



## 4 URBAN DESIGN

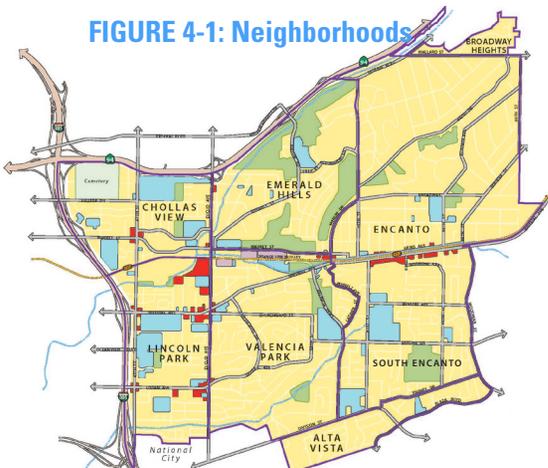
A majority of the Encanto Neighborhoods Community Planning area is comprised of stable low density residential neighborhoods. The areas that exhibit the most potential for positive growth in the community are the predominately commercial parcels along the major roadways. While these areas have many of the urban form characteristics and qualities that make for a successful urban village, they remain auto-dominated areas at a time when greater demands exist for multi-modal transportation, mixed-use and walkable environments. Several opportunities exist to make these areas more pedestrian, bicycle and transit-friendly neighborhoods, with growth that enhances an exceptional quality of life and healthy living. This element describes the existing and proposed urban form and highlights some of the opportunities for urban design.

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*The natural setting is a defining characteristic of the Encanto Neighborhoods.*

**FIGURE 4-1: Neighborhoods**



*The community's eight neighborhoods are defined by arterial streets and the trolley corridor.*

## 4.1 Urban Design Framework

### Existing Land Form Snapshot

The naturally hilly topography sloping down from such areas as Emerald Hills and Radio Canyon to Chollas Creek defines the central land form of the Encanto Neighborhoods Community Planning Area. Chollas Creek is at the “heart” of the community and creates natural links that offer opportunities for enhanced connectivity, wildlife habitat, and passive as well as active recreational open space.

The edges and limits of Encanto Neighborhoods are clearly defined by the State Route 94 highway to the north, Interstate 805 highway to the west, 69th Street toward the east and Skyline-Paradise Hills Communities and the National City boundary to the south. The trolley corridor bisects the community east-west, adjacent to Chollas Creek, and serves as a dividing line between the northern and southern neighborhoods. Freeways SR-94 and I-805 divide the area from adjoining communities. However, they also establish a clear definition of community boundaries that contribute to a distinct sense of place and a marked identity.

The community is served by four major streets - Market Street, Imperial Avenue, Euclid Avenue, and 47th Street - that together form a transit backbone within the area and provides connections to surrounding communities. There is no prevailing block pattern in Encanto; rather it is largely driven by topographic conditions and suburban development patterns.

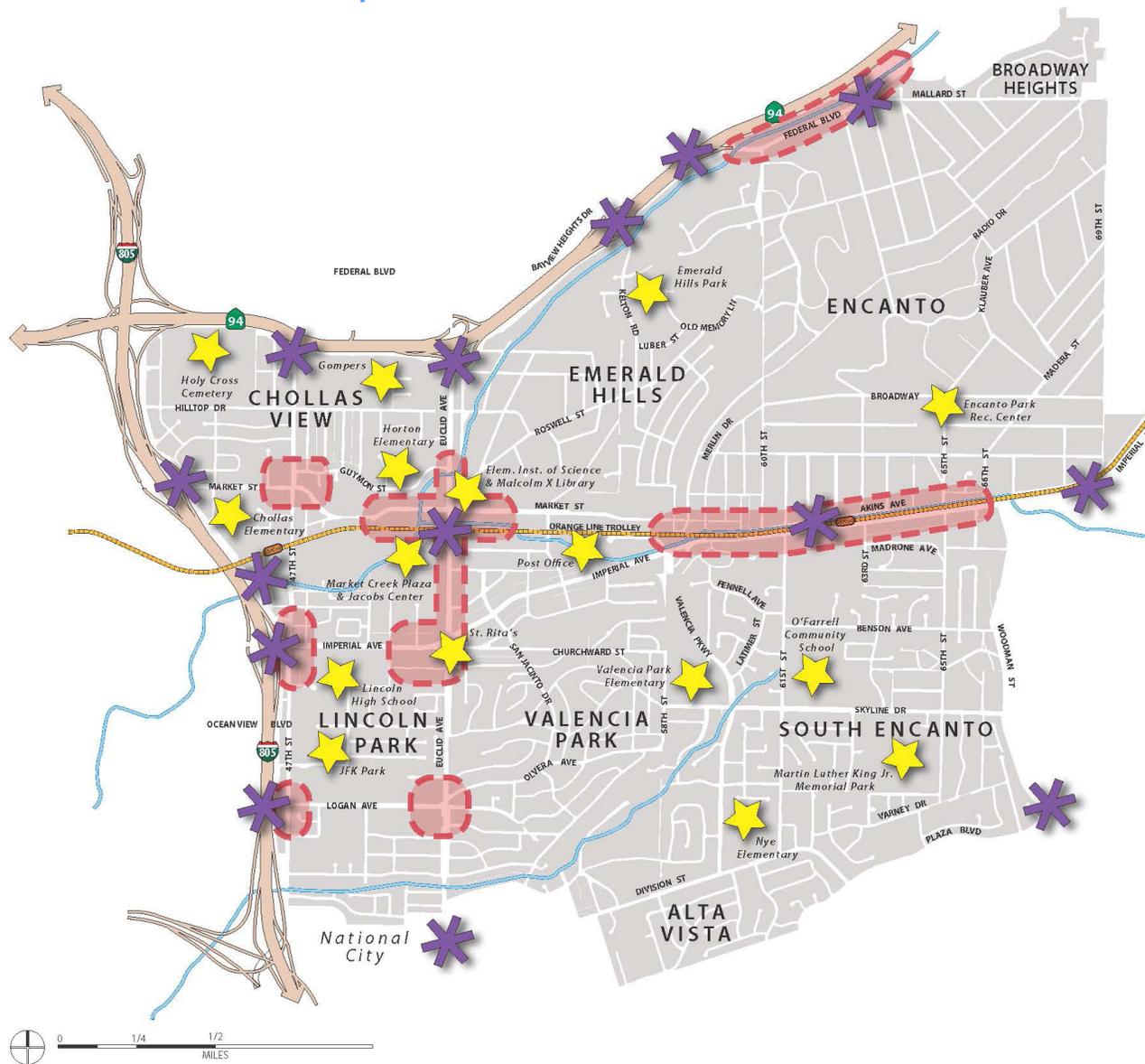
Development patterns in the community are highly varied and interrupted by natural, vacant and underutilized

land parcels that create perceivable gaps in the area’s built form. When coupled with collector and major streets that lack consistent landscaped center medians, shade-producing street trees, parkways, wide sidewalks, bike lanes, lighting and street furniture, the impression is of an expansive and ill-defined urban space that lacks visual interest, a sense of place, comfort or public safety. On the other hand, this condition creates a unique opportunity in Encanto Neighborhoods to direct future development and streetscape improvements in a way that defines urban space, creates a sense of place and character and contributes positively to a shared environment.

Encanto Neighborhoods are predominately single-family residential from single-family large-lot homes to compact single-family, and town homes, with a modest amount of garden apartments, multi-family apartments, and two mobile home parks. Commercial buildings tend to be auto-oriented “strip commercial,” with parking in the front. Industrial uses, such as those along Federal Boulevard, Market Street, and Imperial Avenue are low intensity with large outdoor areas that serve as storage space. Several opportunities exist to “retrofit” these patterns and encourage an activated “Main Street” commercial pattern, with street facing storefronts and well planned industrial development that provides jobs while minimizing visual, noise, or particulate matter impacts to adjoining areas.

Industrial areas should be developed as high-tech industrial business park or support services uses along and Market Street and Imperial Avenue east of Euclid Avenue and Federal Boulevard. New multi-family residential and mixed-use development should be situated

FIGURE 4-2: Anchors and Gateways



## GOALS

1. A vibrant, pedestrian-oriented village with a mix of residential, commercial, and civic uses with unique, local character.
2. High quality development and market-rate and affordable housing that contributes to community character and promotes a “Main Street” feel along major corridors including Market Street, Imperial Avenue, 47th Street and Euclid Avenue.
3. Distinctive gateways that celebrate Encanto Neighborhood’s heritage and culture.
4. Convenient and well located public gathering spaces that include lively public plazas within the village area.
5. Distinct neighborhoods and commercial corridors that incorporate strong streetscape themes, wayfinding solutions and design guidelines.
6. Development that promotes a healthy, safe, secure, and attractive urban environment and celebrates surrounding amenities such as Chollas Creek.
7. A comprehensive urban forestry program that significantly increases the tree canopy throughout the community.

The community has several known community anchors and gateway opportunities, linked by major street corridors.

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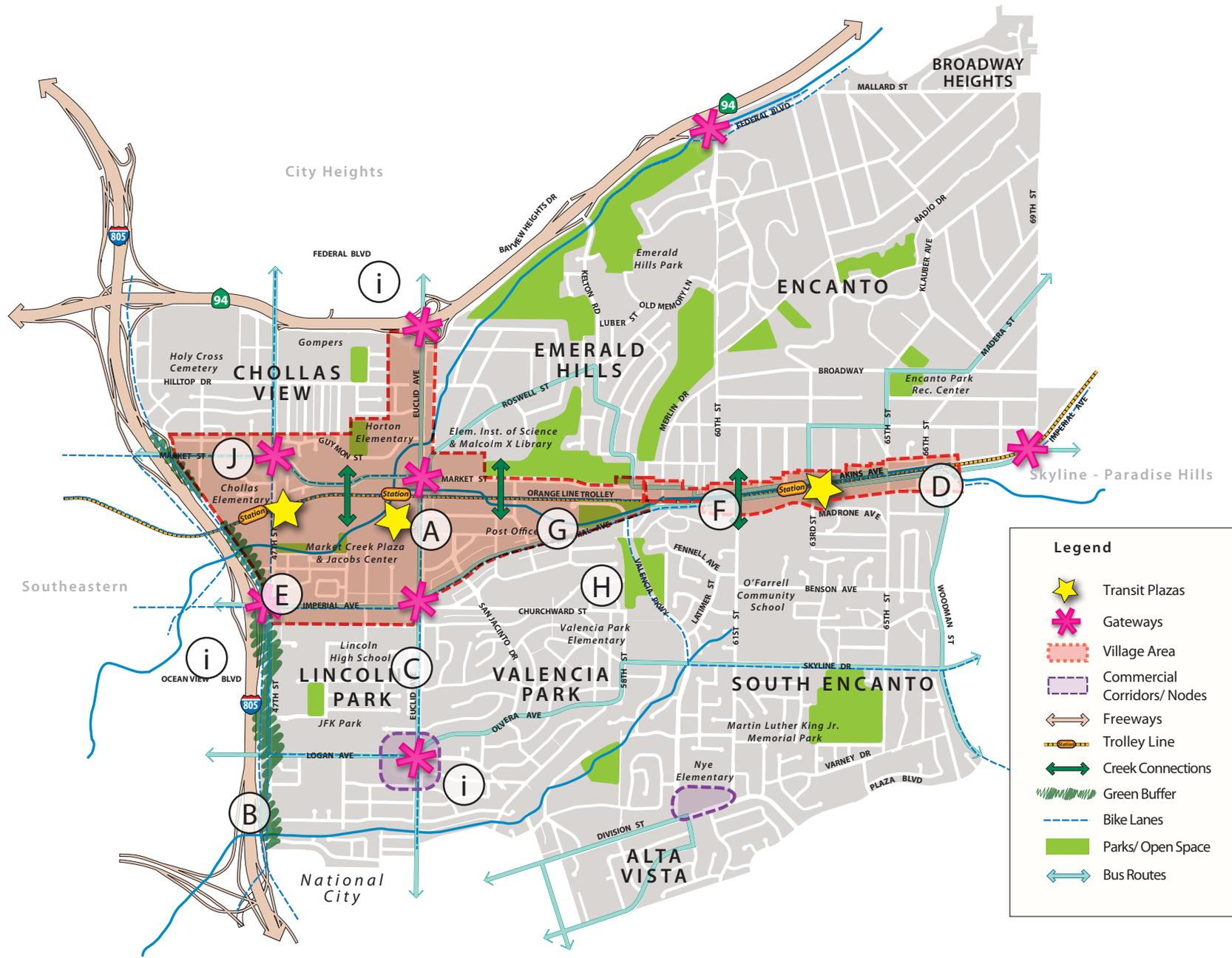


### Urban Design Framework

- (A) The Village at Market and Euclid is the “Village Heart” of the community, with transit-oriented buildings and open spaces and with positive connections to the Chollas Creek
- (B) The environmental effects of the I-805 freeway are addressed with a landscaped buffer/ ring of green that wraps around the community, makes good use of excess right-of-way, offers opportunities for open space and preserves critical views
- (C) A street tree planting campaign along Market Street, Imperial Avenue, 47th Street and Euclid Avenue to make these streets “Green Streets” and recognize their importance as key circulation routes in the community
- (D) Retrofitted strip commercial lots in the community with pedestrian-oriented commercial and mixed-use buildings that address the street edge and corners and create a “Main Street” character
- (E) Underutilized sites along the Chollas Creek become opportunities for a recreational sports complex, park, or community facility that takes advantage of its adjacency to the creek, connects residents to the creek, and recognizes it as an open space amenity in the community
- (F) More trails, paths and bike lanes within canyons and the Chollas Creek, provide greater opportunities for pedestrian access to and across the creek, and more “eyes on the creek”
- (G) The Market Street Corridor east of Euclid (including the Valencia Business Park), and the Imperial Avenue Corridor are transformed into a high-tech business park and employment area with buildings that relate to the street and the creek and provide an active environment
- (H) View corridors are preserved and buildings, streets and views oriented toward the Chollas Creek
- (I) Iconic gateways at key locations in the community through landmark structures, unique signs, public art, landscape features and public plazas
- (J) Enhanced gateway elements and pedestrian-oriented-design at the intersection of 47th and Market.

*Natural open space buffers the community from the freeway (top). A community gateway on Euclid Avenue features plazas and landmarks (middle and bottom).*

FIGURE 4-3: Urban Design Concept Map



**Legend**

- ★ Transit Plazas
- ✳ Gateways
- Village Area
- Commercial Corridors/ Nodes
- ↔ Freeways
- Trolley Line
- ↔ Creek Connections
- Green Buffer
- Bike Lanes
- Parks/ Open Space
- ↔ Bus Routes

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

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TABLE 4-1: GENERAL PLAN “CROSSWALK” TABLE	
COMMUNITY PLAN POLICY	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	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
Streetscape Design	UD-C.7
Pedestrian Access to Developments	UD-A.5, A.9
Site Design & Building Orientation	UD-A.3 - UD-A.6
Building Compatibility & Transitions	UD-B.2
Building Quality, Durability, Materials & Colors	UD-A.4, UD-A.5, CE-A.9

within a quarter mile proximity of high frequency trolley and transit stops in a vibrant urban setting with a mix of pedestrian accessible commercial, entertainments, employment and recreational uses.

### General Plan “Crosswalk”

The City of San Diego General Plan establishes the over-riding policies and goals that guide all community plan policies. Several policies that apply to the Encanto Neighborhoods Community are written and detailed in the General Plan. Below is a “crosswalk” table that highlights key policies that concern Encanto Neighborhoods and which are currently addressed in the General Plan. Refer to the City of San Diego General Plan for these policies.

## 4.2 Development Design

Buildings in the Encanto Neighborhoods should be rich in character, colors, materials and details. Structures should not overwhelm the street or neighborhoods, but adapt to their context and help define public spaces. Height should be reserved for areas where a statement can be made through building form, such as the major intersections in the community or at transit stations. Diversity of the built environment is encouraged through size, rooflines, materials, and building types. Taken together, development in the Encanto Neighborhoods Community should respect cultural identity as well as the rich natural landscape and its significant amenities such as Chollas Creek, and contribute to the high-quality streets and public spaces it seeks to shape.

**P-UD-1:** Require new residential, commercial and mixed-use development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

**P-UD-2:** Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

**FIGURE 4-4: Site Design**



**FIGURE 4-5: Building Corners**

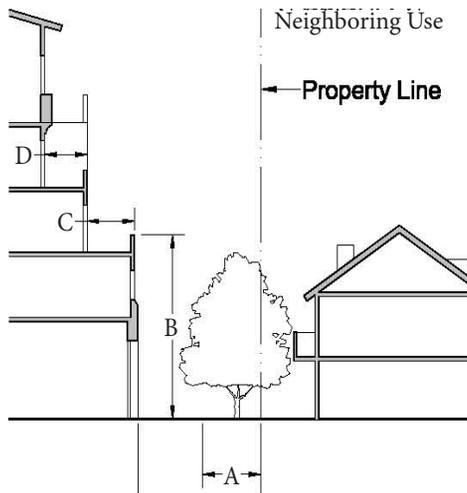


*Typical intersection in the community.*



*Potential built-up intersection with commercial mixed-use that addresses the street corner.*

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**FIGURE 4-6: Building Transition**

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 5' upper story setback should be provided at the third floor for a minimum 75% of the facade*

*D) A minimum 5' upper story setback should be provided at the fourth floor and above for a minimum 50% of the facade*

**P-UD-3:** Ensure that new development includes appropriate setbacks:

- For both commercial and residential streets, provide space for an entry and front landing between the public sidewalk and the private entryway.
- New development should match the existing setbacks of surrounding high quality development to the extent possible.
- Setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks should be used to make the façade of the building attractive.

**P-UD-4:** Design buildings that relate directly to the adjacent street, present an attractive and interesting façade to passersby, and appear inviting.

**P-UD-5:** Create well-defined open spaces and common areas through building form. Arrange building spaces and dwelling units around a central, common and usable open space. For example, buildings can be clustered around courtyards, greenways, and plazas, or form the edge of a trail, creek or canyon.

**P-UD-6:** Maximize the interface, views and access to the Chollas Creek and its surrounding landscape by orienting development towards or including views on to the creek. Provide pedestrian connections to the creek and incorporate the creek into developments as an amenity.

**P-UD-7:** Provide “eyes on the trolley and transit by creating a positive relationship between mixed-use development and transit.

**P-UD-8:** Break down building scale and massing with a pattern and hierarchy of forms to help reduce the visual bulk of the development.

**P-UD-9:** Incorporate smaller-scale architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements, to add visual interest.

**P-UD-10:** Avoid boxy and monotonous facades that lack human scale dimensions and have large expanses of flat wall planes. Articulate building facades by providing offsets and breaks between dwelling units and town homes, living and sleeping areas, and other building program components.

**P-UD-11:** Commercial buildings and windows should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 2 inches.

**P-UD-12:** Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

**P-UD-13:** Ground-floor units should be primarily accessed directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

**P-UD-14:** Entryways should be clearly identifiable. This can be achieved through adding awnings, a front porch, or adding design details.

**P-UD-15:** Establish harmonious transitions and visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.

**P-UD-16:** Link development to existing street and sidewalk patterns and adjacent development. Prohibit developments designed as an enclave or complex apart from the neighborhood.

**P-UD-17:** Hurricane/barbed wire is not allowed as part of any new or existing development.

**P-UD-18:** Chain link fencing shall only be used where it cannot be seen from the public right-of-way.

**P-UD-19:** Building form should celebrate corner locations where topography permits. For neighborhood-serving commercial and mixed use projects, retail entrances should be located at corners.

- Primary residential entrances may be located away from the corner to prevent congestion.
- For all types of new development, special building elements and architectural expressions such as towers, special entries, or cupolas should be used strategically at key locations, to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.

## Residential Development

**P-UD-20:** In new residential developments, repetitious use of identical style and type of dwellings should be avoided. Larger projects in particular result in greater visual prominence of development. Using a variety of structures can result in a more interesting appearance, and can also produce a wider range of housing costs.

**FIGURE 4-7: Storefront Design**



$X_1 + X_2 = \text{Min. } 60\% \text{ of Total Facade Length}$

Active street frontage includes windows, doors and other openings with transparent glazing

Awnings, landscaped planters, lighting, signage and seating are well-integrated in the development and provide a pedestrian scale

Entrances are clearly marked with enhanced paving and dedicated pedestrian paths

Ground floor-to-floor height is a minimum of 13 feet

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*Buildings should visually relate toward the public street (top). Ground-floor uses in commercial areas should be active and pedestrian-oriented (bottom).*

**P-UD-21:** Use of staggered setbacks, varied building heights, widths, shapes, orientations, and colors should be incorporated. Protected courtyards, verandas, facades and porches are also encouraged to promote building variety.

**P-UD-22:** New residential development should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood. Sidewalks should be provided comprehensively along all private streets and should link in a clear manner to existing pedestrian and bicycle ways.

**P-UD-23:** Buildings shall be oriented and visually relate toward the public street. Visible front doors and street entrances or street facing courtyards with dwellings entered from the courtyard are encouraged. The same standards should be applied to buildings with alley frontage.

**P-UD-24:** Garages should not take the place of the main entryway.

**P-UD-25:** Locate potentially noisy areas like parking areas away from dwelling units where possible.

**P-UD-26:** Preserve the existing single-family large lot development in areas where topographic conditions foster large lots and in areas located away from mass transit and transit corridors.

- Preserve large-lot, single-family neighborhoods in order to retain the rural atmosphere which is characteristic of Encanto Neighborhoods.
- Preserve the natural canyons and slopes of Encanto Neighborhoods as part of new residential development.

## Commercial and Mixed-Use Development

**P-UD-27:** Establish a continuous and consistent storefront presence in the community (see additional storefront design guidelines in Figure 4-7).

**P-UD-28:** Where a single-story commercial development is proposed, provide a minimum overall building height of 20-feet to make a significant statement on the street.

**P-UD-29:** Develop at a minimum two-story, “tall box” retail in lieu of one-story, “big-box” retail and take advantage of the height to make a statement at critical intersections in the community.

**P-UD-30:** Design live/work or shopkeepers units on the ground floor to be commercial storefront or gallery space; residential not permitted.

**P-UD-31:** Require new residential, commercial and mixed-use development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

**P-UD-32:** Ground-floor uses should be active and pedestrian-oriented.

**P-UD-33:** Uses that have little need for walk-in traffic should be discouraged from locating in street-front locations.

**P-UD-34:** Buildings with retail, commercial, community or public uses on the ground floor should have a clear floor-to-ceiling height of at least 13-feet.

**P-UD-35:** Ground-floor elevations for commercial uses should generally be level with the elevation of the adjacent public sidewalk,

and not more than two feet above the sidewalk grade.

**P-UD-36:** Ground-floor residential uses should provide a grade change of at least two feet from the public sidewalk to the first floor residence, to protect the privacy of residential units.

**P-UD-37:** In order to promote active residential street frontages, ground floor units should front onto and take direct access from the street, or from a staffed, open and transparent lobby.

### Village Area and Commercial Corridors

The Village at Market Creek area is intended to become an urban village conveniently located along a heavily utilized transit node at the intersection of Euclid Avenue and Market Street. The village, when fully developed, will be activated with a mix of higher density multi-family residential, commercial, mixed-use, hospitality, institutional and business park employment uses as well as a variety of publicly accessible open spaces including public plazas, parks and creek trails. These spaces will attract residents and visitors alike and will become the hub of the community.

The transit nodes surrounding the 47th Street Trolley /Future I-805 Bus Rapid Transit Station and the 62nd Street Trolley Station will also be developed with higher density multi-family residential and will offer community-serving commercial and retail uses in order to reduce the need for residents to travel outside the community to meet their daily needs. These areas also are envisioned to host a variety of pedestrian-oriented retail and entertainment spaces that will create vibrant and active neighborhoods.

**FIGURE 4-8: Building Orientation**



- Street level uses face the primary frontage
- Recessed entries provide articulation in a continuous facade
- Pedestrian paseos link parking to the main street and provide secondary store frontage
- Street wall articulation adds visual interest and provides pockets of respite for pedestrians
- Varied building heights and massing create distinct elements and contribute to a fine grain human scale
- Details such as porches, balconies and arcades help activate the street



*Buildings should face the street, provide a positive appearance, and place active uses and “eyes” on the street.*

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### Industrial Development

**P-UD-38:** New industrial development should recognize that Encanto Neighborhoods is primarily a residential area and should blend with the existing character, and incorporate traffic calming measures.

**P-UD-39:** Varying building heights and setbacks should be used to define different functions such as offices and warehousing.

**P-UD-40:** Exterior wall materials that contain integral colors and textures, such as pre-cast concrete, brick, concrete masonry and split-faced block are encouraged.

**P-UD-41:** Entrances should be provided along street frontages. Continuous, blank walls on the street at the front or street side of the property should be avoided. If long walls

are necessary and visible from the street or from adjacent residential areas, some form of visual relief should be provided. This can be accomplished through use of color and/or material changes, applied graphics, or applied architectural elements such as plasters or corbels.

**P-UD-42:** Loading docks should be located away from front streets or should be designed or screened in such a way as to make them a complementary feature of the building.

**P-UD-43:** Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

**P-UD-44:** Curb cuts should be minimized to allow more landscaping and parking along the streets.



Existing view of Market Street east of Euclid Avenue.



Illustrative view showing how village-style development could look.

Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

## Access to Light and Air

**P-UD-45:** Design the orientation and configuration of new development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

- Buildings should avoid configurations that rely solely on narrow side yards for access to air and light.
- Courts, niches, alcoves, and other spaces should be provided in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

**P-UD-46:** New residential and mixed-use development shall maximize access to private outdoor space, and light while ensuring an adequate level of privacy of all residents. Design considerations include:

- Windows and balconies should not face or overlook each other.
- Residential balconies are strongly encouraged.

## Iconic Buildings

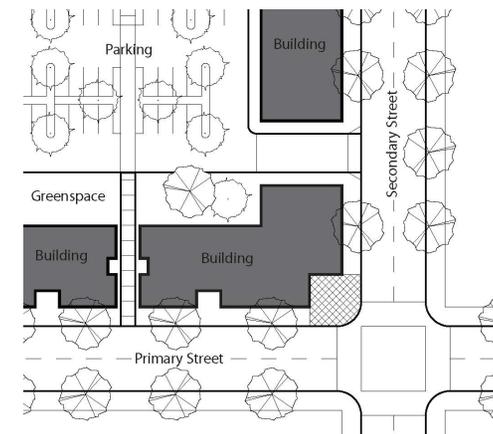
**P-UD-47:** Provide iconic buildings at key gateways and intersections in the community and as shown on Figure 4-3. Buildings should incorporate the following elements:

- Distinct building forms
- Accentuated building corners and frontages, including an increase in the overall building height where warranted
- Dedicated entry court and/or public plaza

**FIGURE 4-9: Building Orientation to Open Space**



*Locate parking within a development's interior by wrapping parking garages with active uses, such as housing and retail.*



*Parking is located to the rear of the site with buildings fronting the street and clear pedestrian paths to parking.*

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Prominent buildings include the Elementary Institute of Science, St. Rita's, and Jacobs Center.

- Public art
- Unique signs
- Landscape features and lighting
- Variation in exterior building materials

### Green Building Practices and Sustainability

Development of new infill buildings and retrofitting of existing buildings should take into account green building practices and sustainability. When green building practices and sustainability are intrinsic in the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the community. Please also see the Conservation and Sustainability Element for a discussion of an array of energy generation technologies and sustainability practices.

**P-UD-48:** Minimize building heat gain and appropriately shading windows through techniques including:

- Orienting new buildings to minimize east and west facing facades.
- Where possible, configuring buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
- Awning, canopies and deep-set windows on south facing windows and entries.
- Utilizing vertical shading and fins on east and west facing building facades.
- If the overhang is less than half the vertical window height, a sunshade is required.

- Installing high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Creating low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Including high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

**P-UD-49:** Incorporate environmentally conscious building practices and materials by using durable construction materials, low emitting materials and finishes, as well as recycled materials.

**P-UD-50:** Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Adding vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Building roof gardens, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

**P-UD-51:** Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

**P-UD-52:** Encourage and integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

**P-UD-53:** Encourage building design, construction, and operating practices that can reduce or eliminate the negative impacts of development on the environment and human health, and that are integrated into the framework and character of the surrounding community.

### Quality, Durability, Materials and Colors

**P-UD-54:** Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using inauthentic materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, inauthentic materials should not be the dominant façade material, and should not be used for detailing or ornamentation.

**P-UD-55:** Brick, stone, tile, veneers or other applied materials should terminate logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so that they don't appear superficially affixed to the façade.

**P-UD-56:** Incorporate materials with recycled content, use regional materials (locally harvested, manufactured and/or appropriate to local climate) and rapidly renewable materials (such as bamboo, cork, wheat board, cotton insulation, or wool).

**P-UD-57:** Make site elements (such as walls, planters, shade structures and fences) consistent with the overall development's design and material palette. Fence and wall color shall be compatible with the development and adjacent properties.

**P-UD-58:** Treat all publicly visible façade of a building equally in terms of materials, colors, and design details. The building should have a finished appearance on all visible sides.



*Eco-roofs, permeable paving, and bioswales are strategies to reduce solar heat gain and integrate stormwater management.*

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High quality, durable materials (top). Materials, plantings, and a change in level help distinguish different uses (middle and bottom).

### Public Art and Cultural Expression

- P-UD-59:** Promote public art and cultural amenities as key features of buildings, common areas, and open space areas of a project.
- P-UD-60:** Collaborate with artists, residents and community members during the design and construction of the project to integrate art into development projects.
- P-UD-61:** Promote art at critical “gateway” intersections in the community and around transit stops to serve as an expression of community identity and pride. Figure 4-2, “Anchors and Gateways” shows the locations of key community gateways.

### Designing for Defensible Space

The concept of territoriality and defensible space should be considered in designing public and private improvements. This is accomplished sensitively by designing:

- P-UD-62:** Buildings and grounds that “self-police” so that residents may participate in its security.
- P-UD-63:** Windows that are positioned to allow residents to have visible sight lines or “eyes on the street” toward public spaces, parking areas, and entrances to dwellings.
- P-UD-64:** Common spaces and entryways should be visible from the street, allowing clear vision by neighbors and law enforcement officers.
- P-UD-65:** Locating sidewalks or paths between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.

- P-UD-66:** Providing night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.
- P-UD-67:** Buffering parking areas from the street with planting while allowing for surveillance if low shrubs and ground covers are used.
- P-UD-68:** If security fencing is used, attention should be given to its detailed design. Fencing should be an architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.

## 4.3 Streetscape and Public Realm

Streets and public spaces in the Encanto Neighborhoods are essential elements to help define and unify the built environment and community identity. Continuous rows of shade-producing street trees shall line most streets in the community, providing shade, a reduction in the urban heat island effect, a sense of place, and a human scale. Sidewalks should be wide and provide ample space for a variety of activities. Street amenities and furniture, such as benches, pedestrian-scaled lighting, signs and planters, and bike racks make for a comfortable walking environment. Special attention should be placed on paving design, and public art adding to the interest and a sense of pride in the community. Streets and public spaces serve to connect homes with businesses and shops, enhance the Encanto Neighborhoods public realm.

**P-UD-69:** Create publically accessible plazas that are either within the interior of the development or at building street corners.

**P-UD-70:** Accentuate key focal points, entrances, gateways and corners of a development with art, signs, special lighting, specimen trees and accent plant materials.

**P-UD-71:** Define the edges, boundaries and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates and paving materials.

**P-UD-72:** Create a strong sense of edge along streets and open spaces by incorporating a continuous row of trees and/or by providing consistent building setbacks.

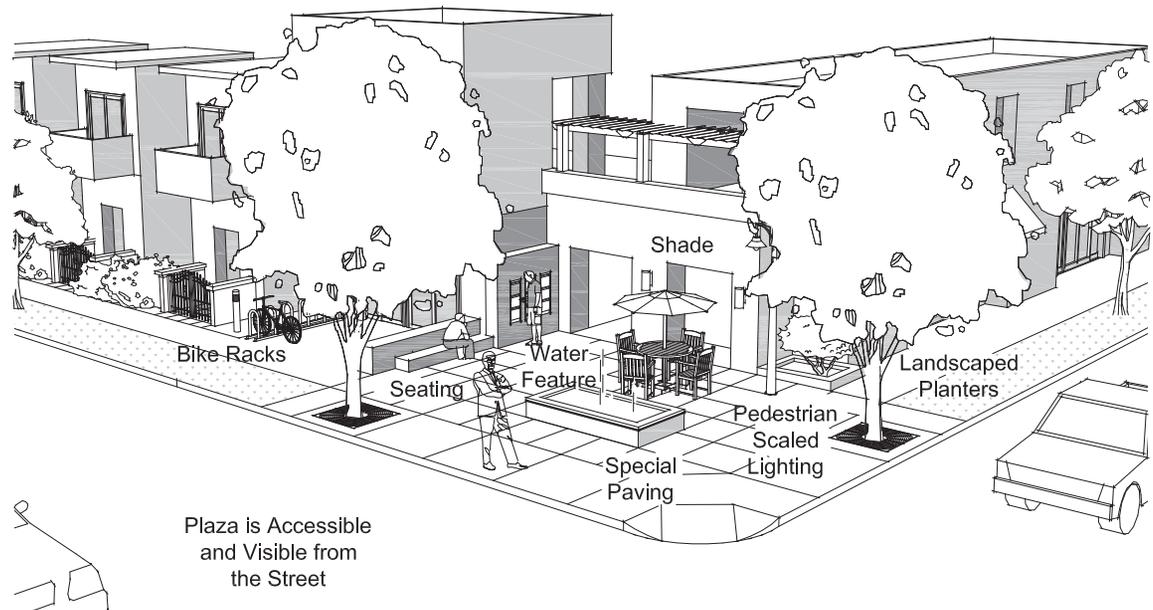
**P-UD-73:** Provide continuous and consistently designed right-of-way improvements, so that a development project reads as one unified project. Create a seamless connection of landscape improvements between properties and across streets.

**P-UD-74:** Use streetscape elements, including kiosks, walkways, street furniture, street lighting and wayfinding signage to enhance the appearance and function of commercial developments.

**P-UD-75:** Provide bicycle racks at community nodes such as schools, libraries, retail developments and transit stops. Rack and storage areas should be located within public view, but should not impede pedestrian use of adjacent walks.

**P-UD-76:** Provide waste receptacles in high traffic areas such as parks, plazas, transit stops and retail developments in conjunction with building entries and/or outdoor seating areas but should not impede pedestrian use of adjacent walks.

**FIGURE 4-10: Corner Plaza**



*Provide corner plazas with amenities for pedestrians and cyclists and with entry features, such as a fountain or artwork.*

**P-UD-77:** Minimize the visual effects of service access and alleys from Imperial Avenue and secondary streets and prohibit direct access from these streets where alley access is possible.

**P-UD-78:** Provide continuous storefronts that face the street, are contiguous to the sidewalk and, where possible, support the use of sidewalks for outdoor seating, dining and cafes.

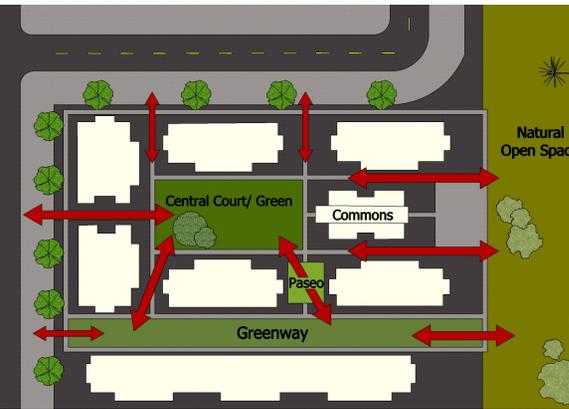
**P-UD-79:** Design the spaces between buildings (paseos, plazas, courtyards, terraces, arcades, colonnades, etc.) to connect development to transit, and create a sense of transition between indoors and outdoors.



*Use street furniture and other streetscape elements to enhance appearance and function.*

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**FIGURE 4-11: Site Connectivity**



*Provide pedestrian walkways or “paseos” to and through residential developments to connect residential with adjacent commercial uses.*

### Pedestrian Environment and Connectivity

**P-UD-80:** Require all developments exceeding one (1) acre in size to provide a comprehensive, internal circulation system of walkways, access ways and drives that are designed as “complete streets” and take into account all modes of travel, including bicycles.

**P-UD-81:** Provide direct pedestrian connections to transit. This includes convenience and comfort factors for residents, such as direct access, widened sidewalks, shaded seating opportunities, and weather protection provided near public transit stops and trolley stations.

**P-UD-82:** Provide dedicated, direct and identifiable pedestrian access from the street into the project. Define and emphasize building entrances with accent colors, enhanced paving, awnings, or overhead trellises. Entrances should be human in scale, well lighted and inviting to pedestrians.

**P-UD-83:** Prohibit above ground utility placement in the pedestrian path of travel and support the undergrounding of utilities wherever possible to improve visual quality in the community.

**P-UD-84:** Facilitate pedestrian access and connectivity across different sites and land uses in the community:

- Discourage primary pedestrian circulation through parking lots as access to storefronts or commercial areas of a mixed-use development.
- Develop plazas, “paseos”, sidewalks and decorative internal crosswalks for pedestrian access to the parking areas and streets.

- Develop pedestrian and bicycle access to and through residential areas that terminate in dead-end cul-de-sac streets.
- Provide individual entries to commercial and retail establishments directly off the street and/or through an entry plaza.
- Provide pedestrian and bicycle access at regular intervals across the trolley tracks, canyons, Chollas Creek, and other natural barriers.
- Integrate resting and waiting areas into mixed-use developments, linking plazas, trails, paths and transit-serving retail offered within and around the development.
- Limit perimeter walls around commercial sites to establish better visual and physical connection between commercial, mixed-use developments, and the residential neighborhoods. Incorporate publicly accessible walkways between properties.

### Alleyways

Alleyways are an infrastructure resource for access to parking, loading docks, refuse collection, public infrastructure as well as utilized as a local circulation connection by pedestrians and bicyclists. Alleys should be improved where they currently exist and included in new development where alleyways are not present with the following features:

**P-UD-85:** New development along major transit corridors should create alleyways if none exist, in order to provide rear service and parking access.

- P-UD-86:** Screen all service, loading docks, and platforms from public view.
- P-UD-87:** Trash bins should be screened from view at all times and may not intrude into the alley right-of-way.
- P-UD-88:** Utilize permeable paving, bio swales, green alleys and/or other stormwater design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.
- P-UD-89:** Include alley lighting to bolster security and defensible space and deter unwanted activities.
- P-UD-90:** Provide graffiti abatement on blank wall surfaces through planted walls and fences. Surfaces unplanted should be treated with graffiti deterrent coatings and maintained in a graffiti free condition.
- P-UD-91:** All utilities within the alleyway should be undergrounded and poles or utility conveyances removed from the right of way. No above ground utilities or access boxes may be installed or encroach into the alley right-of-way.

### Topography and Landscape

- P-UD-92:** Design buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.
- P-UD-93:** Consider views into and from sloping areas. The treatment of rooftops should be varied on sloping sites, rather than

consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.

- P-UD-94:** Terrace development down toward the creek and trolley corridor by providing upper-level step backs and decks, landscaped terraces and patios.
- P-UD-95:** The area's natural base of hillsides, hilltops, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.
- P-UD-96:** Structures should be designed to fit into the hillside, complementing the land's natural character, rather than altering the hillside to fit the structure.
- P-UD-97:** Sloping sites offer opportunities to create and emphasize unique characteristics such as outdoor decks, roof gardens, bay windows and/or terraces.
- P-UD-98:** Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.
- P-UD-99:** Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.
- P-UD-100:** Whenever feasible, landscaped and private open spaced areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

**FIGURE 4-12: Sidewalk Zones**



*Create alleyways to provide rear service and parking access.*

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*Street banners contribute to gateways and a sense of community pride and identity (top). Pedestrian scaled lighting (bottom).*

**P-UD-101:** Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade and add color, texture and visual interest.

### Lighting and Signage

**P-UD-102:** Lighting should be used to add drama and character to buildings and landscape, ensure public safety, and enhance nighttime activities.

**P-UD-103:** Lighting should be designed as an integral part of the building that is consistent with its architectural character.

**P-UD-104:** Levels of illumination should be responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired on buildings and areas with higher levels of nighttime use.

**P-UD-105:** Light pollution and unnecessary glare should be avoided. In order to help maintain dark skies at night, lighting should be directed downward when possible. Where this is not possible, such as when illuminating landscaping or buildings to highlight attractive features, lighting must be carefully controlled to avoid light spillage into the sky or onto neighboring properties. Light fixtures used to illuminate buildings, landscaping or signage should be concealed.

**P-UD-106:** In pedestrian-oriented areas, energy efficient lighting sources with warm

white color and good color rendition are recommended.

**P-UD-107:** Electric sources should be concealed and not conflict with architectural detailing.

**P-UD-108:** Install lighting to meet or exceed City Standards throughout the community for added safety, visibility and comfort.

**P-UD-109:** Provide pedestrian-scaled lighting, as well as ambient lighting, along all walkways, internal corridors, common areas and garages within a development.

**P-UD-110:** Support the creation of Landscape Lighting and Maintenance District to sustain community amenities exceeding the City Standard or of a particular aesthetic design consistent with the community character.

**P-UD-111:** Provide clear, legible and professionally designed building address and other signage to identify the development and improve wayfinding and circulation.

- Standardize the format and design of multiple signs within a single development for uniformity and consistency.
- The design, selection and placement of all site signage should be consistent and compatible with the overall site design and architectural character of the development.
- Encourage and promote street banners and logos along all commercial corridors in the community

**P-UD-112:** Place signs at a height that will ultimately allow sign visibility under tall shade trees.

*Trees should be allowed to grow to create a full canopy, without obscuring signage.*

## Parking

Integrate convenient, secure and accessible parking areas for bicycles and cars within an individual development project and throughout the community in ways that do not conflict with pedestrian circulation and overwhelm public spaces in the community.

**P-UD-113:** Minimize the visual impact and land area dedicated to parking, and automobile circulation, by minimizing garage entrances and providing parking access from the alleyways where possible.

**P-UD-114:** Underground parking should be consolidated for multiple properties, where opportunities arise, to reduce the average cost of construction and minimize the number of curb cuts and garage entrances.

**P-UD-115:** At grade parking is strongly discouraged. Where at-grade parking is necessary, it should be wrapped with buildings on both the primary and secondary street frontages.

**P-UD-116:** Eliminate curb cuts with new development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

**P-UD-117:** Integrate bicycle parking or storage that is convenient, secure and easily accessible within new development.

**P-UD-118:** Soften the impact of parking areas, garages and drive aisles on the surrounding development, streets and other open spaces with the following design measures:

- Use vines, shrubs, trees, xeriscape, and solar panels around garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. Berms, bushes or fencing should be used to screen parking lots that front roadways.
- Wrap the street side of tuck-under parking with livable spaces and building entrances to mask the parking and place more active uses on the street.
- Create buffer zones between parking areas and the street. These zones can be created with walkways, landscape or earth berms. Visual buffering should allow a line of sight into the parking area to allow opportunity for surveillance. Provide landscape buffers between drive aisles, parking areas, pedestrian walkways, residential units and communal areas.



*Wrap parking with active building uses (top). Use vines, shrubs, and trees to screen parking (middle and bottom).*

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*Vines and landscape should be used for screening (top). Screen all visible building equipment, utilities, and trash enclosures in a manner consistent with the building (middle and bottom).*

### Buffers and Screening

**P-UD-119:** Address the potential nuisances caused by higher intensity uses and reduce the visual dominance of service areas by implementing the following design measures in the development:

- Provide a clear demarcation between public and private areas, as well as residential and non-residential uses, with separate building entrances, building and landscape design features, building separations, access control or a change in levels and materials.
- Provide landscape buffers and/or low patio walls to reduce noise impacts and protect the privacy of residential units along high-traffic streets and intense uses.
- Mitigate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
- Use public spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.
- Screen all visible building equipment, utilities, trash enclosures and service/maintenance areas in a manner that is consistent with the appearance of the building, its materials and color and surrounding landscape.

### Service Areas and Truck Access

Service areas and truck access is an essential commercial and industrial function. The functions should be sensitively planned to minimize the visual, noise, and traffic impacts on adjacent properties and public spaces.

- P-UD-120:** Provide separated commercial and industrial parking and staging areas
- P-UD-121:** Establish clear rules of operation for the joint use of these areas.
- P-UD-122:** Discourage direct truck access directly off major streets. Truck access should be directed to alleyways where possible.
- P-UD-123:** Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.
- P-UD-124:** Screen all loading docks and platforms from public view. Loading docks should be located away from front streets and should be designed or screened in such a way as to make them a complementary feature of the building.
- P-UD-125:** Strongly discourage the use of chain link or other open fencing in the front and street side yard or in any situation where an industrial project adjoins other uses. Wrought iron fencing is preferred to chain-link fencing.

## 4.4 Urban Forest

The community plan's street tree concepts are based on existing tree patterns, existing / future land use, and species appropriate to San Diego as listed in the City's Street Trees Selection Guide. The intent is to create a comprehensive and prescriptive street tree plan to help unify major corridors, provide shade and street tree coverage within the public right of way, and to enhance the urban forest. Since the neighborhoods presently lack substantial tree canopy, existing trees should not be removed unless redevelopment, disease or appropriateness of the tree determines replacement to be necessary or desirable.

### Street Tree Character Drivers

The community's range in development patterns, such as the medium density of Lincoln Park or the lower density character of eastern Encanto Neighborhoods begins to suggest different tree character are appropriate for each of these different neighborhoods. Areas with "semi-urban character" have a fragmented street grid, medium density, and moderately-sized planting zones on private property or along the public right of way. "Semi-rural character" areas are lower density, have little to no space allocated in the public right-of-way for trees, larger planting areas on private property, and is often near large open spaces.

Outside of development patterns, existing and proposed land uses require additional consideration for tree species selection. For example, trees in retail areas should provide shade and have seasonal interest while not obstructing visibility to businesses and signage.

This should not preclude tall shade trees, however: if correctly pruned, tall trees will ultimately provide a shade canopy above the signage and streetlights. The species of trees should be selected to discourage unnecessary pruning of their natural shape. Industrial zones should have trees focused on screening unsightly activities or large blank walls. Street trees in residential areas should focus on providing shade for homeowners and pedestrians while considering ease of maintenance. Street trees adjacent to park or open spaces should use a similar palette to expand the park's presence. In all instances, consideration should be given to selecting tree species that are appropriate for the location to discourage un-necessary pruning, available planting areas and widths, non-aggressive roots to reduce potential damage to sidewalks, drought tolerance, and ease of maintenance and establishment.

### Street Tree Corridor Hierarchy

Figure 4-13 identifies and breaks down major corridors into three general categories: primary corridors, secondary corridors, and neighborhood collectors. Selection is based primarily on existing patterns, but simplified. The overall goal is to create design unity while providing flexibility that relates to the overall street hierarchy. A single dominate tree species should be used within each development or block, but there may be variety of tree species along the entire corridor length.

### Street Tree Palettes

The proposed street tree palettes identified in Figure 4-13 are based upon trees species that are already present in the neighborhood, appear to be performing well,



*Landscaping should serve as sustainable infrastructure (top). Street trees should be placed to maximize tree canopy in open parkways where feasible (middle and bottom.)*

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*Brisbane box (top), Carrotwood (middle), and Jacaranda (bottom) are identified as thematic street trees for Euclid Avenue, Market Street, and Skyline Drive, respectively.*

and appropriateness for their proximity within the community. For those streets without a strong existing pattern, adjacent corridors or the area's overall character was used to determine tree species. Identified gateways may have a secondary or accent tree to highlight a given area's significance or entrance into the community. Due to San Diego's Mediterranean climate, tall shade tree species should be used as much as possible to compensate for the increasing extent of the urban heat island effect. Where streets cross Chollas Creek, a native riparian species, such as the California Sycamore or Coast live oaks should be utilized to highlight the waterway and significance of the Chollas Creek corridor.

### Neighborhood Tree Selection

Historical neighborhood street tree plans have allowed a wide range of tree species on residential streets which have resulted in the pattern of a diverse tree species. This diversity makes prescribing specific trees species difficult to implement and enforce, but provides an added benefit by not creating a monoculture urban forest that is susceptible to dying from a singular diseases or pests. Existing strong patterns should be preserved and enhanced where feasible, such as the silk oak trees along F Street near Holy Cross Cemetery or the jacarandas found along Bollenbacher Street, as indicated on Figure 4-13. Trees that do not provide adequate canopies, such as palms, eucalyptus, or Italian Cypress should not be allowed as primary street trees for future development.

### Street Trees and Urban Forest Policies

- P-UD-126:** Incorporate shade-producing street trees along all streets and roadways.
- Maximize tree shade canopy - the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
  - Space street trees no further than 20 to 30 feet on center, depending on the species, to achieve a continuous canopy.
  - Require a double row of street trees where sidewalk/setbacks exceed a total of 15 feet.
  - Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.
  - Plant maximum 15-gallon large species (as appropriate), shade-producing trees within metal tree guards along commercial streets.

*The size at planting should not 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. These smaller trees can be protected through the use of metal guards. Tree grates are not recommended. If they are installed, they need maintenance at regular intervals to ensure grates do not girdle trunks.*

- P-UD-127:** Maintain street trees by coordinating public agencies with private enterprises responsible for tree maintenance. Ensure that a tree maintenance and watering plan is in place for all new and redeveloped areas. Maintenance is the most important aspect of a healthy community forest.

FIGURE 4-13: Street Tree Corridors and Proposed Neighborhood Street Trees

LEGEND

- - - District Boundary
- Neighborhood Boundary
- Neighborhood Gateway**  
Neighborhood Planning Groups to approve palette to distinguish key community nodes
- ✻ **Chollas Creek Crossing**  
Use riparian tree to identify creek
- Primary Corridor**  
Single tree species to promote unity
- Secondary Corridor**  
One or two species to promote unity while allowing for some flexibility
- Neighborhood Collector**  
Two or three species to promote unity while allowing for flexibility



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## 4.5 Urban Design Vision Illustratives

Five key concepts of the Urban Design Element Framework are:

- Build Around Transit Stations;
- Focus Activity at Critical Intersections;
- Make Euclid Avenue a Gateway to the Community;
- Transform Market Street into a High-Tech Corridor;
- Embrace the Creeks and Canyons.

The following images show how existing settings could be transformed in a way that embodies the Community Plan’s urban design goals.



*Conceptual future development at Akins Avenue at 61st Street.*

## Build around Transit Stations

*This hypothetical simulation shows how improvements can be focused around existing trolley stations in the community, with new residential and mixed-use development focused around the trolley and with landscape and amenities that provide comfort and amenities to transit riders.*



*Akins Avenue at 61st Street.*

*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

## Transform Market Street into a High-Tech Corridor

*This hypothetical simulation shows how the area along Market Street that is designated Business Park can be transformed into an employment center with a combination of light industrial warehouse uses and high-tech business park. Sidewalks, bike lanes, and enhanced bus stops contribute to making Market Street an active circulation corridor.*



*Market Street between Euclid Avenue to 54th Street.*

*Conceptual future development Market Street between Euclid Avenue to 54th Street.*



*Conceptual street layouts, cross sections, lane dimensions, and bicycle facility configurations are provided to demonstrate general feasibility of proposals only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.*

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### Focus Activity at Critical Intersections

This hypothetical simulation shows how improvements over time can begin to “fill-out” the intersection at Euclid and Imperial Avenues and create a neighborhood village that supports a mix of uses, greater pedestrian activity, transit and a sense of place. The triangular site at the southwest corner of the intersection offers a great opportunity for a transit-focused plaza with pedestrian-scaled amenities, such as a water feature, seating areas and a grove of street trees. Buildings have the opportunity to address this irregular street intersection with unique structural elements, such as towers, chamfered or rounded corners and urban plazas. This hypothetical simulation shows how improvements over time can begin to “fill-out” the intersection at Euclid Ave. and Market St. and create a community village that supports a mix of uses, greater pedestrian activity, transit-oriented development and a sense of place and community “heart”.

Bird-eye-view of Euclid Avenue and Imperial Avenue as it is today with a transit plaza and street improvements.



Bird-eye-view of Euclid Avenue and Market Street as it is today with some street improvements.



Bird-eye-view of Euclid Avenue and Imperial Avenue with a greater mix of buildings and street improvements.



Bird-eye-view of Euclid Avenue and Market Street with a greater mix of buildings and street improvements.

## Focus Activity at Critical Intersections

*This hypothetical simulation shows how improvements can create a gateway to the community at Euclid Avenue and SR-94. Improvements should support a mix of uses, create pedestrian activity, and a sense of place.*



*View south on Euclid Avenue from SR-94.*



*Illustrative view from Euclid and SR-94 with new development and public space.*

## Enjoy the Creeks and Canyons

*This hypothetical simulation shows how improvements along the Radio Canyon can begin to transform this community asset into an attractive amenity, with bicycle trails, pedestrian paths, lighting and native landscape.*



*Radio Canyon.*



*Conceptual multi-use trail in Radio Canyon.*

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