URBAN DESIGN 4

INTRODUCTION

The Community Plan seeks to improve Midway - Pacific Highway's sense of place and foster livability by transforming it into a vibrant urban, pedestrian-friendly community with unique districts and villages. It envisions transforming superblocks into smaller blocks to improve mobility for pedestrian, bicyclists and motorists. It also aims to capitalize on the community's unique location by creating an outdoor-focused character that encourages pedestrian activity and gathering places that highlight Midway-Pacific Highway's natural setting. The comprehensive Urban Design Framework for the community is illustrated in Figure 4-1. The Urban Design Element provides policies regarding the built environment that support the Community Plan's vision. The policies provide building and site design guidance while allowing architectural expression. They address streets, public spaces, and the interface of buildings with the public realm, with a focus on gateway nodes and linkages between adjacent communities and regional park and open space areas. For village- and district-specific urban design policies, refer to the Land Use, Villages & Districts Element.

The creation of pedestrian-oriented development with outdoor-focused character and the enhancement of streetscapes will encourage pedestrian activity and foster livability.

URBAN DESIGN GOALS

- A framework of streets and blocks that support a pedestrian-oriented pattern and scale of development.
- Pedestrian- and human-scaled development projects and site design.
- An attractive urban environment with high-quality design and materials.
- An enhanced, expanded, and connected public realm of streets, pedestrian spaces, and public spaces within the community.
- An upgraded public realm with streetscape improvements, street furniture, landscaping, and signage to support multimodal transportation and enhance community character.
- Street trees and landscaping that enhance the pedestrian environment, strengthen sense of place, and promote sustainable practices.
- Linear gateways and urban paths that connect to Mission Bay, the San Diego River Park, San Diego Bay, and adjacent communities.
- Gateway nodes that serve as clear entry points and "places" within the community.
- Development that incorporates sustainable design techniques to enhance solid waste, energy, and water use efficiency.

4.1 URBAN FRAMEWORK

The community contains superblocks in the Sports Arena Community Village, Rosecrans District, Dutch Flats Urban Village, and Kettner District. The Community Plan envisions transforming the superblocks into a walkable grid block pattern with new streets, "main streets" which could be private drives or public streets, and pedestrian walkways. Main streets will serve as pedestrian spines within villages and superblocks and can feature office, retail and residential uses as part of future development. These streets and walkways (see Figure 4-1) will break up larger blocks, improving connectivity and introducing opportunities for pedestrian-oriented development. Related policies regarding street, pedestrian, and bicycle connections can be found in the Mobility Element.

POLICIES

UD-1.1 Maintain and expand grid street patterns with walkable block sizes (perimeter of 1,500 feet or less) to support pedestrian-oriented development.

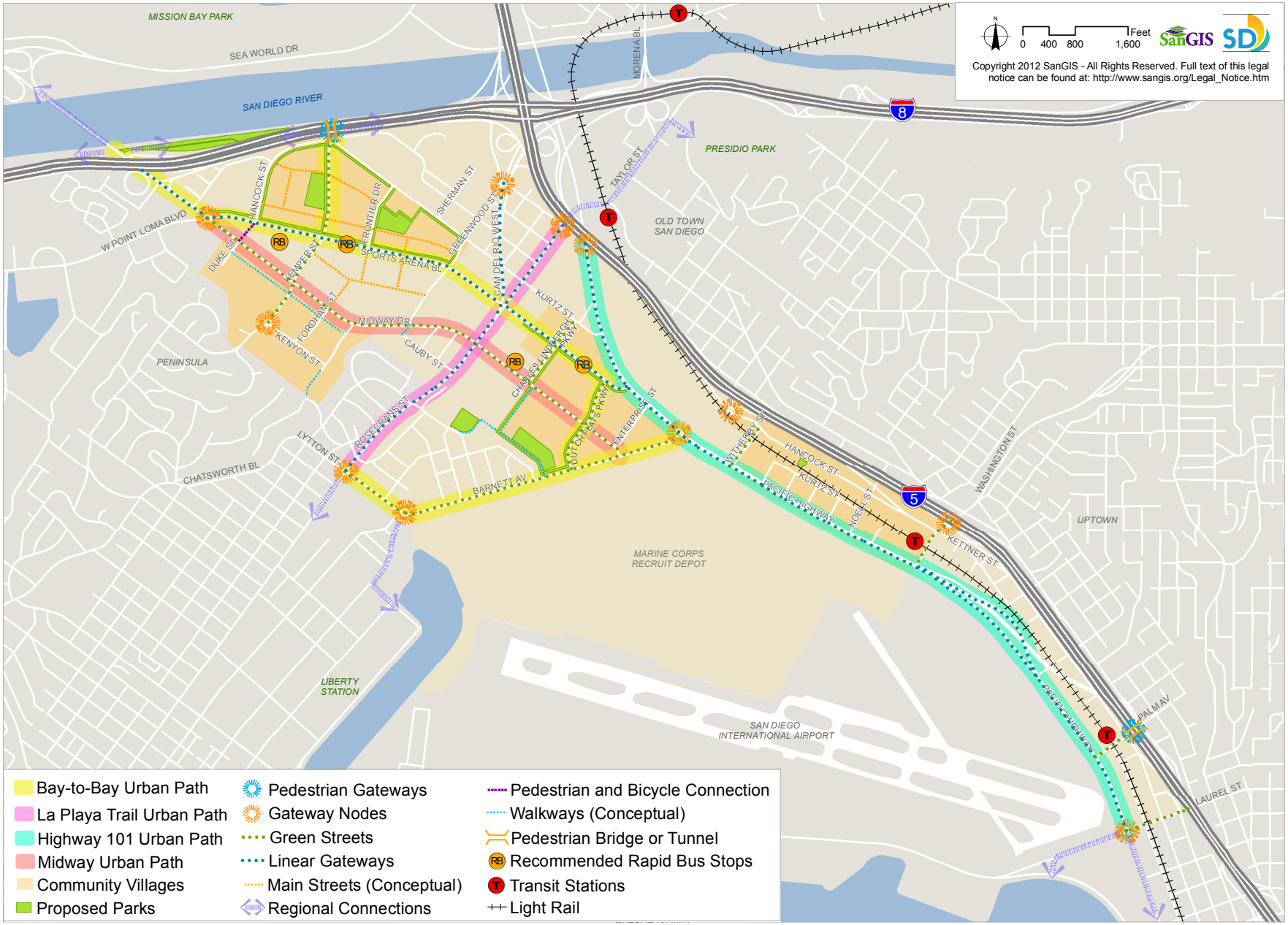
UD-1.2 Consider street vacations that support the development of park and public spaces and do not reduce pedestrian and bicycle access.

UD-1.3 Develop a pedestrian-oriented urban framework within villages as well as in districts that contain superblocks.

- **A.** Incorporate pedestrian-oriented public streets, public or private "main streets," and other pedestrian routes to improve pedestrian connectivity and encourage pedestrian-oriented development.
- **B.** Establish walkable block lengths to support pedestrian-oriented block sizes and development.
- **C.** Avoid creating cul-de-sacs and dead-end streets where possible.
- **D.** Incorporate smaller streets and/or alleys behind street-front commercial uses and through residential blocks to allow for rear parking and loading and minimize sidewalk curb cuts along primary street frontages.
- **E.** Provide sidewalks and street trees along both sides of drives to support connectivity and walkability.

A walkable urban framework that includes "main streets" will support pedestrian activity and village development.

FIGURE 4-1: URBAN DESIGN FRAMEWORK



4.2 STREETSCAPE AND PUBLIC REALM

The public realm is the space where public interaction occurs. It includes streets, walkways, and public or civic space such as plazas or greens. Public realm and streetscape design can improve the pedestrian experience, create a sense of place, help support activity centers, and increase connectivity within the community and to adjacent communities. Development can expand the public realm by including public and semi-public spaces as part of building and site design. Public and private projects can provide wider non-contiguous sidewalks with parkway landscaping shade trees, pedestrian-oriented lighting, and median landscaping to contribute the pedestrian environment. Streetscape enhancements can be incorporated into existing streets either through the redesign of existing right-of-way or the acquisition of additional right-of-way.

POLICIES

General

UD-2.1 Incorporate public spaces (e.g. plazas, pocket parks, or greens) as an integral aspect of site and building design within villages and where feasible within residential/commercial mixed-used districts. (Refer also to the Recreation Element.)

UD-2.2 Activate public spaces, including streets, sidewalks, and parks with City-permitted special events and park uses that provide cultural enrichment, promote economic vitality, enhance community identity and pride, and provide fundraising opportunities for the community's nonprofit agencies.

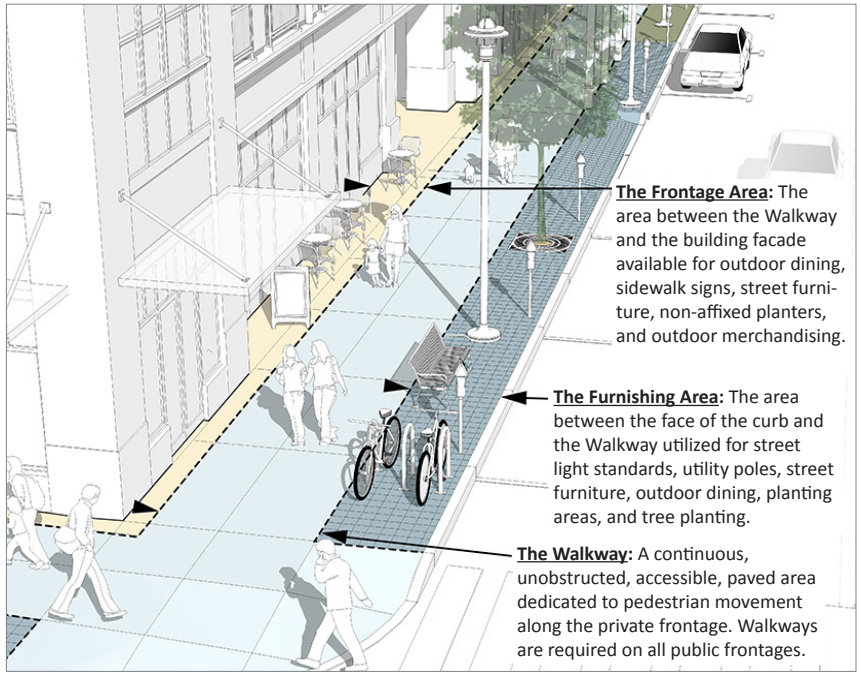
UD-2.3 Integrate pedestrian connections (such as walkways, pathways, sidewalks, passageways, or arcades) and spaces into site designs within villages and where feasible within residential/commercial mixed-used districts, to encourage public interaction and to facilitate walking.

UD-2.4 Provide streetscapes that incorporate a frontage area, a pedestrian walkway with non-contiguous sidewalks, and a furnishing area with street trees between the street curb and sidewalk within villages and where feasible within districts.

UD-2.5 Utilize pop-outs, bulb-outs, and/or building setbacks where appropriate to create pedestrian nodes along streets and at street corners within villages; where feasible within residential/commercial mixed-used districts; and along linear gateways, main streets, and green streets.

UD-2.6 Provide pedestrian-oriented lighting along linear gateways, main streets, and green streets, as well as on pedestrian paths, at transit stops, and at pedestrian plazas, to enhance the safety and comfort of the pedestrian environment.

Incorporating public spaces and pedestrian and bicycle connections into site design will support activity centers.



Sidewalks with an accessible walkway area, active public space in the frontage area, and pedestrian amenities and landscaping in the furnishing area encourage pedestrian activity.

Sidewalks with a furnishing area that incorporates street furniture, street trees, and landscaping help create a comfortable and attractive pedestrian environment.

Walkway Area

UD-2.7 Incorporate wider sidewalks in the pedestrian walkway area (clear path of travel) within villages and on linear gateways, main streets, and green streets.

UD-2.8 Minimize the number of driveways that interrupt the pedestrian walkway.

UD-2.9 Avoid placing obstructions within the pedestrian walkway area, such as transformers and utility boxes, to the maximum extent possible.

Frontage Area

UD-2.10 Design the frontage area between buildings and the public right-of-way to be active in areas of high pedestrian activity, or a mixture of active and passive in areas with moderate to lower levels of pedestrian activity, to support walkability.

UD-2.11 Create active frontage areas for buildings by incorporating ground-floor retail or office uses or entrances to residential lobbies within villages and residential/commercial mixed-used districts and along linear gateways, main streets, and green streets.

UD-2.12 Incorporate active frontage areas with outdoor seating adjacent to parks and public spaces within villages and residential/commercial mixed-used districts to create pedestrian-oriented activity centers. (Refer also to the Recreation Element.)

Furnishing Area

UD-2.13 Provide a furnishing area between the curb and the sidewalk, with street trees and plantings within parkway planting areas, bioswales, or tree wells, to enhance the pedestrian environment and capture urban runoff where feasible. (Refer also to the Urban Greening section.)

4.3 URBAN GREENING

Urban greening integrates storm water management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. Urban greening improvements in Midway - Pacific Highway will support walkability, clean the air, clean storm water, cool the pavement, and calm traffic. Street trees and landscaping are vital parts of the envisioned urban character as well as the urban greening infrastructure system. The community street tree plan (see Tables 4-1 and 4-2 and Figure 4-2) establish street tree themes for primary street corridors and each district and village. Midway-Pacific Highway can experience flooding during rain events and from periodic high tides. Bioretention and bioinfiltration facilities in the public right-of-way along green streets and linear gateways can supplement the storm drain system and help cleanse storm water of contaminants.

Urban greening with street trees, landscaping, and storm water improvements enhances walkability, calms traffic, and provides environmental benefits.

GREEN STREETS

Green streets, as identified in Figure 4-1, will link parks and public spaces and incorporate storm water management improvements. They will have a bicycle- and pedestrian-orientation, canopy shade street trees, pedestrian lighting, and other pedestrian amenities.

Green streets create improved pedestrian and bicycle connections between parks and public spaces and improve sustainability with shade-producing street trees and storm water management features.

POLICIES

UD-3.1 Design green streets that incorporate enhanced pedestrian and bicycle facilities, canopy street trees, and storm water management features that increase absorption of storm water, urban runoff, pollutants, and carbon dioxide. Consider operational and maintenance needs for green street elements when designing improvements.

LANDSCAPING

Landscaping in the public right-of-way and development sites can capture and infiltrate storm water into the ground, reduce the urban heat island effect, and shade buildings from solar heat. Landscaping in parkways can also create a physical barrier between pedestrian areas and vehicular areas to increase pedestrian comfort.

POLICIES

UD-3.2 Incorporate drought-tolerant and native species for landscaping in parkways, medians, other public spaces, and private development.

UD-3.3 Minimize the use of impervious surfaces and surfaces that have large thermal gain to promote storm water infiltration and reduce the urban heat island effect.

UD-3.4 Maximize the use of landscaping to provide shade and passive cooling to buildings, outdoor recreational spaces, and paved surfaces. (Refer to Box 4-1.)

UD-3.5 Preserve existing mature trees in landscaping areas wherever possible, as they are providing the greatest environmental benefits to the community.

UD-3.6 Incorporate low impact development landscaping techniques within surface parking areas, such as inverted planting strips, turf-crete, and tree wells with shade trees.

UD-3.7 Incorporate green features in the design of parking structures, such as cascading vines, rooftop landscaping visible from the public right-of-way, and planting features along the deck edges.

UD-3.8 Encourage development of linear parks identified in the Recreation Element by allowing development projects that incorporate a linear park to count the landscaping in the linear park area toward the project's landscaping requirements.

BOX 4-1: SHADE AND PASSIVE COOLING LANDSCAPING TECHNIQUES

- Place trees strategically for their benefits in building, window, and outdoor space shading.
- Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to reach buildings in the winter.
- Plant vegetation to shield exposed east- and west-facing walls.
- Plant groundcovers that prevent ground reflection of solar heat and keep the surface cooler.
- Build roof gardens, eco-roofs, or other vegetated roof systems to help reduce the solar heat gain and, where possible, to serve as functional passive-use space.

Drought-tolerant and native landscaping placed strategically will shade buildings.

STREET TREES

Street trees improve community appearance, reduce the urban heat island effect, create shade within the public realm, and provide a barrier between pedestrian and vehicular areas. Street trees are also a tool for managing storm water, due to their ability to absorb water through their root systems and transpire water vapor and oxygen back to the atmosphere. The Community Plan establishes street tree themes for primary street corridors and districts and villages, as shown in Figure 4-2, to contribute to sense of place. The street tree palettes are found in Appendix A.

POLICIES

UD-3.9 Incorporate street trees consistent with the street tree palettes to create strong, recognizable themes. (Refer to Appendix A.)

UD-3.10 Preserve existing mature trees in the public right-of-way wherever possible. Replace each removed tree with two new trees where feasible.

Street trees in commercial corridors create pleasant shopping and dining environments.

BOX 4-2: STREET TREE PLANTING GUIDELINES

- Choose tree species from tree palettes to avoid potential conflicts with overhead or underground utilities, signs, and nearby structures. The ultimate tree size and form should fit within the parkway and aerial space allocated.
- Utilize tree root barriers along sidewalks and walkways in order to minimize pavement upheaval.
- Utilize a structural soil medium or suspended pavement technology that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy.
- Plant trees whose size at planting does not generally exceed 15 gallons, since younger specimens will acclimate to the site and surpass older, larger container specimens in size and health within a few years.
- Utilize tree grates or alternative techniques to protect trees, allow for trunk growth, and reduce pedestrian safety hazards in areas with high pedestrian activity.
- Coordinate tree grate design and materials with overall character of the street.
- Utilize small plants and bulbs that will not compete with the tree roots for water, space, and nutrients if additional landscaping is incorporated into tree pits.

UD-3.11 Consider implementing the street tree planting guidelines in Box 4-2 to ensure trees' long-term health and success.

UD-3.12 Space trees to have sufficient canopy to provide shading to the pedestrian zone in order to create a comfortable pedestrian environment. Spacing of trees should be dependent on species selected (20 to 50 feet on center), and should be based on the ability to reasonably achieve shading of at least 50 percent of the public right-of-way within ten years of planting.

UD-3.13 Encourage the development and implementation of a tree maintenance and watering plan for village areas and large development to maintain the long-term health of street trees that includes the activities listed in Box 4-3.

UD-3.14 Consider placing signs at a height that will allow visibility under shade trees.

Street trees create an attractive streetscape and provide shade within the public realm.

BOX 4-3: TREE MAINTENANCE AND WATERING PLAN COMPONENTS

- Raising the tree canopy as needed in order to address hazards and provide visibility of traffic signals and other traffic control devices for pedestrians and motorists.
- Addressing tree growth that obstructs building signs while maintaining the tree in place, through actions such as raising the tree canopy or temporarily repositioning signs.
- Removing dead trees or trees deemed to be an immediate hazard within the public right-of-way.
- Watering for street trees based on how large the trees are, to ensure maximum use of water provided.
- Eliminating weeds from street tree pits to reduce the amount of stress placed on the tree.
- Removing trash from street tree pits to reduce the amount of stress placed on plants.
- Loosening the top 2 to 3 inches of soil to alleviate compaction and help water and air reach the roots, and application of a three-inch layer of mulch to the tree pit to facilitate growth.

FIGURE 4-2: STREET TREE PLAN

4.4 GATEWAYS

Community gateways, as shown in Figure 4-1, will enhance sense of place and indicate entrance to a unique location by providing a notable visual experience for pedestrians, bicyclists, and motorists. Signage, monuments, public realm improvements, and architectural and site design will define the gateways. Linear gateways will provide connections within the community, to adjacent communities, and to adjacent regional parks and open space. Gateway nodes will be points along these linear gateways and other key streets that mark entrances to the community. The Public Facilities, Services and Safety Element discusses funding mechanisms for installation and maintenance of gateway landscaping and lighting that exceeds basic City services.

LINEAR GATEWAYS

Linear gateways will have a bicycle- and pedestrian-friendly environment, with wider sidewalks and bicycle facilities where feasible. The linear gateways are: Bay-to-Bay, La Playa Trail, Highway 101, Midway Drive, Camino Del Rio West, and Washington Street. The concepts for the Bay-to-Bay, La Playa Trail, Highway 101, and Midway Drive linear gateways include street tree themes, street cross-sections that incorporate pedestrian and bicycle facilities consistent with the Mobility Element, and wayfinding signage designs.

BAY-TO-BAY LINEAR GATEWAY

The Community Plan envisions the establishment of a Bay-to-Bay linear gateway connecting San Diego Bay with Mission Bay, connecting the community to the Coastal Zone, and linking public spaces and linear parks. The route of the linear gateway will be defined through urban design, public space, and wayfinding improvements, including enhanced streetscape, landscaping, and pedestrian and bicycle facilities. Each segment of the link is described below.

Two route options have been identified for the Bay-to-Bay connection. The near-term option is to enhance the connection to Mission Bay along Sports Arena Boulevard under the I-8 interchange, and to provide the connection from Sports Arena Boulevard to Barnett Avenue along Enterprise Street. The long-term option includes the provision of a pedestrian and bicycle bridge connecting from the Sports Arena Community Village to the San Diego River Park across I-8 and to provide the connection from Sports Arena Boulevard to Barnett Avenue along Dutch Flats Parkway.

Sports Arena Boulevard – The Community Plan envisions buildings along the boulevard that front the street to encourage pedestrian activity, along with enhancement of the existing right-of-way and removal of on-street parking to provide opportunities for wider sidewalks and a multi-use urban path lined with street trees, landscaped medians, and bicycle lanes. The intersection of Sports Arena Boulevard and Midway Drive serves as a gateway into the community from Mission Bay Park and the Ocean Beach and Peninsula communities.

Linear gateways provide a bicycle- and pedestrian-friendly environment with wider sidewalks, street trees, benches, and bicycle parking.

Kemper Street – The extension of Kemper Street from Hancock Street to Sports Arena Boulevard will be a designed as a green street with wider sidewalks and a double row of street trees on each side of the street to promote pedestrian activity.

Dutch Flats Parkway – Dutch Flats Parkway will be a new street within the Dutch Flats Urban Village, connecting Sports Arena Boulevard to Barnett Avenue. As a green street, it will incorporate wider sidewalk widths, landscaping, and street trees. Enterprise Street will serve as the near-term route for this segment of the Bay-to-Bay linear gateway until the construction of Dutch Flats Parkway.

Barnett Avenue – Barnett Avenue will link to Liberty Station in the Peninsula community, which provides pedestrian and bicycle paths to San Diego Bay. Sidewalks with a landscaped buffer zone and street trees, along with a multi-use urban path and bicycle lanes, will provide an enhanced environment for pedestrians and bicyclists. The intersection of Barnett Street and Truxtun Road will serve as a gateway node into and from the community at Liberty Station.

Lytton Street – Lytton Street will serve as a connection between two major linear gateways, the Bay-to-Bay and the La Playa Trail. Reducing curb cuts, enhancing the sidewalks to include a buffer zone with street trees, a multi-use urban path, and active building frontages at the street will support a pedestrian orientation.

LA PLAYA TRAIL LINEAR GATEWAY

La Playa Trail was the main link between San Diego Bay, Old Town San Diego, and the Mission San Diego de Alcalá in the 1700s and 1800s. The La Playa Trail generally corresponds to present-day Rosecrans Street (see the Introduction and the Historic Preservation Element). The incorporation of historic markers and signage along Rosecrans Street will acknowledge the significance of La Playa Trail as the oldest European trail on the Pacific Coast and an ancient Kumeyaay path. Rosecrans Street will also commemorate the historic La Playa Trail with landscaped medians and a street tree theme.

Removing on-street parking will provide space for enhancing existing right-of-way with wider sidewalks, street trees, a multi-use path, and bicycle lanes. Rosecrans Street will reinforce the connection between the Old Town San Diego, Midway-Pacific Highway, and Peninsula communities, and to regional assets including Presidio Park, Old Town San Diego State Historic Park, and Liberty Station. The underpass at the intersection of I-5 and Rosecrans Street will have wider sidewalks and artistic, pedestrian-oriented lighting to create a comfortable connection to Old Town San Diego and the Old Town Transit Center. The intersection of Rosecrans Street and Lytton Street will be enhanced as a gateway node with improvements that could include landscaping and signage.

Linear gateway enhancements on Rosecrans Street north of Sports Arena Boulevard will include parkway bioswales with street trees, an urban path, bike lanes, and a planted median.

HIGHWAY 101 LINEAR GATEWAY

Pacific Highway serves as a point of access to Midway-Pacific Highway, San Diego International Airport, and Old Town San Diego. Historically, Pacific Highway was part of Highway 101 and served as a regional conduit for vehicular traffic to Downtown and to destinations to the north. Pacific Highway's bridges, underpasses, and frontage road are reminders of its history as a former highway, and pose difficulties for the creation of a pedestrian- and bicyclist-friendly environment. Redesigning the Pacific Highway and frontage road right-of-way will transform the road's character into a linear gateway accommodating pedestrians and bicyclists along with vehicles. Retrofitting Pacific Highway will include the incorporation of wider sidewalks, cycle tracks, a multi-use path, street trees, and landscaped medians.

This rendering shows what Pacific Highway could look like after implementation of linear gateway improvements.

MIDWAY DRIVE LINEAR GATEWAY

Midway Drive provides a linear gateway between the coastal communities of Peninsula, Ocean Beach, Mission Beach, and Pacific Beach to Downtown San Diego via the Pacific Highway 101 linear gateway. Midway Drive will be enhanced with pedestrian and bicycle connection to the coastal communities. Acorn street lighting will provide a pedestrian-oriented character as part of a unique design theme for Midway Drive. Removing on-street parking and enhancing existing right-of-way will allow for wider sidewalks with street trees.

CAMINO DEL RIO WEST LINEAR GATEWAY

Camino del Rio West serves as a vehicular gateway to the community from I-5 and I-8, and also connects to Rosecrans Street/La Playa Trail and Sports Arena Boulevard/Bay-to-Bay. The median will be enhanced with landscaping and possibly signage, and sidewalks will incorporate landscaping and street trees to help beautify the entrance to the community.

WASHINGTON STREET LINEAR GATEWAY

Washington Street provides a connection to and from the Uptown community, to the Hancock Transit Corridor and Kettner District, to the Washington Street Trolley Station, and to the Pacific Highway linear gateway. Washington Street will incorporate improved sidewalks with street trees.

POLICIES

UD-4.1 Incorporate linear gateway improvements into existing and future right-of-way to emphasize pedestrian and bicycle mobility wherever feasible.

UD-4.2 Incorporate the linear gateway concepts as the basis for the design of improvements (public and private) along the linear gateways wherever feasible.

GATEWAY NODES

Gateway nodes are entry points into Midway-Pacific Highway (see Figure 4-1) that will highlight community identity. A gateway node can consist of a landmark feature (structure, architectural treatment, sign, or sculpture), streetscape enhancements, lighting, community marker, and/or unique landscape theme to create a ceremonial entryway.

POLICIES

UD-4.3 Incorporate gateway node features at key entrances to the community that enhance the sense of arrival and urban character for pedestrians, bicyclists, and vehicles.

UD-4.4 Incorporate lighting, signage, community markers, and/or unique landscape themes to emphasize gateway nodes.

UD-4.5 Design buildings located at gateway nodes to be oriented to the gateway corner and to incorporate pedestrian spaces and iconic architectural features.

UD-4.6 Encourage the installation of public art of various types at gateway nodes as a means to enhance the public realm.

Gateway nodes at and around prominent intersections will welcome activity.

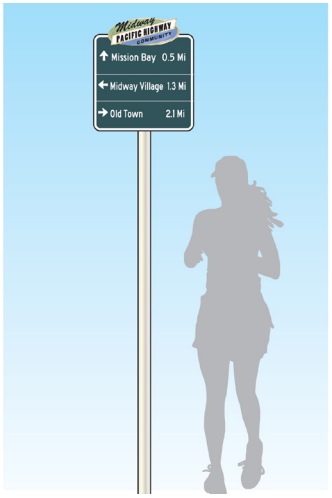
4.5 WAYFINDING SIGNS

Installation of a wayfinding sign system will support pedestrian and bicyclist activity and enhance the urban character. Wayfinding signs at key locations will indicate pedestrian and bicycle routes, guide vehicle traffic, and support the use of transit. Concepts for wayfinding signs specific to the planned multi-use urban paths were prepared as part of the Midway-Pacific Highway Urban Greening Plan. A maintenance assessment district may be needed to install and maintain the signs.

POLICIES

UD-5.1 Encourage the design and installation of wayfinding signs to define pedestrian, bicycle, and vehicular gateways and linkages.

- **A.** Incorporate wayfinding signs at gateways.
- **B.** Incorporate wayfinding signs along linear gateways, in particular at intersections with other linear gateways.
- **C.** Incorporate historic markers and signs along Rosecrans Street to acknowledge its significance as La Playa Trail.



Wayfinding signs and markers will highlight community character and support mobility.

4.6 BUILDING AND SITE DESIGN

Buildings will incorporate varying form, mass, scale, and materials, as well as active building design principles to help define the distinct character and appeal of the villages and districts. Active building design will encourage pedestrian activity and pedestrian interaction with active ground floor spaces by creating interesting and welcoming building frontages. Buildings will incorporate modulations, articulations, stepbacks, and different transparencies, and use contemporary and high-quality materials with varying colors and textures to create a pedestrian scale and visual appeal. Pedestrian-oriented areas for outdoor dining, shopping, and passive recreation or cultural events will be integrated into buildings and development sites to provide additional vitality to the public realm.

POLICIES

Pedestrian-Oriented Design (Districts and Villages)

UD-6.1 Orient buildings and primary entrances to the primary street frontage to connect to the public realm.

UD-6.2 Design buildings with active frontage elements such as enhanced windows, storefront treatments, and public spaces that front on to the public realm to enliven the streetscape and provide eyes on the street.

UD-6.3 Encourage public realm enhancements such as increased setbacks, public spaces, and pedestrian nodes (see Box 4-4) in conjunction with active building frontages to help create a sense of place and community, where feasible.

BOX 4-4: PEDESTRIAN NODES DEFINED

Elements of a pedestrian node include:

1. Increased space for pedestrians, such as:
   - Sidewalk bulb-outs
   - Widened sidewalks
   - Plazas
   - Courtyards
2. Pedestrian-oriented enhancements, such as:
   - Special paving
   - Seating and other street furniture
   - Outdoor dining
   - Outdoor shopping
   - Shade trees
   - Accent landscape planting
   - Public art

Active frontages with seating and entrances facing the street encourage pedestrian activity.

Pedestrian-Oriented Design (Villages and Superblocks)

UD-6.4 Orient primary building entries toward public sidewalks, plazas, and public or private pathways that connect to the public sidewalk, rather than to parking lots, to encourage an active public realm.

UD-6.5 Design commercial and mixed-use buildings with ground floors that face streets, courtyards, gardens, plazas, paseos, or greens to create active building frontages.

UD-6.6 Integrate pedestrian connections (walkways, pathways, paseos, arcades, and/or passageways) and pedestrian-oriented public spaces into site design.

UD-6.7 Provide pedestrian connections or utilize main streets and green spaces to divide superblocks into smaller blocks.

UD-6.8 Incorporate pedestrian-oriented public spaces (e.g. pocket parks, greens, gardens, promenades, plazas, courtyards, tot lots) to expand and add interest to the public realm and to serve as community gathering spaces. (Refer also to the Recreation Element.)

Pedestrian-oriented public spaces in villages will enhance the public realm.

Building Frontages and Facades

UD-6.9 Locate and design commercial and mixed-use buildings to activate the public realm.

UD-6.10 Create a strong sense of edge along streets by providing consistent building setbacks.

UD-6.11 Design buildings with a pedestrian-oriented sense of scale by differentiating the mass and scale of buildings, varying rooflines, incorporating vertical and horizontal modulations, and using color or architectural elements.

UD-6.12 Articulate all façades that are adjacent to sidewalks and pedestrian paths to create visual interest and avoid long stretches of uninterrupted blank walls. Means to accomplish articulation include plane changes, upper story stepbacks, projecting bays, balconies, and other architectural elements, and by varying materials, colors, textures, and/or transparencies.

UD-6.13 Encourage differentiation of first floor frontages adjacent to the public realm from the upper floors by incorporating a greater degree of street-level material texture, detail, articulation, and/or transparency.

Variations in articulation, massing, rooflines, colors, and materials creates visual interest.

UD-6.14 Design live-work or shopkeeper units located along a street frontage to appear like a commercial storefront.

UD-6.15 Encourage the use of non-reflective vision glass on all ground floor street frontages for retail, commercial, and office uses.

UD-6.16 Define the edges, boundaries, and transitions between private and public space areas with landscaping, grade separations, covered patios, low garden walls, low gates, etc.

UD-6.17 Encourage necessary fences and gates to be semi-transparent and incorporate artistic elements and/or landscaping.

UD-6.18 Incorporate Crime Prevention Through Environmental Design (CPTED) concepts within developments, along sidewalks and walkways, at transit stops, and in conjunction with pedestrian nodes to enhance the safety and comfort of the pedestrian experience.

UD-6.19 Install pedestrian lighting along building frontages.

UD-6.20 Discourage the installation of ground-mounted or pole-mounted business signs within the Coastal Zone along Pacific Highway.

Parking

UD-6.21 Design and locate parking areas in relation to buildings to minimize the visibility of parked vehicles from the street.

- A. Incorporate active uses and frontages (residential, retail, or commercial) to wrap parking structures.
- B. Utilize buildings, architectural features, or landscaped buffers to screen parking areas.

UD-6.22 Locate surface parking and structured parking entryways to minimize disruption to the pedestrian right-of-way.

- A. Facilitate access to parking generally from side streets or secondary streets, where feasible.
- B. Consolidate, to the extent feasible, parking for multiple properties to minimize the number of curb cuts and facilitate pedestrian and bicycle circulation.

UD-6.23 Encourage structured parking wherever possible to minimize the site area dedicated to automobile parking.

UD-6.24 Incorporate pedestrian pathways in surface parking and parking structure design to provide linkages between commercial uses, parking areas, and the public right-of-way.

UD-6.25 Design parking structures that serve a group of buildings to be consistent in architectural treatment to the buildings that they serve.

Parking structures that are consistent in architectural treatment to the building(s) that they serve creates visual harmony and minimizes the visual prominence of parking.

Service Areas and Utilities

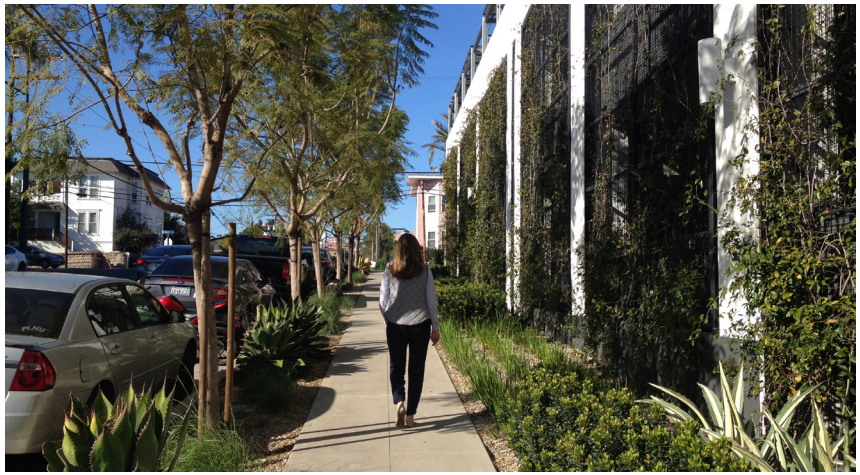
UD-6.26 Locate service and loading access at the rear of buildings. If this is not possible, then screen these areas with building elements that integrate living walls, landscaping, public art, and lighting design.

UD-6.27 Locate utilities, storage, and refuse collection areas at side or rear of buildings, away from the public realm.

UD-6.28 Locate mechanical equipment, including ground, building, and roof-mounted equipment, away from the public view.

UD-6.29 Screen mechanical equipment from the public view with building elements and landscaping that are consistent with the character and design of the building facades.

UD-6.30 Locate utility boxes and ground-level utility access panels out of the public right-of-way to prevent pedestrian impediments and to ensure ample planting space for landscaping and street trees in the buffer zone.



The use of green walls on parking structures will minimize their visibility from the street and help create an attractive urban environment.

4.7 LIGHT ENVIRONMENT

Finding a balance between nighttime lighting for safety and visibility and intrusive lighting is important in urban communities. Careful building and site design can result in lighting that enhances community ambiance and deters crime without disrupting residents at night.

POLICIES

UD-7.1 Design signage to incorporate illumination that is adequate for sign visibility but does not create glare.

UD-7.2 Avoid use of signs that include blinking text or video clips or other forms of animation, electronic message boards or displays, and electronic display systems.

UD-7.3 Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven lighting, harsh shadows, and light trespass on adjacent properties.

UD-7.4 Utilize adjustable lighting fixtures to redirect lighting to where it is needed in varying conditions.

UD-7.5 Utilize landscaping such as trees and shrubs to block light spillage, where appropriate.

UD-7.6 Utilize materials in new development that will reduce light reflection and glare.

UD-7.7 Encourage project lighting plans and specifications to be energy-efficient, incorporating technology such as energy-efficient lighting types, solar-powered lights, removal of existing but unneeded lighting, use of automatic light turn-off systems, and use of non-lighting alternatives such as clear signage and clearly painted roadway lines.

UD-7.8 Consider the use of artists for projects that involve lighting as a visual element on a building, or the inclusion of light-based public art.

4.8 SUSTAINABLE DESIGN

Sustainability concepts are woven throughout the community plan, including the Land Use Element, Mobility Element, and Conservation Element. Sustainable development is a priority for the City of San Diego as a whole. The Climate Action Plan identifies strategies and actions to meet specific citywide greenhouse gas reduction targets including strategies related to building and site design. To improve sustainability, building retrofits and new construction will need to utilize environmentally conscious building practices and materials, increase energy and water efficiency, increase on-site energy generation, reduce waste generation, and support active modes of transportation in addition to automobiles. Appendix C, the Sustainability and Conservation Toolbox, provides additional information on development design features which can help projects meet sustainability goals.

Design that maximizes natural and passive cooling complements the local climate.

POLICIES

UD-8.1 Encourage the adaptive reuse of existing buildings, in conjunction with improvements to increase energy efficiency and building longevity.

UD-8.2 Design buildings and sites to incorporate passive solar design.

UD-8.3 Design buildings and landscaping to minimize building heat gain.

- **A.** Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
- **B.** Choose cool roofing materials or designs.
- **C.** Utilize window sunshades, extended roof eaves, and low emissivity ("low-e") window glass to control solar exposure for building interiors.

UD-8.4 Maximize natural and passive cooling that builds on the proximity of San Diego Bay, Mission Bay, and the Pacific Ocean by employing building design that incorporates vents oriented to capture prevailing winds; ceiling vaults; thermal chimneys, etc. to facilitate air movement.

UD-8.5 Maximize the use of solar energy through installation of photovoltaic panels, solar water heating systems, and other technologies.

UD-8.6 Encourage the installation of solar energy generation systems where large roof surfaces, surface parking areas, or parking structures are present or proposed.

UD-8.7 Encourage the implementation of wind energy generation systems that are compatible with surrounding development.

UD-8.8 Utilize drought-tolerant and native species in landscaping and parkway design to minimize water usage while providing attractive streets and environments.

UD-8.9 Discourage the use of turf in new ornamental landscaping areas, and strongly encourage the replacement of ornamental turf with water-wise landscaping in existing landscaping areas.

UD-8.10 Implement drip irrigation and weather-based irrigation control systems in landscaping areas.

UD-8.11 Design and retrofit buildings to capture and utilize rainwater for landscape irrigation.

UD-8.12 Encourage the uses of graywater reuse systems for landscape irrigation to supplement potable water supplies.

UD-8.13 Integrate storm water and urban runoff capture and treatment facilities into landscaping and parking areas.

UD-8.14 Minimize on-site impermeable surfaces, such as concrete and asphalt.

- **A.** Utilize permeable paving materials such as permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement, etc. where possible to allow storm water and urban runoff infiltration.
- **B.** Choose the permeable paving material that best suits the location of implementation, taking into consideration maintenance needs for the type of permeable paving which could include street sweeping.

Drought-tolerant landscaping and storm water features can enhance sites while furthering sustainability goals.

The West City Continuing Education Center is an excellent example of site design for storm water management and features porous concrete and bioswales in its parking lot.

This page is intentionally left blank.