	Hesper Palm (Brahea brandegii)
		6' - 10' Parkway	Australian Bottle tree (Brachychiton populneus)	Olive "fruitless" - (Olea europaea fruitless)	Australian Cabbage Palm (Livistona australis)
14	22nd Street	All			
		2' - 4' Parkway	Sweet Shade (Hymenosporum flavum)	Strawberry Tree (Arbutus unedo)	Guadalupe Fan Palm (Brahea blakeana)
		4' - 6' Parkway	Peppermint Tree (Agonis flexuosa)	Victorian Box (Pittosporum undulatum)	White Orchid Tree (Bauhinia forficata)
		6' - 10' Parkway	Chinese Flame (koelreuteria elegans)	Magnolia grandiflora or cultivar	Australian Cabbage Palm (Livistona australis)
15	25th Street	All			
		2' - 4' Parkway	Sweet Shade (Hymenosporum flavum)	Strawberry Tree (Arbutus unedo)	Guadalupe Fan Palm (Brahea blakeana)
		4' - 6' Parkway	Jacaranda (Jacaranda mimosifolia)	Pink Trumpet (Handroanthus impetiginosus/Tabebuia impetiginosa)	Chilean Wine Palm (Jubaea chilensis)
		6' - 10' Parkway	Tipu tree (Tipuana tipu)	Chinese Flame (koelreuteria elegans)	Australian Cabbage Palm (Livistona australis)

* Note: Where existing palm trees are the dominant species in these streets, they should not be removed for replantings. However, infill plantings and secondary plantings should not be palm trees, but other canopy trees as indicated.

TABLE 4-2-B: GOLDEN HILL STREET TREE SELECTION GUIDE - DISTRICTS

KEY	LOCATION	PARKWAY WIDTH	PRIMARY TREE		ACCENT TREE
A	South Park (west of 31st and Fern Streets)	Less than 4'	Sweet Shade (Hymenosporum flavum)	Strawberry Tree (Arbutus unedo)	Palm species
		Greater or equal to 4'	Cape Chestnut (Calodendrum capense) Jacaranda mimosifolia	Water Gum (Tristania laurina) Victorian box (Pittosporum undulatum)	Flame Tree (Brachychiton acerifolius) Palm species
		Greater than 7'	Chinese Flame (Koelreuteria bipinnata or K. elegans)		
B	South Park / Golden Hill (east of Fern St and 32nd St Canyon)	Less than 4'	Catalina Ironwood (Lyonothamnus floribundus and var 'Aspelinifolius')	Shoestring Acacia (Acacia stenophylla)	Palm Species
		Greater or equal to 4'	Australian Willow (Geijera parviflora) Chinese Pistache (Pistachia chinensis)	Holly Oak (Quercus ilex) Flame Tree (Brachychiton acerifolius)	Marina Madrone (Arbutus 'Marina') Palm species
		Greater than 10'	Coast Live Oak (Quercus agrifolia)		Deodar Cedar (Cedrus Deodara)
C	Golden Hill east of 26th Street	Less than 4'	Lemon Bottle Brush (Callistemon citrinus)	Weeping Acacia (Acacia pendula)	Palm species
		Greater or equal to 4'	Evergreen Pear (Pyrus kawakamii) Brisbane Box (Lopostemon confertus)	African Sumac (Rhus lancea) Chinese Pistache (Pistacia chinensis)	Crepe Myrtle Palm species
		Greater than 7'	Fern Pine (Afrocarpus gracillior)		
D	Golden Hill west of 26th Street	Less than 4'	Sweet Shade (Hymenosporum flavum)	Strawberry Tree (Arbutus unedo)	Palm Species
		Greater or equal to 4'	Cape Chestnut (Calodendrum capense) Victorian box (Pittosporum undulatum)	Peppermint Tree (Agonis flexuosa) Flame Tree (Brachychiton acerifolius)	White Orchid Tree (Bauhinia forficata) Palm species

TABLE 4-3: TREES FOR UN-IMPROVED RIGHTS-OF-WAY

TREE SPECIES	
Acacia melanoxylon	Geijera parviflora
Arbutus 'Marina'	Heteromeles arbutifolia (California native)
Arctostaphylos glauca / Dr. Hurd (California native)	Juglans californica (California native)
Brachychiton acerifolius/dicolor	Lagunaria patersonii
Brachychiton populneus	Laurus 'Saratoga'
Ceratonia siliqua	Lyonathamnus floribundus (California native)
Corymbia ficifolia (Eucalyptus ficifolia)	Melaleuca linariifolia
Erythrina caffra	Pittosporum angustifolium
Erythrina coralloides	Platanus racemosa (California native)
Eucalyptus nicholii	Prunus ilicifolia lyonii
Eucalyptus torquata	Quercus agrifolia (California native)
Floss silk (Ceiba speciosa / Chorisia speciosa)	Schinus molle

**Species considered invasive should not be planted within 100 feet of the Multi-habitat Planning Area (MHPA)*

COMMUNITY DESIGN CHARACTERISTICS



Historic buildings with prominent architecture and established businesses with distinctive signage often define the community



Design detail at corners is a community character element.



Design details are important, such as the cobble and wood fence shown at right; and below, the recessed corner of an apartment building that provides a generous open area.



Landscape elements can also define street corners.



A climate-appropriate lawn substitute provides design continuity, and a landscape swale improves water quality downstream.

4.3 DEVELOPMENT DESIGN

The design quality of new, renovated and expanded buildings and landscapes contributes significantly to the quality of the community's physical environment. Therefore, thoughtful urban design through all phases of the development process is key to the successful implementation of the goals and objectives for the community's built form. Development design and review needs to consider all aspects of neighborhood, site and building design relevant to the objectives and guidelines provided below.

COMPATIBILITY WITH COMMUNITY CHARACTER

- ❖ Development is expected to be responsive and sensitive to its surrounding environment.

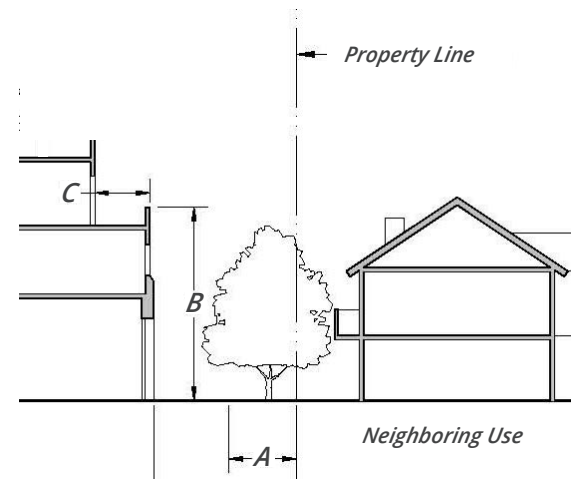
Context-Sensitive Design

Golden Hill is an established community with a long development history due to its central location and accommodative zoning. This development history has left a diversity of building forms and architectural styles in the community, as well as historical built resources in need of preservation. The range of building forms and styles has sometimes resulted in awkward scale and style transitions and inconsistent relationships between buildings and the public realm. Design practices that respond with awareness and sensitivity to a development site's surroundings are therefore important to achieving the community's design objectives.

While new development is not expected to duplicate the older architectural styles of the community, it should complement the surrounding context and architectural character established by older development forms. New development that is compatible with existing context will contribute to a sense of place and enhance neighborhood character.

Compatibility is evaluated based upon a building's relationship to the scale, form and architecture of adjacent properties and by an appropriate scale for the block. Important elements to consider are:

1. Adaption to the topography of the site and built environment of the neighborhood
2. Interface with the streetscape or public realm that encourages pedestrian access and activity
3. Building scale and massing that avoids abrupt transitions
4. Attention to design detail
5. Climate-appropriate design



Step back upper stories of larger, mixed-use and multi-family buildings to ensure compatibility with adjacent single-family as follows:

- A. Side yard setbacks should be maintained when a large-scale project abuts single-family and small-scale uses*
- B. Height of first two stories should not exceed the overall building height of the adjacent property*
- C. A minimum 6' upper story setback should be provided at the third floor for a minimum 80% of the facade*



This development responds to its site context through the reuse of an old service station building.



This development responds to its site context by acknowledging the location of the historic streetcar route.

POLICIES

- UD-3.1** Architectural compatibility: Establish compatible visual relationships between new buildings and nearby existing buildings.
- A.** Complement the scale, form and architecture of other buildings within the block. Where there is a mix of styles, follow any shared characteristics such as setbacks, heights, rooflines and massing.
 - B.** Use simple, harmonious building proportions and building lines that reflect a neighborhood's traditional and historic buildings.
 - C.** Provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential development.
 - D.** Repeat existing building surface treatments.
 - E.** Consider 2 inch or greater reveal insets for windows to be consistent with traditional design.
- UD-3.2** Architectural style: Explore new stylistic interpretations of traditional architectural elements when using contemporary styles.
- UD-3.3** Front yards: Maintain the overall topographical relationship between a lot's front yard and those of adjacent lots when proposing site excavation or fill.
- UD-3.4** Front yard landscapes: Encourage preservation of landscape features such as garden walls, stonework and significant trees that contribute positively to neighborhood character.
- UD-3.5** Street orientation: Orient building facades and entries towards public streets and plazas to positively define street edges within the public realm and encourage an active public realm.

- UD-3.6** Pedestrian scale: Design structures with massing and facade articulation that contribute to a fine-grained, pedestrian-scale environment at the street level.
- UD-3.7** Transitions: Incorporate a combination of building setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings. Use upper-story sideyard stepbacks to avoid excessive shading of adjacent parcels.
- UD-3.8** Roofs: Design roofs to incorporate features such as similar pitch, overhang depth, and gable orientation to establish compatibility with prevalent roof forms within a block. Avoid excessive roof breaks and overly complicated roof forms.
- UD-3.9** Consistent details (expansions and additions): Design new expansions and additions using architectural details that are consistent with those of the existing structure.
- A.** Use stylistically cohesive, character-defining features such as porches, columns, balustrades, brackets, rafters, and decorative trim to enhance visual compatibility.
- UD-3.10** Color: Discourage adherence to in-vogue color trends when incompatible with neighborhood or architectural contexts. Select colors that correlate with traditional building styles as well as neighborhood aesthetics.
- UD-3.11** Climate-appropriate design: Address climate appropriate design through site and building features that capture storm water runoff, avoid excessive heat gain and allow light and air circulation.

- UD-3.12** Street corners: Use street corners as focal points with prominent and distinctive building forms, plazas and other design features.
- A.** Promote prominent street corners for distinctive multi-family and mixed-use buildings or corner stores where allowed.
- B.** Redesign 'strip' commercial sites that include a street corner with street-fronting commercial and mixed-use buildings that also create prominent building forms at the street corner. If applicable, interim measures to make existing commercial centers more pedestrian-oriented should address the street corner by adding landscaping, kiosks and other structures.



The community's traditional storefronts (shown here along Fern Street) exhibit design details that provide a pedestrian-scale environment.

Renovation of Multi-family Buildings

Existing, older apartment buildings can provide a valued housing choice. However, some existing properties in Golden Hill need basic upkeep and maintenance, while others should be improved to meet current Municipal Code requirements. Many existing properties also present safety concerns because of poor lighting, unsafe passageways, and lack of “eyes on the street.” Other properties are from development eras that did not pay close attention to maintaining the fine-grained, pedestrian-oriented character of the community. Renovating existing buildings to improve their safety, appearance, and pedestrian orientation should be considered, where possible.

Renovation projects may come about through initiatives by individual property owners, housing investors or community associations employing available private funding, tax credits or grants intended for neighborhood revitalization. Options for renovating existing buildings and sites could include a range of strategies from simple painting, repairs, code compliance, and landscaping to larger changes, such as adding new windows to street-facing facades, landscaping surface parking and enclosing carports to create individually secured garages. Renovations should respect the integrity of the particular architectural style of the existing building while improving its function. Even buildings replicating a modernist style, sometimes the subject of criticism, have intrinsic forms and details that are worthy of preserving or enhancing.

POLICIES

- UD-3.13 Architectural integrity: Renovation of existing buildings should respect the architectural integrity of the original building.
- UD-3.14 Visual access: Incorporate windows to blank walls and street-facing facades to add “eyes on the street” and increase safety.
- UD-3.15 Lighting: Incorporate pedestrian-level or wall-mounted light fixtures within a site to increase visibility and safety of building and parking entrances. Eliminate dark, dead-end spaces and passageways.
- UD-3.16 Curb cuts and front yard parking: Parking and curb cuts should be removed near building entrances and replaced with landscaped areas that define the entrances.
- UD-3.17 Alleys/driveways: Incorporate landscape planters and plantings within edges of alleys and driveways to soften building facades and identify entrances.
- UD-3.18 Garage entrances: Incorporate planted trellises over garage /carport entrances to add greenery and shading.
- UD-3.19 Carports: Enhance safety and security by enclosing carports with individually secured garage doors.
- UD-3.20 Driveway surfaces: Enhance site design and provide for storm water infiltration by replacing concrete or asphalt with pervious pavers.

Existing Street Facades and Streetscape



Existing Street Facades and Streetscape



Existing Strip Commercial that is auto-oriented and places parking on one of the busiest and most noticeable corners in the community.

Improved Street Facades and Streetscape



Improved Street Facades and Streetscape



Retrofitted mixed-use commercial that is pedestrian-oriented, places active uses on the street corner and parking interior to the lot.

Building Renovation



BEFORE: Existing Apartment Building



AFTER: Improved Apartment Building

1. Enhanced Building Entrance
2. Added Landscape and Trees
3. Facade Treatments and Materials
4. Added Windows for "Eyes on the Street"
5. Re-Painted Facade

Driveway Renovation



BEFORE: Unimproved driveway



AFTER: Improved driveway with enclosed individually - secured garage doors and new lighting and landscaping

1. Garage Doors
2. Enhanced Paving
3. Landscape
4. Overhead Trellis or Canopy
5. Re-Painting

Public Views

Due to the community's sloping topography, public and private views (both near and far) are common, and views have a strong association with the desirable character and attractiveness of the community. Views are particularly associated with the community's natural scenic amenities of San Diego Bay, Balboa Park, Switzer Canyon, and the 32nd Street and 34th Street canyons. Views to distant landforms in East County and Mexico as well as to the Pacific Ocean are also common. View opportunities along corridor streets, and where streets terminate at canyons and Balboa Park are particularly important to maintain.

Public view resources include:

- Viewsheds: Generally line-of-site (unobstructed) panoramic views from a public vantage point.
- Scenic overlooks: Views over or through the allowable building envelope within private property from a public access point.
- View corridors: Views along public rights-of-way framed by development within the allowable building envelope.

Visual access to public view resources is intended to be protected. Accordingly, development should not be permitted to obstruct public view resources. Viewsheds and view corridors are identified in Figure 4.4.

Visual quality within neighborhoods adjacent to Balboa Park and affected by hillside landforms is intended to be maintained and enhanced by application of policies related to these specific locations as well as the Municipal Code's Environmentally Sensitive Lands Regulations (reference policies in this element for Balboa Park, and Canyons, Hillside and Open Space). Strict application of these policies is important within these neighborhoods to preserve their overall visual quality.

POLICIES

UD-3.21 Public view resources protection: Preserve and enhance viewsheds, scenic overlooks and view corridors from public vantage points by application of the policies that follow. Specific locations with these resources are identified on Figure 4-4.

UD-3.22 Setbacks: Respect required setbacks for buildings along view corridors and within viewsheds.

- A. Do not support structural encroachments, fences and landscape screens generally over 42 inches high within front or street side yard setbacks.
- B. Do not support setback reductions that obscure designated view corridors unless alternative or improved public views are proposed.

UD-3.23 Corner lots: Apply special design consideration to lots at street corners within viewsheds. Development and tall landscape material should be set back, truncated or terraced from the corner portion of the lot to maintain views.

UD-3.24 Open space views: Ensure public views are not obstructed where public streets and public right-of-way easements intersect or abut Balboa Park and Community Plan designated Open Space. Vegetation may be provided at these locations but should be designed to frame, not screen or obstruct, public views.

UD-3.25 Low scale development: Development should avoid impairing visual access to Balboa Park and Plan-designated Open Space.

- A. Buildings should respect the scale and form of surrounding buildings on lots within these locations and not overwhelm their sites.

B. Design multi-story buildings to avoid “walling off” public views and incorporate front, side and rear and upper story step backs to maximize public views.

UD-3.26 Development within open space: When all or a portion of a property is within Plan-designated Open Space, encourage locating structures within the least visually prominent portion of a lot, and outside of or toward the edge of designated open space. Maintain views, as appropriate, by respecting development setbacks.

UD-3.27 Adaptation to topography: Encourage stepping development with the slope direction of canyon and hillside landforms to maximize view opportunities and allow for decks and patios.

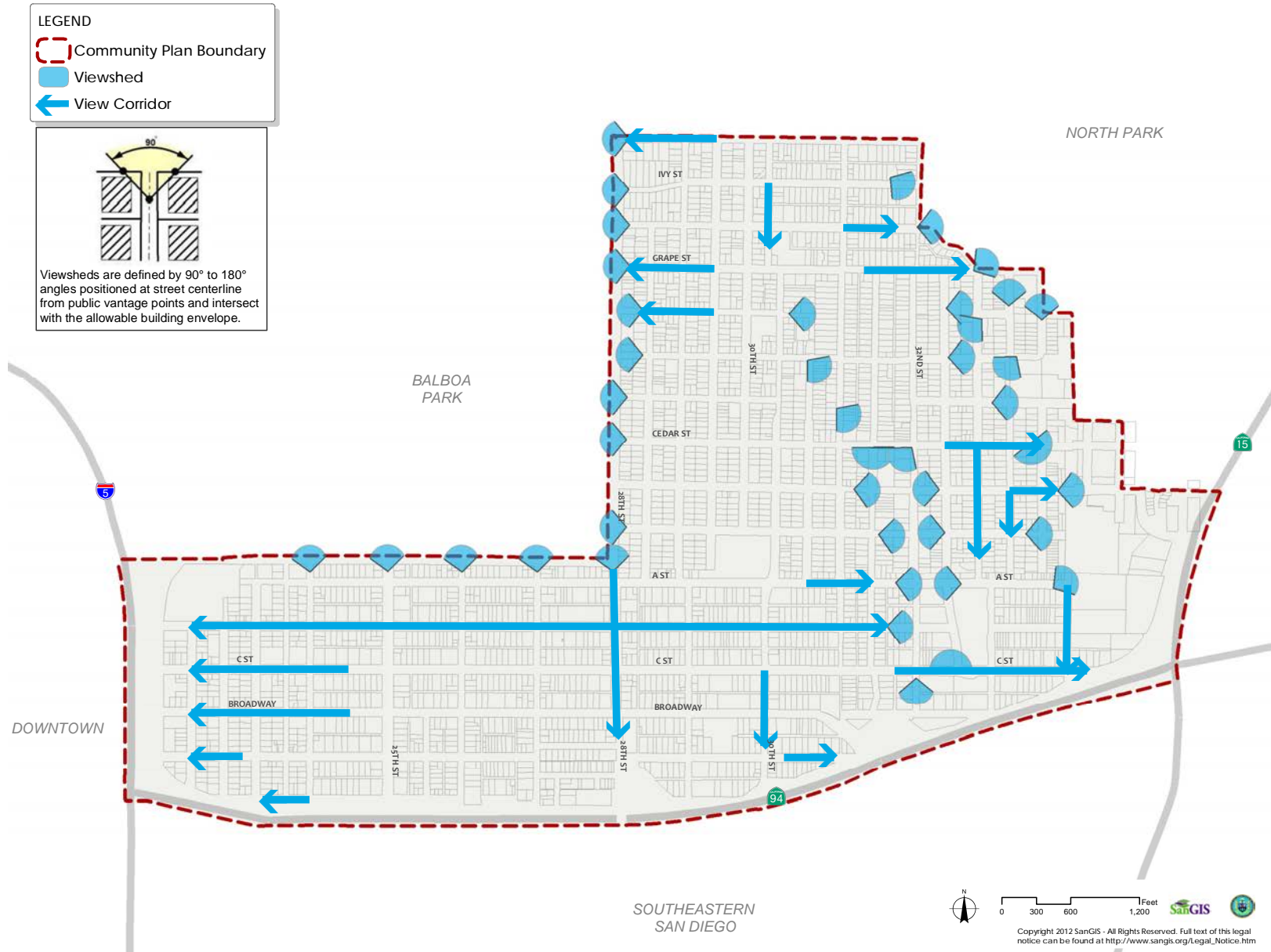
UD-3.28 Access to open space: When public right-of-way crosses or terminates at Balboa Park or Plan-designated Open Space, restrict development encroachments into open space to only those necessary for primary access to abutting properties and with minimal disturbance to existing landforms.

UD-3.29 Street trees on view corridors: Select street trees for their ability to provide shade canopy and frame public views, consistent with the policies in the Urban Design Element’s Urban Forest / Street Tree Master Plan section.



Expansive views are common in the community. Mountain views to the east and downtown views west are shown here.

FIGURE 4-4: PUBLIC VIEWS



Canyons, Hillside and Open Space

The community's natural environment of hillsides, canyons, ravines, streams, and vegetation are important assets. Canyons, hillsides and open space (including Balboa Park) are key features shaping the community's identity and built form. The interface between these features and the built environment requires special design attention so that new development does not detract from the unique attributes they provide such as view opportunities, a relationship with the natural environment, and a break from urban development. Figure 4-5 maps locations where these policies apply.

POLICIES

- UD-3.30** Canyon views and access: Maintain and enhance public view resources into canyons. Provide access and view corridors into canyons via street rights-of-way for fire prevention, maintenance and trail access. Primary access to abutting private developable properties may also be allowed.
- UD-3.31** Grading and site design: Conform development to natural topography and minimize disturbance to steep landforms and natural vegetation.
- A. Align streets, drives, parking and emergency vehicle access as closely as possible to existing graded areas to minimize the need for additional grading.
 - B. Buildings and structures should fit into, rather than alter hillsides by minimizing the use of grading and outwardly visible retaining walls.
 - C. Development should follow slope contours by stepping building volumes with slopes, and using terraces to create multi-level landscapes.

- UD-3.32** Landscaping: Design landscapes adjacent to canyons and open space areas to address local environmental considerations.
- A. Provide fire-safe and climate-appropriate landscapes. Use lower-water use plant species with fire-resistant characteristics.
 - B. Use noninvasive and/or native plant species adjacent to natural habitat areas.
 - C. Private yard areas should serve a sustainable infrastructure function by allowing for the collection, treatment and infiltration of storm water.



When development is setback from the steeper slopes, canyon landforms are preserved. The use of a street along the canyon rim, shown here, preserves the canyon and provides views from the neighborhood.



A setback from top of slope preserves the canyon landform



Steppbacks create a 'terraced' form visually reducing bulk on sites constrained by slopes.

UD-3.33 Building form: Design buildings to positively respond to the community's unique canyon environment and steep landforms. Buildings and structures should be unobtrusive and maintain the scale and character of the surrounding neighborhood.

- A. Buildings along canyon edges should conform to hillside topography by providing a setback from top of slope where possible. In order to accommodate a reasonable building size for lots with limited flat area, step foundations down slopes rather than use extensive cantilevers over landforms.
- B. Limit the floor area of lots located partially within Plan-designated Open Space where needed to conform with the scale of homes within the surrounding neighborhood.
- C. Minimize bulk and scale by dividing building heights into one and two story components, varying rooflines and wall planes, and providing openings, projections, recesses and other building details. Additionally, entrances, arcades, stairs, overhangs and unique, creative building shapes and angles can help to complement the surrounding topography and to define outdoor space.
- D. Vary the design and treatment of rooftops within sloping sites. Rooflines should be used to emphasize the shape and direction of the hillside instead of masking it.
- E. Emphasize unique characteristics of sloping sites by incorporating outdoor decks, roof gardens, bay windows and/or terraces.
- F. Specify and use neutral, earth-tone, muted building colors that complement the natural landscape when adjacent to designated open space.
- G. Locate and design buildings and structures to minimize fire hazard risk where present through use of setbacks and fire resistant building materials and other appropriate measures.

FIGURE 4-5: CANYONS AND HILLSIDES



DEVELOPMENT DETAIL

- ❖ The architecture and site design of new development should incorporate both distinctive and context-sensitive elements.

Building Frontages

A defining characteristic of Golden Hill is the consistent way that development meets the public streets, forming a consistent and attractive street edge through common building setbacks and heights and a variety of richly designed building facades. The way buildings face the street and the development features that line the street edge contribute to a visually interesting and active street experience.

POLICIES

- UD-3.34** Street orientation: Street facing yards and building facades should incorporate architectural features with the qualities listed on pages 100 and 101 as appropriate to ensure design detail and visual interest along the street edge.



Alcoves enhance street orientation by adding definition to building facades and providing space for outdoor amenities without affecting pedestrian travel within sidewalks.

Materials

The craftsmanship and design detail that is embodied in the community's historic and traditional buildings is highly valued. While newer construction techniques and design processes do not typically strive to replicate the handcrafted quality of the past, new construction can incorporate high quality materials on exterior surfaces. The use of high quality materials is essential for creating buildings that convey the sense of quality and permanence desired for the community.

POLICIES

- UD-3.35** Use high-quality, authentic materials with a substantial appearance, including wood, quarry stone, plaster-finish stucco, traditional decorative tile and masonry. Avoid using materials that have an inauthentic, non-traditional or thin veneer appearance such as EIFS (Exterior Insulating Finishing System) foam molding or faux stone.
- A.** When using stucco, the method of application and finish should be similar to buildings within surrounding blocks. Contemporary rough-texture finishes are discouraged unless currently used within a building.
- UD-3.36** Terminate brick, stone, tile veneers or other applied materials logically and strongly by wrapping corners and terminating at architectural modulations, articulations, frames or other features so as not to appear superficially affixed to the facade.
- UD-3.37** Use materials and colors to unify and provide visual interest to building exteriors. Limit the number of materials and colors used to promote visual simplicity and harmony.

UD-3.38 Treat all publicly visible building facades equally in terms of materials, colors, and design details. Buildings should have a finished appearance on all visible sides. New structural additions should use similar materials and finishes to those of the existing building.

UD-3.39 Design and construct site elements such as walls, planters, shade structures and fences to be consistent with the development's overall architectural design as well as material and color palettes.

Signage

Signs play a fundamental role in the community, especially in commercial areas. They facilitate local commerce by identifying where goods, services, and entertainment can be found. They also play a significant role in community character, contributing either to an attractive and legible urban environment or one that is confusing, visually cluttered and unattractive. In order to reinforce pedestrian orientation, the type, size, and placement of signs is important.

POLICIES

UD-3.40 Incorporate signage that complements building design and contributes to neighborhood character.

UD-3.41 Design facade and freestanding signs to be at a pedestrian scale but also visible to vehicle traffic if needed.

UD-3.42 Bring previously conforming signs into conformance with Citywide sign regulations.

Parking Access and Location

Traditional neighborhood design provides less emphasis on automobile access and parking from public streets in favor of pedestrian access and site orientation. Neighborhood and site designs typically minimize auto access from public street frontages and provide subordinate parking arrangements to the primary use. Parking is often accessed from alleys and located to the rear or side of a lot. These are important components to maintain within neighborhoods and to replicate with new developments.

POLICIES

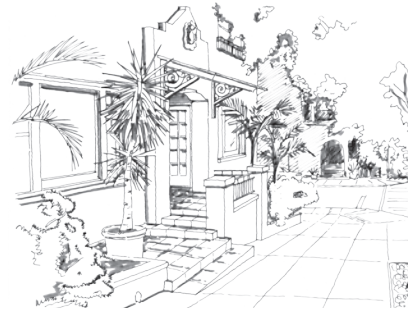
UD-3.43 Parking access: On-site parking should be accessed via an alley whenever one is available. When no alley is available, parking should be accessed via a driveway from the primary street or side street and limited to one driveway per street front.

- A.** Encourage the consolidation of the number of existing driveways and curb cuts, particularly within commercial districts. Re-direct vehicle access to alleys where available or to mid-block access shared between multiple properties.
- B.** Driveway widths should be the minimal needed for safe access.
- C.** Impermeable paving materials should be minimized. Hollywood (or ribbon style) driveways are preferable in residential areas.

Street Orientation Features

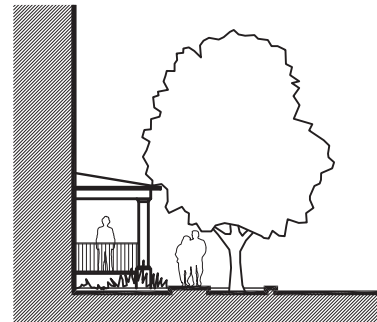
Entrances

- Face the street or are directly visible from the street
- Provide a clearly-defined path of travel from the sidewalk
- Use architectural detail around the entrance(s) to create visual emphasis and interest
- Provide a clear transition between public and private spaces



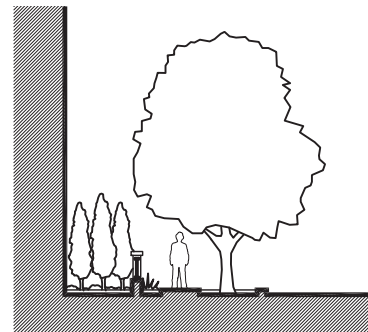
Porches, Terraces and Stoops

- Integrated into building architecture
- Provide landscaping in foreground
- Provide a minimum of 50 percent of area open to the air
- Designed to deflect rainwater from sidewalks and walkways
- Provide shaded areas as needed



Landscaped Yards and Forecourts

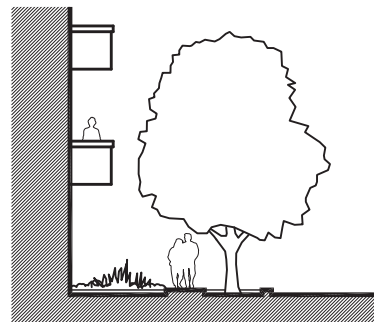
- Incorporate landscaping into required setbacks
- Defined by raised planters, garden walls, and/or low hedges to enclose private space where appropriate
- Provide lighting to ensure visibility and safety
- Designed to deflect rainwater from sidewalks and walkways
- Encouraged to incorporate water features, seating and art
- Discouraged from incorporating parking, trash collection and storage



The drawings and photographs shown above and on the following page are for illustrative purposes only and provided to convey general intent and vision, and NOT exact location, design or configuration of proposed development.

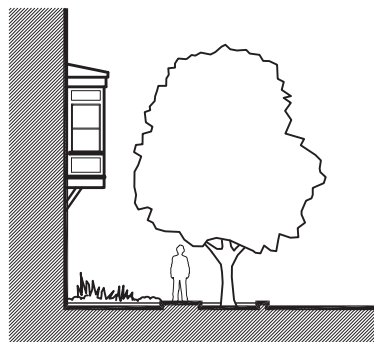
Balconies

- Integrated into building architecture
- Avoid encroaching into the public right-of-way
- Designed to deflect rainwater from sidewalks and walkways below
- If covered, a minimum of 50 percent is open to the air



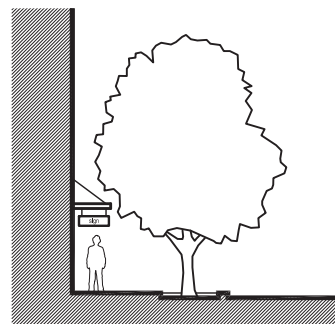
Bay Windows

- Encouraged where their use increases access to light and air
- Provide landscaping in the foreground of bay windows on the ground level
- Designed to deflect rainwater from sidewalks and walkways below
- Incorporate operable windows at each end to allow cross-ventilation



Awnings, Canopies and Trellises

- Avoid the use of highly reflective materials
- Align with entries, windows and other building openings
- Designed to deflect rainwater from sidewalks and walkways
- May be used for signs and sign copy provided these do not overwhelm the scale of the building



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- UD-3.44** Parking location: Parking arrangements should be subordinate to the primary use and not detract from pedestrian mobility and orientation.
- A.** Above-grade parking should be located toward the rear of a lot and be separated from the front lot line by enclosed building square footage.
 - B.** Garages and carports for single-family dwellings should not be located within the front 30 percent of the lot except when this is infeasible and the garage or carport is meeting parking requirements.
- UD-3.45** Parking design: Required parking spaces should be concealed within buildings and garages to the extent feasible.
- A.** Above-grade parking should be separated from the front lot line by enclosed building square footage.
 - B.** Where access to a parking garage is allowed from a commercial street, the entry should be setback a minimum 6 feet from the sidewalk.

Residential Design

The community has several basic residential neighborhood forms, as described in Section 4.1. Most single-family neighborhoods have retained their traditional architecture and human scale, which should be maintained to preserve the character of these neighborhoods. Neighborhoods with a mix of single-family and multi-family development require context-sensitive design solutions that respect existing forms. Neighborhoods or blocks that are predominantly multi-family require high-quality design and on-site amenities that make attached housing an attractive living choice rather than a less expensive substitute for a single-family home.

Traditional residential design includes many unique architectural and site features. Of these, street facing entries, porches and forecourts, subordinate parking design, attention to architectural detail, variation of simple, geometric roof and building forms, and original and vintage-style windows are important character-defining features that should be maintained and replicated.

Within single-family neighborhoods, alterations and additions to buildings, or the building of new residences or accessory structures, should observe basic design forms similar to other homes within surrounding blocks. These include street orientation, location within the lot, use of materials, and proportions related to building bulk, massing, and scale. Structural additions or new structures within a lot or premise should use design forms similar to those used for the primary dwelling unit.

The residential design features that follow help positively define the community and should be applied to new development.

POLICIES

UD-3.46 Residential street access: Provide primary access to all residential buildings from the public right-of way.

- A. In single-family development, provide primary access to the building through a pedestrian entrance that faces the primary street and is connected to the public sidewalk by a pedestrian pathway.
- B. In multifamily development, provide primary access to ground-floor units from the public right-of-way. If this is not feasible, provide access through a transparent entry lobby.

UD-3.47 Residential street facades: Design facades to provide a pedestrian-friendly street edge and “eyes on the street.” Blank, featureless street-facing facades should be avoided.

- A. For multi-family development, wall surface is encouraged to maximize transparent glazing to add character to the facade and increase safety by adding “eyes on the street.”
- B. For single-family development, provide at least one window with transparent glazing of at least 24 square feet on each street-facing building façade.
- C. Windows should maintain a consistent design character throughout the project and use the same material on street facing building facades.
- D. Provide a covered entry, porch or forecourt for at least one street-facing building facade;
- E. Removal or partial removal of more than 50 percent of an existing porch or forecourt should not be allowed. Activities for maintenance, repair or architectural enhancement are exempt.

UD-3.48 Residential setbacks: Maintain uniform setbacks within blocks and neighborhoods as a neighborhood character-defining feature.

- A. Reductions/variances to required front and side setbacks are strongly discouraged.
- B. Residential dwelling units are encouraged to provide minimum street facing setbacks where zone setbacks may not be required. In these instances, street front and sideyard setbacks should be the greater of either the base zone requirement or a 6-foot minimum.
- C. Refer to the On-Site Open Space and Landscaping section below for development standards that provide a minimum area for landscaped yards and forecourts.



Raised foundations are a response to sloping topography that minimizes grading.

UD-3.49 Ground-floor residential: A lower profile ground floor height and a separation from the street are features of the community's traditional residential architecture that should be maintained.

- A. Design ground-floor residential uses within attached residential and mixed-use developments to provide a positive elevation or grade change of at least two feet from the public sidewalk to the first floor dwelling units when setback less than 10 feet from a street facing property line. Refer to the On-Site Open Space and Landscaping section below for development standards that provide a minimum area for porches and stoops.
- B. Street facing building facades should establish apparent height relationships between first and second stories similar to homes within surrounding blocks. Traditional eight or nine foot wall plate heights are encouraged.

UD-3.50 Orientation to common areas: Arrange multifamily dwellings around central, common and usable open space. For example, buildings can be clustered around courtyards, greenways, and plazas, or form the edge of a trail, park or canyon.

- A. Where residential dwellings face sideyards, courtyards, paseos or greenways, they should provide windows, doorways, porches and patios as appropriate.
- B. Where more than one primary entry of a dwelling unit faces a sideyard, a minimum 8-foot wide facade setback from the interior side property line should be provided.

UD-3.51 Second-story additions: Many neighborhoods contain a majority of single-story homes. Two-story homes typically incorporate design features that reduce the scale and visual impact of the second story. Features that should be included to maintain this character, where desired, include the following:

- A. Upper story structural additions set back a minimum 8 feet from street facing building façades to preserve the original building's scale and form (applies to a minimum 70 percent of a single building façade).
- B. For interior side yard building facades, avoid window designs that direct views into neighboring windows by using offsets, staggering, clerestory designs or translucent glazing.
- C. Avoid decks and balconies that do not exceed 15 square feet within 15 feet of an interior side or rear residential abutting property line.

UD-3.52 Accessory buildings: Integrate accessory buildings and detached garages into the design of the primary dwelling as subordinate elements. Use the same or complimentary materials and architectural style.



This residence incorporates thoughtfully designed landscape elements to separate living areas from the street and provide pedestrian interest within a shallow setback.

RESIDENTIAL DESIGN FEATURES

Street Orientation

Buildings orient to the street by having pedestrian entrances, active spaces, generous fenestration and building entries that face the street. Care and attention is also given to the sidewalk edge, through landscaping, garden walls and other ornamentation.



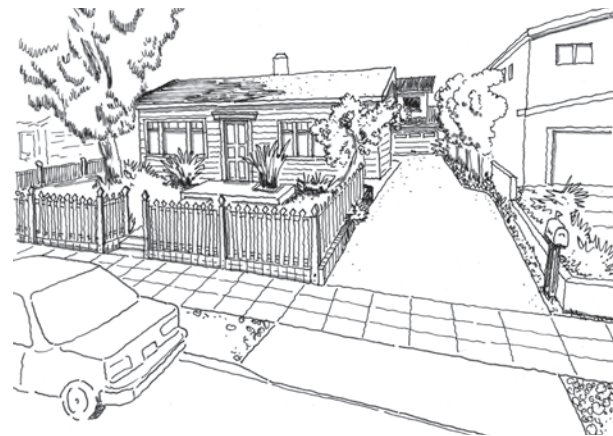
Orientation To Open Space

Many multi-family apartment buildings are designed around a central court, giving individual dwelling units maximum access to light, air and open space.



Parking Orientation

Driveways and garages should not dominate street frontages to offer better pedestrian orientation. Onsite parking should be subordinate to the dwelling(s) within the lot and accessed from alleys where available.



Adaptation To Topography

Most buildings are well-adapted to the hilly topography of the community. Sloped lots, split level foundations, garden walls, stonework and intricate landscaping are used to fit homes into sloped sites. Refer to the Public Views and Canyons, Open Space and Hillside policies in the previous section.



Commercial and Mixed-Use Design

Commercial areas in the community are concentrated along a few commercial corridors and exhibit a distinct “Main Street” character, defined by continuous storefronts that face the street and a pedestrian-orientation and scale to building architecture. Design elements typical of these commercial spaces, such as generous window area, high ceiling heights and longer storefront depths, also contribute to successful retailing. There are a variety of neighborhood-serving shops and restaurants in Golden Hill’s commercial areas that add to the character and vibrancy of the community. As the commercial districts experience infill development and building renovations, developments may include newer building forms but should be sensitive to the existing character of the commercial corridors and the needs of their commercial and residential neighbors.

POLICIES

UD-3.53 Sidewalk width: Provide adequate sidewalk width for pedestrian access and comfort. Sidewalks should have a minimum width of 10 feet, while 12 foot or greater widths are preferable based on prevailing widths on the same block.

- A. Require additional setbacks or easements where necessary to establish a minimum 10-foot wide sidewalk zone between the curb and any street-facing property lines.

- B. Building alcoves, courtyards and paseos should be used to accommodate features such as entrances, utilities, outdoor displays and sidewalk cafes that may impact pedestrian use of the sidewalk.

UD-3.54 Street wall: Maintain a consistent interface with the street by providing a continuous ground floor presence along commercial corridors.

- A. Locate a street wall of sufficient in height and length from the public right-of-way along at least 70 percent of the lot frontage. The remaining 30 percent should observe the maximum base zone setback.
- B. A portion of the street wall may be set back to provide the following: sidewalk seating/sidewalk cafes; recessed entrances; and/or pedestrian paseos.
- C. The street wall may be further recessed to accommodate a public plaza or wider sidewalk.

UD-3.55 Commercial corridor design guidelines: Adhere to the design guidelines illustrated in Figure 4-6 to ensure commercial and mixed-use development that is pedestrian-oriented, contributes positively to the street environment and contributes to a “Main Street” character. Renovations of vintage buildings should respect the integrity of the original architectural style.



- UD-3.56** Ground floor design: Ground floors should contain active commercial uses and provide a higher level of design variation and detail than other parts of the building.
- A. Provide space for retail sales and services uses within continuous, active commercial storefronts.
 - B. Provide façade transparency comprised of clear, non-reflective windows that allow views of indoor space at a height between 2 feet and 10 feet along ground floor street-facing building facades.
 - C. Avoid building facades that lack transparency and articulation. The length of a facade portion without windows and articulation should be no greater than 10 feet.
 - D. Provide a minimum floor-to-floor height of apx. 15 feet (minimum 12-foot clear height) for ground floor commercial space. Mezzanine and loft space may be exempt from this requirement when located at least 25 feet inward from any street facing building façade.
 - E. Design the elevation for ground-floor commercial uses to be level with the elevation of the adjacent public sidewalk and not more than 2 feet above the sidewalk grade.
 - F. Differentiate the ground floor from floors above by incorporating one change in material and one change in color along street facing building facades.
- UD-3.57** Window arrangements: Group windows to establish rhythms across the facade and hierarchies at important places on the façade.
- UD-3.58** Buildings at street corners: Locate entrances or any of the following features at street corners to accent building corners: a cupola, a material change, fenestration, a cut-out, or a chamfered or rounded corner with exaggerated roof element.



The widened sidewalk and curb pop-out at Grape Street Square is clear of any impediments in the pedestrian walkway. There is enough space for the area to be a successful gathering spot in the South Park neighborhood, with the clock as its focal point and plenty of benches, bike racks, trees and interesting signs to help activate the space.

- UD-3.59** Public space: Encourage public or semi-public spaces such as plazas, courtyards, forecourts, and sidewalk cafes adjacent to the public right-of-way along commercial corridors.
- UD-3.60** Drive-in/drive thru's: Do not support drive-in or drive-thru development components within the community.
- UD-3.61** Commercial parking reduction: As an incentive to provide viable designs for ground floor commercial space, consider reduced parking ratios for ground floor commercial space.
- UD-3.62** Façade renovations: Utilize the City's storefront improvement program to assist small businesses to upgrade and beautify storefronts. Storefront improvement designs should maintain or reveal important architectural design elements of the building so as not to detract from overall traditional or historic character.

FIGURE 4-6: STOREFRONT DESIGN GUIDELINES



Storefront Design Guidelines

1. Create a clear differentiation between commercial and residential uses
2. Change materials at the building base and entrances to highlight these areas of a building
3. Provide display windows for a minimum 65 percent of the total facade and with clear, non-reflective glazing.
4. Provide 15-foot minimum floor-to-floor height for all first floor commercial uses in a mixed-use building
5. Provide enhanced paving leading to parking areas, plazas and building entrances
6. Clearly mark entrances with lighting, signage and entry doors
7. Provide shade where needed at the pedestrian level through awnings, trellises, and overhangs
8. Use professionally designed and artistic signs that are consistent with the overall development character
9. Provide planting and landscape elements that are well-integrated with the development and at the pedestrian level
10. Use pedestrian-scaled lighting with minimum glare and accent lighting for key features of the building

Commercial-Residential Use Compatibility

In denser urban neighborhoods, commercial and residential uses are often not physically separated to the same extent as within other neighborhoods. This can result in positive associations with walkability, transit access and buildings that frame streets, creating vibrancy within these neighborhoods. However, some commercial uses can have unwanted spillover effects, such as noise, fumes, light spill and visual clutter on adjacent residential uses or residential uses co-located within mixed-use buildings. The community's relatively shallow commercial lots as well as the prevalence of mixed-use buildings limits the possibility for use of large spatial buffers between commercial and residential uses. Instead, components of the building and site design can instead be utilized to provide physical separation. Therefore, careful attention to the site planning and design detail of new commercial, institutional and mixed-use developments is necessary to avoid or minimize unwanted spillover effects.

POLICIES

- UD-3.63** Masonry wall: Buffer residential uses from commercial uses at the adjoining property line through installation of solid masonry walls and landscaping within required side yard and rear yard setbacks.
- UD-3.64** Noise reduction: Uses that may generate excess or more continuous noise should front commercial streets where primary access, window openings and any allowed outdoor use can be located away from adjacent residential uses. Building elements that generate less noise such as office space, storage areas and parking should be located closer to residential uses.

- UD-3.65** Service equipment location: Utilize parking garages or rooftops as appropriate to locate generators, exhaust vents, trash enclosures and other service equipment.

- UD-3.66** Exhaust vent location: For odor-generating uses such as restaurants, contain and vent exhaust fumes away from adjacent residential uses as well as pedestrian areas such as sidewalks and plazas. For mixed-use buildings, exhaust vents should discharge at roof level or above the second floor, and should be directed away from operable windows, air vents and balconies within the building.

Mechanical Equipment and Utilities

- UD-3.67** Locate all mechanical equipment, including ground, building and roof-mounted equipment and utilities, (including refuse collection containers) away from public view (also refer to General Plan policy UD-A.16).
- A. Locate utility equipment, such as backflow prevention devices and electrical boxes, within the project site and outside of the public right-of-way wherever possible. If location of utilities within the public right-of-way is the only option available, locate utilities below grade and outside of the sidewalk's pedestrian zone (i.e. in the furnishings zone).
 - B. Screen views of ground-, building- and roof-mounted mechanical equipment from adjoining properties and public rights-of-way with landscaping or building elements consistent with the overall design of the building facades. The street frontage area should not be used for utilities, storage areas, or storage of refuse collection containers.

DEVELOPMENT FEATURES

- ❖ Thoughtful design of key development features contributes to overall design quality and desirability.

On-site Open Space and Landscaping

Open space and landscaping plays a significant role in how people experience the urban environment, providing a unifying interface between the public and private realms. Landscaping provides a natural element to the urban form, softens and frames views, and can also screen unattractive urban elements. On-site open space provides semi-private and private areas for community members to enjoy the outdoors and the climate while at home, at work, or out shopping or dining.

Historically, Southern California residential neighborhoods developed with relatively generous spaces for front yards, gardens, landscaping, and outdoor living spaces. While landscaping areas are a typical component of development in residential and residentially oriented mixed-use areas, they are also important in commercial areas where creating comfortable and attractive places for people is critical to successful retailing. Landscape and open space play an important role in a number of residential and commercial building typologies typical of the area's temperate climate, including courtyard housing where units are oriented around a central open space and retail development organized around plazas and paseos.

Landscaping on both building frontages and within courtyards is important for achieving the aesthetic quality that is desired for future developments, and on-site open space is important for achieving the quality of life that is desired for the community. As the scale of development in Golden Hill increases, on-site open space and landscaping spaces need to be re-fashioned for a more urban context rather than left as dated vestiges of earlier development or eliminated altogether. Maintaining setbacks in residential areas will allow room for landscape designs that enhance development with thoughtful placement and layering of plant material. Landscaping should include plantings along building street frontages and in required yard areas as well as in exterior common areas including courtyards, plazas and paseos. Open space for passive recreation should be incorporated into the design of residential and commercial development as a standard and valued development feature.



Patios and yards within developments should be activated, attractive and ample in size to allow sunlight to fill the space.

POLICIES

- UD-3.68** Residential common open space: Provide on-site outdoor open space as part of multifamily residential development or development with a residential component as an amenity for residents. The open space should be designed as a central organizing principle of the development, not as an afterthought.
- A.** Residential common exterior open space should have the following characteristics where feasible: size equivalent to 12 percent of lot area; a minimum dimension of 20 feet by 20 feet; a location at finished grade or on a podium level; a minimum planted area of 10 percent of the open space; and access to all residences through a common corridor.
 - B.** Open space areas should relate to the development's common facilities, such as play areas, courtyards, barbecue areas, and community buildings, and should support community gathering and passive social activities such as reading, conversing, or playing games.
 - C.** Features such as pools and sport courts are encouraged for larger developments to provide an active recreation component within common open space (also refer to policy UD-3.50).
- UD-3.69** Commercial common open space: Strongly encourage commercial and institutional development to provide on-site outdoor open space as an amenity for customers, clients, and employees. The open space should be designed as a central organizing principle or integral feature of the development, not as an afterthought.



Buildings should integrate natural lighting and access to fresh air. The concept of indoor - outdoor living in San Diego is particularly important.

- UD-3.70** Pet open space: Each development with 20 or more residential dwelling units should provide a space improved for use by pets and clearly marked for such use. Such areas shall include permeable surfaces, a hose bib, and be drained to the public sewer system (except for at-grade lawn areas).
- UD-3.71** Landscape design: Use landscaping to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade, and add color, texture, and visual interest.
- UD-3.72** Landscaped setbacks: Maintain required setbacks for installation of landscaping to achieve needed landscape design functions, soften development forms, buffer unwanted uses and provide privacy.

Green Building Practices and Sustainability

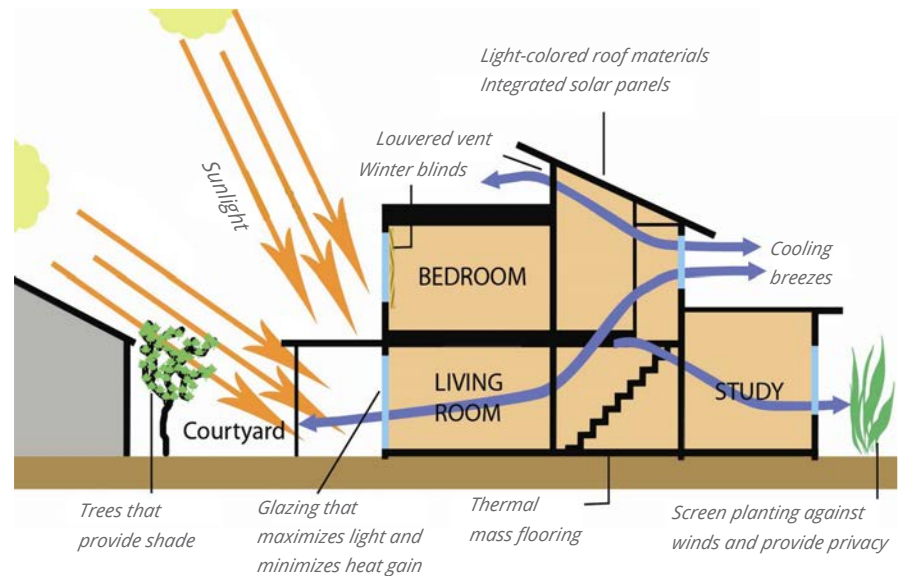
Development of new infill buildings and retrofitting of existing buildings should incorporate green building practices and sustainability. When green building practices and sustainability are intrinsic in the overall site planning and individual building design, a distinctive context-sensitive architecture is created that will enhance the community and the City.

POLICIES

- UD-3.73** Manage solar heat gain: Manage solar heat gain to shade buildings in summer and allow sunlight in winter to reduce the demand for heating and cooling.
- A. Orient buildings to minimize the extent of west-facing facades and openings.
 - B. Use internal courtyards to trap cool air. Courtyards visible from the street will also encourage interaction with on-site open space.
 - C. Consider components integral to building architecture to shade south- and west-facing building facades. These may include horizontal overhangs, eaves, decorative shade screens or porches. Overhang width should be equal to half vertical window height to provide shade from early May to mid-August while allowing solar heat gain during cooler months.
 - D. Consider architectural accents such as awnings, canopies, trellises and deep-set windows to shade south- and west-facing windows and entrances. Retractable awnings can allow for solar heat gain in winter.
 - E. Provide vents or windows with low openings on western facing facades to allow prevailing westerly breezes into buildings. Similarly, provide vents or clerestory windows on eastern facing facades that enhance cross-ventilation and allow warmer air that collects near ceilings to escape.



A generous front porch and canopy tree effectively manage solar heat gain on this residence.



Courtyards are an excellent way to increase natural light and ventilation in a building while dramatically improving the indoor environment to support natural surveillance and social interaction.



Shown here, a climate appropriate landscape with a use of a coordinating hardscape element and a simple arrangement of low water use plantings

UD-3.74 Landscape sustainability: Use landscape design measures to minimize solar heat gain and also provide attractive landscape environments.

- A. Plant deciduous trees near south-facing facades to provide shade in summer and allow sunlight in winter.
- B. Shade exposed south- and-west facing facades using shrubs and vines.
- C. Provide groundcover plantings to keep ground surfaces cooler near building facades, particularly in place of concrete and other reflective surfaces.
- D. Minimize impervious surfaces that have large thermal gain.
- E. Encourage green roofs, eco-roofs or other vegetated roof systems to help reduce the solar heat gain and also provide on-site open space.
- F. Encourage water-wise sustainable landscapes that avoid 'heat sinks' and can provide programmable activity areas (e.g. outdoor dining, common areas).

UD-3.75 Stormwater capture: Capture storm water on-site to conserve imported water by allowing landscape infiltration and/or storage for irrigation during dry periods.

- A. Minimize on-site impermeable paving surfaces such as concrete and asphalt in favor of various porous pavement systems. Impermeable surfaces should drain into permeable landscape areas.
- B. Incorporate storm water capture within a site using various infiltration and storage techniques such as mulched planters, rain gardens, gravel or vegetated swales, dry wells, driveway cross drains, green roofs, lidded rain barrels and cisterns. Roof downspouts should flow into permeable landscape features such as rain gardens or to covered storage devices for later use.

UD-3.76 Building materials: Incorporate environmentally superior building practices and materials by using durable construction materials, low emitting materials and finishes, and re-used or recycled materials.

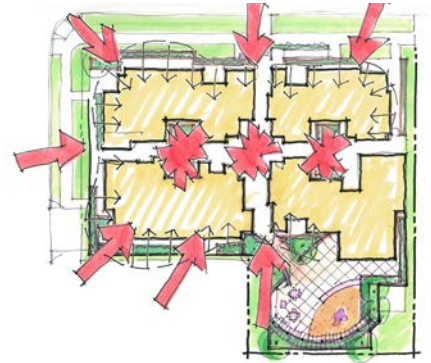
UD-3.77 Energy generation: Integrate practical energy generation such as solar power or other technologies into the overall building design.

Access to Light and Air

Access to sufficient light and air improves the health and enjoyment of residents within multi-family and mixed-use developments. Site and building designs that maximize density, uniformity, living space and privacy often fail to prioritize access to light and air within individual dwelling units. Site and building designs should instead maximize access to light and air ventilation within each dwelling unit.

POLICIES

- UD-3.78** Design the orientation and configuration of new residential development so that all living spaces receive daylight for part of the day and adequate ventilation when windows are open.
- A. Avoid site and building designs that rely solely on narrow side yards to provide access to light and air.
 - B. Provide courtyards, niches, alcoves, and similar features to ensure light and air ventilation from two or more building facades whenever possible.
 - C. Use individually placed openings rather than uniform openings where needed to increase access to light and air. Skylights, solar tubes and decorative and clerestory window designs can be used where other window styles would conflict with facade architecture or privacy.
- UD-3.79** Maximize visibility of, and access to, outdoor spaces while allowing an adequate level of privacy.
- A. Offset windows and balconies to allow for privacy.
 - B. Use opaque window glazing where needed to provide privacy while maintaining light access.
 - C. Place landscape plant material to soften sight lines between building openings and between adjoining property lines while allowing light to reach windows.



Building designed to maximize access to natural light with multiple corner dwelling units, open walkways and light wells.



Lightwells and light courts are an excellent way to bring natural light and ventilation into a building and make the interior environment more livable.

Natural Surveillance and Access Control

New multi-family development and retrofitting of existing buildings should be designed to deter crime through natural surveillance and access control. The concept of natural surveillance is to locate physical development features, activities, and people to provide good surveillance of the environment. Access control involves the use of devices, people, and natural measures to control access to semi-private and private spaces to legitimate users only.

POLICIES

- UD-3.80** Allow for natural surveillance and access control (elements of defensible space) through site planning and building designs that maximize visibility, differentiate between public and private space and foster positive social interaction.
- A. Selectively place building entrances, fencing, lighting and landscaping to limit access or control flow.
 - B. Make common spaces and entrances visible from individual residences and maximize their visibility from public streets to allow surveillance by neighbors.
 - C. Position windows to allow residents to have visible sight lines or “eyes on the street” toward public streets, parking areas, and entrances to dwellings.
 - D. Locate sidewalks or paths between parking areas and individual residences and between the street and residences to allow natural surveillance over the entire path.
 - E. Eliminate design features that provide uncontrolled access to roofs or upper levels or that create spaces that cannot be monitored by residents or users.

- F. Provide lighting along walkways, streets, and within parking areas. Use shielded or cut-off fixtures that will shape and deflect light into a layer close to the ground to control glare. This will place light where it is needed most and reduce interference with windows.
- G. Design attractive landscapes that provide street trees and use effective barrier plants beneath ground-level windows and next to fences to discourage intrusion. Plants with thorns, serrated leaf edges and dense structures are effective barrier plants. Fire resistive plants should be used in fire hazard areas.
- H. If security fencing is used, design it to become an integrated architectural feature. Chain-link and cyclone fencing is not allowed except when used as a fire resistive material.



Building windows and entrances should face playgrounds, common areas and shared open spaces to activate them and provide plenty of “eyes on the open space.”

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