
URBAN FORM

GOALS

This element includes a discussion of public urban spaces, the relationships between exterior spaces and the relationships between buildings in San Ysidro.

- Develop a more cohesive San Ysidro, a community connected socially, visually and physically.
- Create architecture that reflects the history and climate of the area, the needs of San Ysidro residents, business people and visitors, and that revitalizes and maintains existing buildings and public spaces, including sidewalks and streets.

EXISTING CONDITIONS

The San Ysidro community is challenged by several major social and economic conditions that affect its physical urban form. Many of these have been discussed in other elements of this plan and include:

- A close cultural and commercial trade relationship with Mexico and the millions of people, tourists, business people and workers, that cross the International Border with Mexico every year.
- The lack of economic vitality that exists in the community while large number of tourists pass through its boundaries every day.
- The need for sensitively designed, affordable housing for San Ysidro residents.

These conditions contribute to the shape that the urban environment takes and have resulted in a series of issues that have been identified through discussions with many San Ysidro residents, landowners, business people and design professionals. The issues have been grouped into two categories: The Divided Community and Architecture.

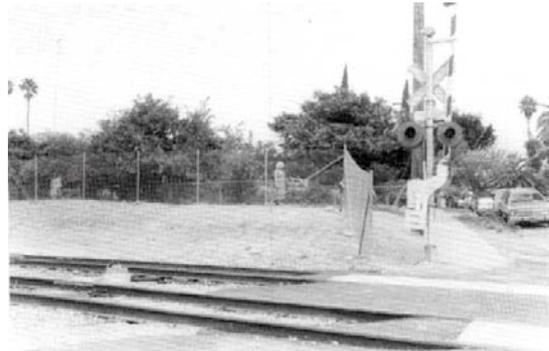
The Divided Community

The community of San Ysidro (and all of South San Diego) is isolated from the rest of the City of San Diego, separated by several municipalities and tenuously connected to it by two interstate highways (I-5 and I-805) and a strip of land under the bay.

Within the San Ysidro community, neighborhoods are isolated from each other. San Ysidro was originally laid out in a grid pattern with major avenues running north and south and organized around a central linear park. This historic pattern has been undermined in the last several decades by the construction of major freeways, the trolley (and railroad) line (the original rail line ran along San Ysidro Boulevard) and indiscriminate and often insensitive development. Discussed below are conditions which contribute to the sense of isolation and division within the community:

- **The community is bisected by the trolley line and railroad tracks, I-5 and I-805 and several major roads.** The southern and western neighborhoods are separated from the rest of the community by I-5 and are bounded by the Tijuana River Valley and the International Border. The eastern neighborhood is separated from the rest of the community by the railroad and trolley tracks and I-805. The northern and older central neighborhoods are separated by the railroad and trolley tracks and Beyer Boulevard.

The trolley line and railroad tracks, the interstate highways and major roads act as physical barriers, impeding not only vehicular circulation (access points such as cross streets and under and over passes are very limited in number) but pedestrian circulation as well. San Ysidro has a great deal of pedestrian activity, yet there are few pedestrian connections across these barriers and those that do exist, particularly the pedestrian bridges across I-5 and I-805, are uninviting, graffiti-covered concrete and chain link.



Pedestrians walk directly over the trolley tracks.

In the older central residential neighborhoods (including the historic neighborhood), there are few pedestrian connections linking areas north and south of the trolley/railroad corridor and no pedestrian connections linking the Beyer Trolley Station with the surrounding neighborhoods, linear park and nearby commercial districts. Pedestrians instead walk directly on the trolley tracks. In addition, the trolley/railroad corridor passes through these neighborhoods with no buffer between the corridor’s chain link edge and the quiet residences immediately adjacent. The frequent (every 15 minutes during the day) clanging of trolley horns and bells disturbs nearby residents.

- **There is no real “center of town.”** The historic center of the community, the linear park with the library serving as an anchor, dead ends at San Ysidro Boulevard near Via de San Ysidro. There is no link to the rest of the community. The strength of this potential central focus is limited by the traffic congestion on the Boulevard (this is the most congested intersection in the community), the lack of a link from this area to the rest of the community and the deterioration of the adjacent historic commercial core.



Pedestrians on San Ysidro Boulevard

- **San Ysidro Boulevard traffic creates a barrier to the pedestrian.** San Ysidro Boulevard, the community’s “main street,” is heavily traveled by pedestrians, particularly from the border to Dairy Mart Road. However, there are few places along the street where pedestrians can safely cross to the other side of the Boulevard and the neighborhoods beyond.

- **The southern portion of the community suffers not only from isolation from the rest of the community but from a poorly defined edge.** The southern portion of the community is bounded by the Tijuana River Valley to the west and the International Border with Mexico to the south. Development in this area of San Ysidro consists of several large multifamily and commercial projects, ending abruptly in a large open area used by undocumented immigrants and the Border Patrol.



Undefined southern edge

Architecture

A small neighborhood of early 20th century (circa 1920) homes and shops and the remaining portion of the historic Little Landers Colony is located in the heart of San Ysidro and has set the tone for the community’s small-scale, single-family, village character. A linear park with a small, historic library is in the center of the area. Most of the older structures are one-story stucco or wood-sided homes and many are connected to the outdoors with porches, patios and courtyards. Existing gardens in this neighborhood tend to be lush, outdoor rooms filled with vibrant color, palm trees and native shrubs.



Neighborhood surrounding the Linear Park

Residential infill construction, the design of which is often unattractive and unsympathetic to the community’s historic past, climate and ethnic heritage, is undermining the character of these neighborhoods. These new structures do not take advantage of the area’s natural topography or views (many areas in San Ysidro are hilly and have spectacular views of the Tijuana River Valley and the City of Tijuana) and are often very massive and dense, overshadowing their small-scale neighbors.



New Residential Infill

Minimal landscaping and a lack of human-scale details, such as approaches, balconies and covered and protected entrances, provide a stark contrast to the existing urban fabric.

In addition, residents consider that they have received more than their fair share of low-income projects. Some community members have labeled these projects “instant slums” because of their monotonous, institutional or barracks-like appearance, large expanses of asphalt parking lots, chain link fencing and inadequate private and public outdoor space.

Many existing single-family and multifamily residences are in need of maintenance and repair, not only in the older neighborhoods where the age of the structures contributes to the deterioration, but in the newer subdivisions as well. As discussed in the **Residential Element**, the need for maintenance and repair is due, in part, to the renter-occupied status of many of the homes. About 59 percent are renter-occupied.



Historic Community Commercial Core

In addition, recent commercial, industrial and institutional development in the core of the community and at the International Border does not respond to the character of San Ysidro in terms of the area’s climate, history, ethnic heritage, or topography. In the community’s commercial core on San Ysidro Boulevard, historic commercial buildings have deteriorated and many are vacant. Despite this deterioration and years of neglect, this area has a friendly, village flavor with many references to San

Ysidro’s past (for example, the old Hotel San Ysidro dating back to the Little Landers Colony). The area is scaled to the pedestrian, with no building higher than two stories, most structures built to the property line, and most of the parking off-site. Recently built industrial and institutional developments often lack interesting architectural features and details and are insensitively designed. At the International Gateway, traffic congestion, litter and overburdened storm drains detract from the potential of this major entrance to San Ysidro, San Diego, and the United States and Mexico.

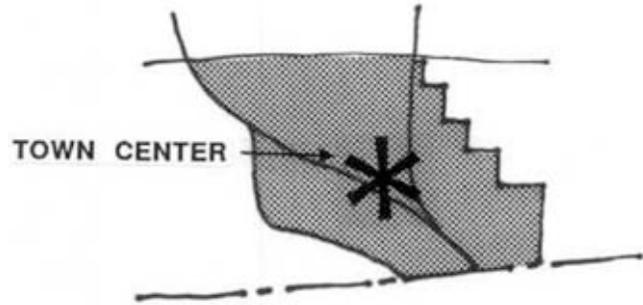
Other elements contribute to the sense of poor quality architecture, such as dirty, neglected streets and sidewalks visual clutter from a proliferation of signage that does not meet City regulations, unsightly utility poles, inadequate street lighting, and minimal or non-existent landscaping on the community’s major thoroughfares and at many of the residential, commercial and industrial developments. These conditions have a significant effect on the urban form as San Ysidro is a community with a great amount of pedestrian activity. They also detract from the beauty of the built environment, particularly at the pedestrian level.

OBJECTIVES AND RECOMMENDATIONS

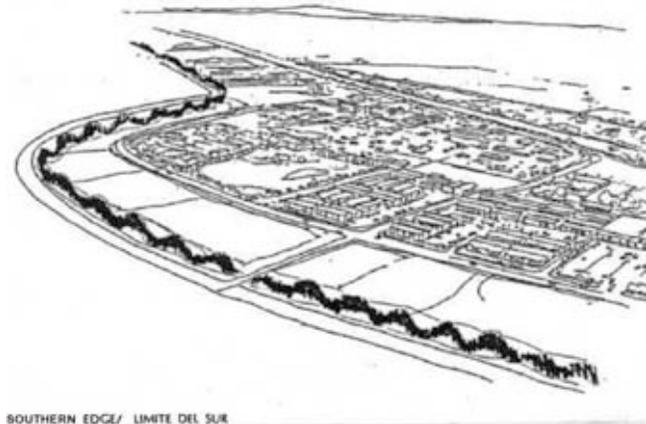
Unified Community

To unify the community:

- Realize a town center or plaza, a “central focus” for the community;
- Reinforce the positive things about the community such as the linear park and the historic district;
- Increase pedestrian and automobile access across the trolley corridor, Dairy Mart Road, San Ysidro Boulevard, I-805 and I-5 and create a strong visual link across these physical barriers to nearby neighborhoods and commercial centers;
- Link schools and activity centers (parks and recreation centers); and
- Define the community’s southern edge.

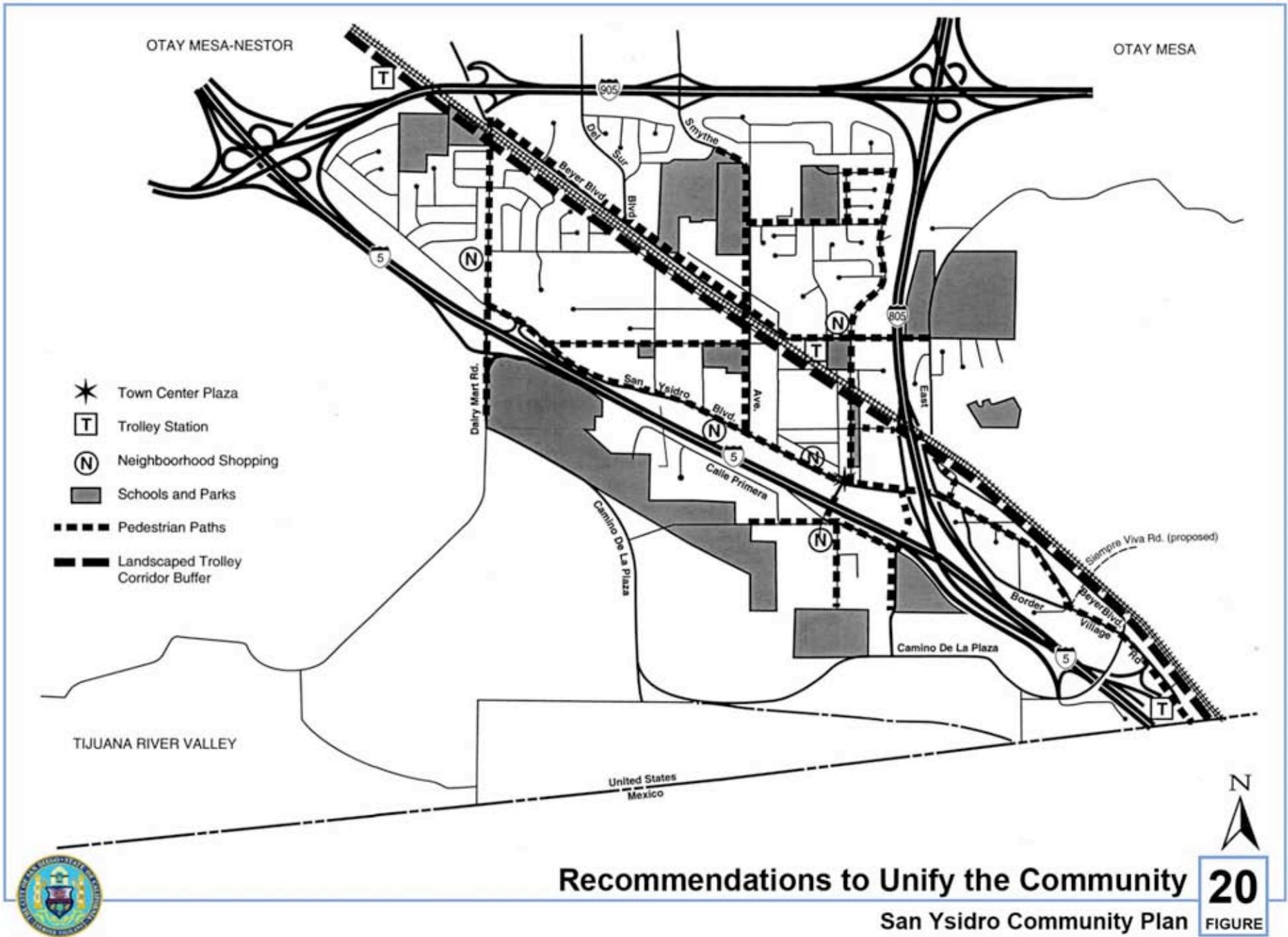


Recommendations to unify the community focus on San Ysidro Boulevard and other major traffic corridors. San Ysidro Boulevard is one of the major roads in the community, passing through the heart of old San Ysidro (a possible Historic District) between Dairy Mart Road and I-5 to the border. Although it is hampered by parking and circulation problems, it could serve as the community’s primary unifying element. The following actions, including those regarding San Ysidro Boulevard, are recommended:

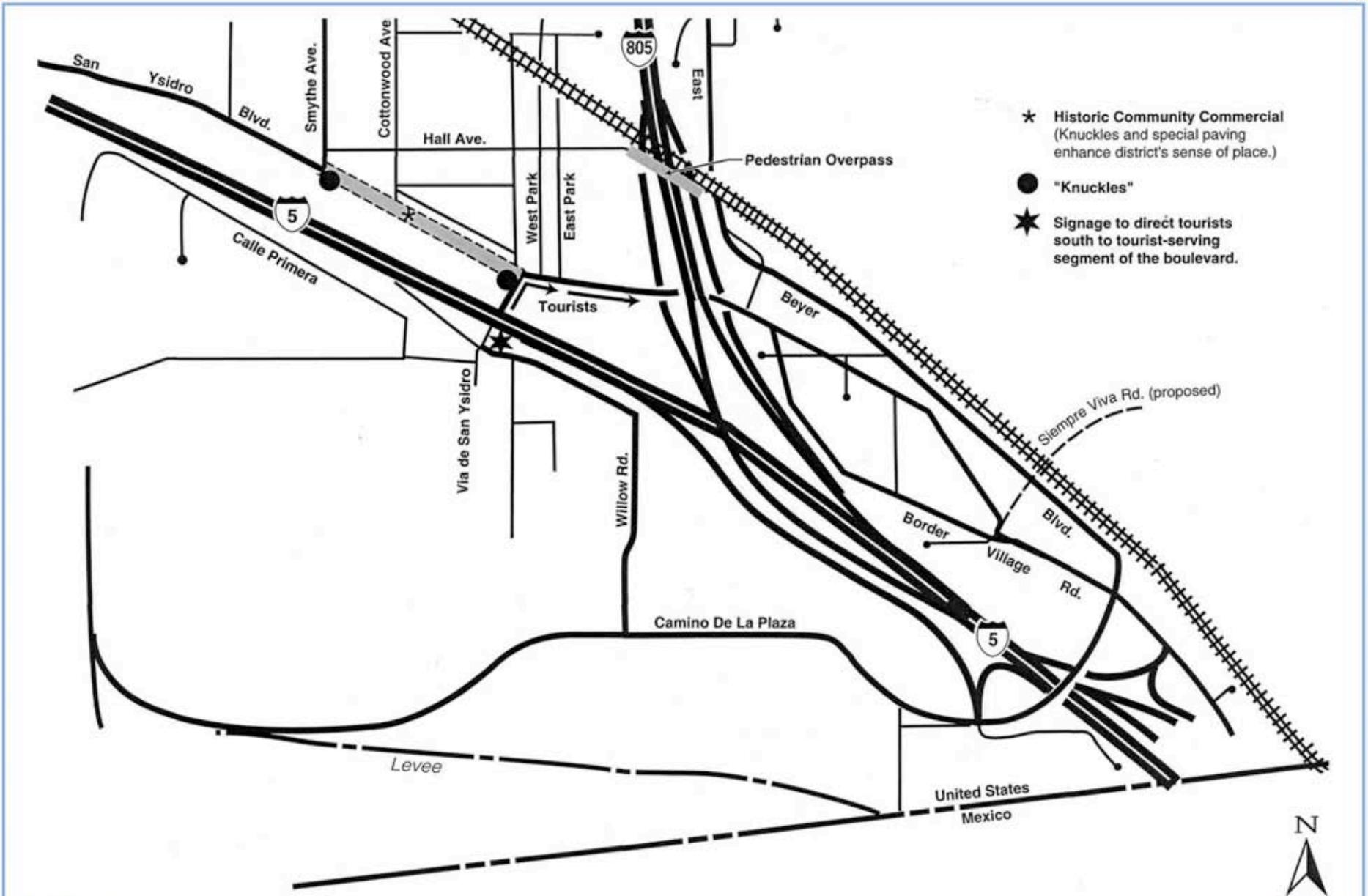


1. Town Center and Plaza

Develop a plaza at the center of town. The existing businesses along San Ysidro Boulevard could serve as the foundation for a town center or “mercado/plaza.” Locate the plaza at San Ysidro Boulevard and Via de San Ysidro. This intersection serves as a gateway into the community and is also a freeway on- and off-ramp, and is at the center of the historic district. (See **Figure 20** and the **Parks and Recreation, and Open Space Element.**)



2. Street Improvements. (See **Transportation and Circulation Element**.)
 - a. Transportation Models. Re-evaluate standard planning and transportation models in which the fast, smooth flow of traffic is the only goal. The provision of transportation facilities should serve the community, not just the automobile.
 - b. San Ysidro Boulevard. Discourage through traffic along San Ysidro Boulevard in the historic commercial district northwest of Via de San Ysidro by placing appropriate signage at the intersection of Via de San Ysidro and San Ysidro Boulevard, and using other appropriate traffic engineering methods which may include special paving, additional signage, or “knuckles.” This will direct tourists south to the tourist-serving segments of the Boulevard south of I-805. The use of special paving, street furniture, identification signage and “knuckles” would also help to enhance the historic commercial district’s sense of place. (See **Figure 21**.) If the above described methods do not prove effective, restripe San Ysidro Boulevard to three lanes of traffic within the existing vehicular right-of-way area, prohibiting parking on one side of the street.
 - c. Camino de la Plaza Exit. Direct tourists out of the community-serving, historic-commercial segment of San Ysidro Boulevard by placing the appropriate directional signage on the freeway at the Camino de la Plaza exit. Locate tourist-serving uses south of the historic area, south of I-805, and in the vicinity of Camino de la Plaza. (See also **Commercial Element**.)
 - d. San Ysidro Boulevard and Border Village Road Couplet. Construct a couplet at San Ysidro Boulevard and Border Village Road to ease existing traffic congestion. (See **Figure 22**.)
 - e. North-south Access. Improve north-south access in the community where feasible. Possible options are to provide a new pedestrian crossing over the trolley tracks between Del Sur Boulevard and Averil Road, to improve the Smythe Avenue crossing and to extend Olive Drive.
 - f. Camino de la Plaza Extension. Extend Camino de la Plaza to Dairy Mart Road to form an edge to the community between the developed, urban areas and the natural riparian habitats of the Tijuana River Valley. (See **Figure 20**.)
3. Trolley Corridor Improvements. (See also **Transportation and Circulation Element**.)
 - a. Landscape the trolley corridor to soften the edge of this physical barrier.
 - b. Create pedestrian links from the Beyer Trolley Station to the linear park, town center and surrounding neighborhoods. (See **Figure 20**.)
 - c. Enhance the trolley bridge at East Beyer Boulevard with a mural to connect the neighborhoods east and west of I-805. This could be a youth-oriented project which could be used to unify rival San Ysidro gangs.



- ★ Historic Community Commercial (Knuckles and special paving enhance district's sense of place.)
- "Knuckles"
- ★ Signage to direct tourists south to tourist-serving segment of the boulevard.

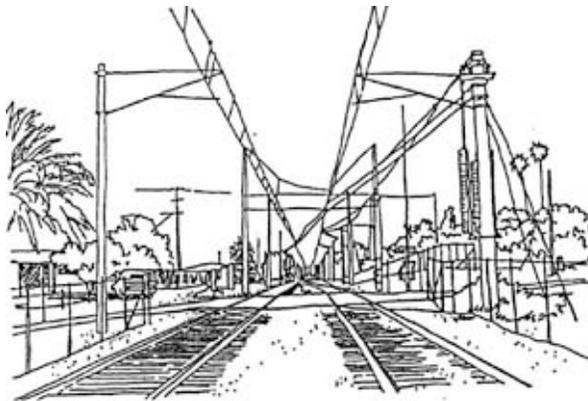


San Ysidro Boulevard Historic Community Commercial Map

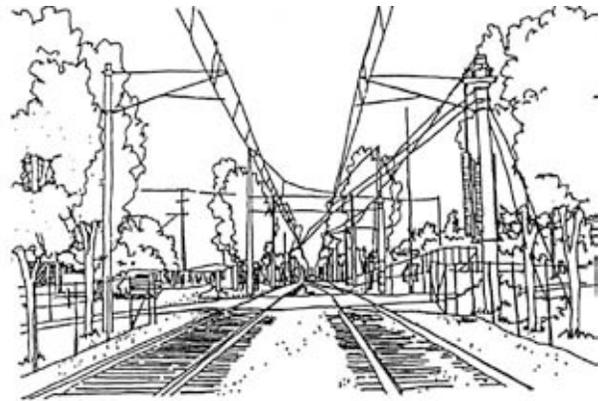
San Ysidro Community Plan



21
FIGURE



Existing Trolley Corridor - No Landscaping



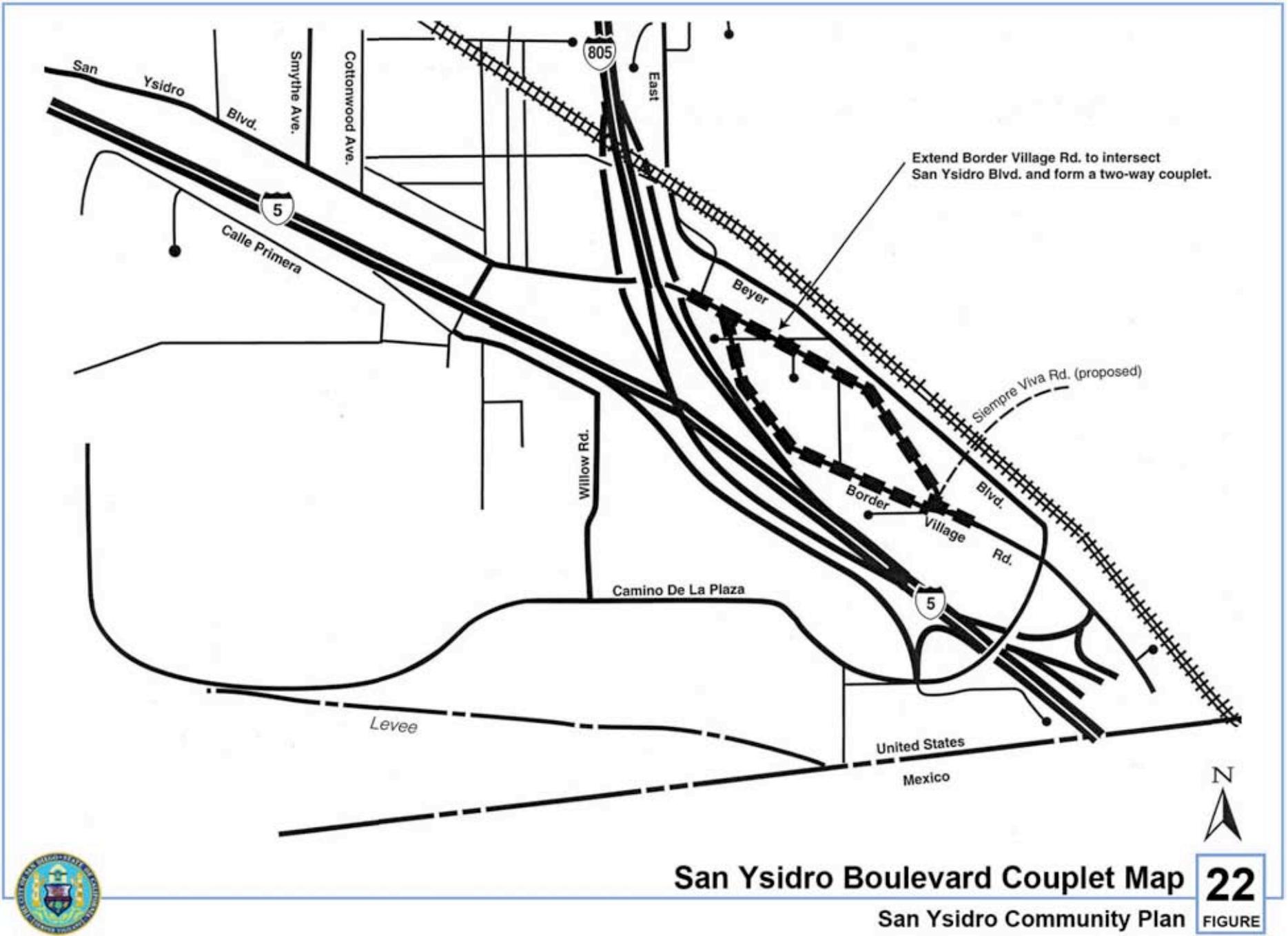
Existing Trolley Corridor - With Recommended Landscaping

4. Pedestrian Links

- a. Provide crosswalks and pedestrian bridges to create linkages across major traffic corridors. Enhance the existing bridges to improve the pedestrian environment, safety and accessibility using design elements such as lighting, signage, pedestrian furniture and landscaping.
- b. Link schools and activity centers (parks and recreation centers) with well-defined, well-lit, safe paths (See **Figure 20.**)

Architecture

1. Recognize, preserve and enhance historical and significant buildings, urban environments (including the linear park), and natural features such as the Dairy Mart Ponds and the Tijuana River Valley;
2. Maintain and complement the existing scale and character of the existing residential and historic commercial areas;
3. Upgrade the existing commercial and industrial areas;
4. Create maintenance programs for homeowners for their houses and yards and for store owners to improve storefronts;
5. Adhere to the design guidelines outlined in this Plan and enforce zoning and signage codes; and
6. Protect and maximize visual links to sensitive natural areas including canyons, hillsides, floodplains and wetlands.



San Ysidro Boulevard Couplet Map

San Ysidro Community Plan

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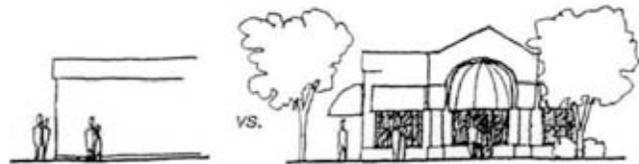
FIGURE

General Design Guidelines

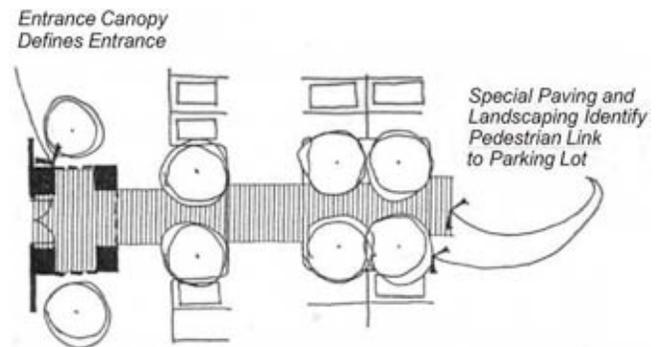
The following design guidelines have been developed for general application in any new development (including redevelopment) or in the rehabilitation of existing structures.

1. **Orient the development to the pedestrian.** In order to maintain and preserve the existing small and pedestrian-scale character of the San Ysidro community, orient development towards the pedestrian.

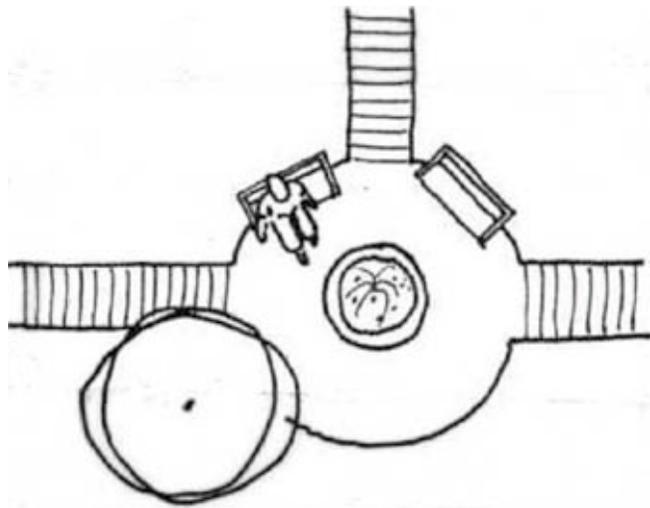
- a. Avoid blank walls at the pedestrian level. Articulate the facades of all buildings through the use of color, materials, architectural elements, recessed walls and landscaping.



- b. Link building entrances, parking lots and pedestrian paths visually and physically to provide safe and easy access to pedestrians. Use design elements such as decorative paving, additional landscaping and building entrance canopies and other architectural elements.



- c. Design landscaped retaining walls, steps and planters to serve an additional role as pedestrian sitting areas.
- d. Provide pedestrian paths and activity centers and reinforce these areas through the use of seating areas, tables, overhead sun trellises, fountains and decorative paving.
- e. Design and site structures so that views (especially of Tijuana and the Tijuana River Valley and the Pacific Ocean) are preserved.



2. **Transitioning between old and new development.** Scaling the development to the pedestrian also provides a harmonious transition between existing and new development as many older structures are small or human-scale. To achieve balance and ensure compatibility, design new development to reflect the scale, massing and texture of the existing development.

a. Articulate the facades of all structures. For example:

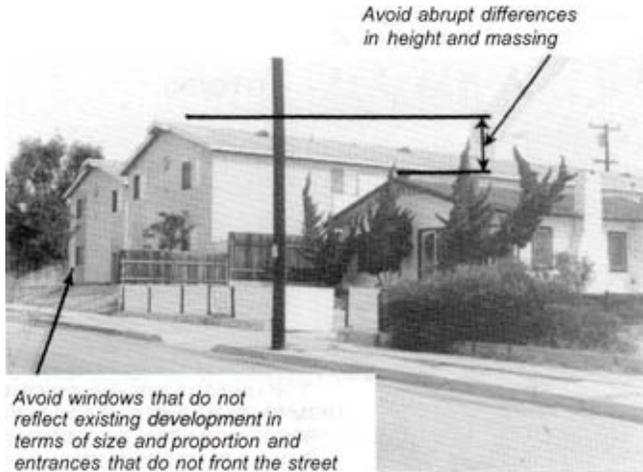
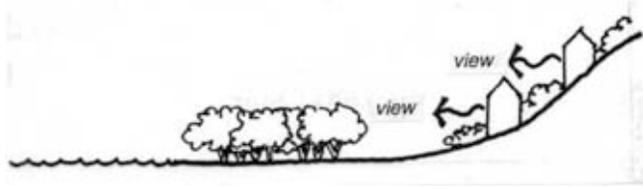
1) Use doors, windows, porches and entrance canopies to reflect an existing neighborhood scale.

2) Use similarly sized and shaped building volumes to reflect an existing neighborhood massing.

3) Use similar project densities or intensities of use and similar materials such as wood siding or stucco to reflect an existing neighborhood texture.

b. Avoid abrupt differences in building height. Maintain similar rooflines.

c. Consider adjacent development while evaluating new development proposals.



Incorporate the use of Front Porches.

3. **Signage.** Design signage as an integral element of the total design of the development. To prevent visual clutter, all signage should meet the requirements of the City Sign Ordinance with no additional signs or increases in surface area or height permitted. Do not permit rooftop, tall freestanding, or off-premise signs and billboards. To minimize clutter, use well-landscaped monument signs. Abate all existing signs that do not conform to City standards within a five-year period. Design decorative graphics to be compatible with the character of the street or neighborhood.

4. **Remove utility poles.** Place utility lines underground throughout the community within a reasonable period of time.

5. **Parking.** Screen parking areas by using landscaping or a combination of landscaping and walls or decorative fences. Where feasible, locate parking areas at the rear of the lot. This will limit views of parking areas from the public right-of-way and existing residential areas, and prevent headlights from disturbing nearby residences.

Landscape parking areas with long-lived round-headed trees that have a mature height and spread of at least 30 feet, screening hedges and shrubs, and mounding around the edges. The adopted citywide landscape regulations should be used as a minimum standard.

6. **Design** all trash enclosures, mechanical equipment (including rooftop appurtenances), and utility and storage areas as an integral part of the project's design.

Screen these areas attractively with a combination of decorative fencing and landscaping to limit views from the public right-of-way.

7. **Design and site** new development to reflect the existing topography of the site and to preserve natural features such as stream beds and rock outcroppings.
8. **Landscaping.** Landscape to maintain the colorful and lush quality of San Ysidro's gardens.
 - a. Use trees and plants as the dominant elements of major project entries.
 - b. Incorporate the use of native shrubs, palm and pepper trees, etc., into landscape plans.
 - c. Site new development to preserve existing trees where possible. If removal is unavoidable, provide replacement landscaping of a similar kind on the site.
 - d. Avoid large, unbroken expanses of concrete or paving. Break up monotonous spaces by using overhead sun trellises, pergolas or patterned paving. In areas of little or no activity, plant ground cover as an alternative to paving.
 - e. Visually soften solid walls and fences with recesses and landscaping. Locate fences and walls so that a landscaped area is provided between the fence or wall and the sidewalk. Avoid the use of chain link fencing.
 - f. Use dense and/or thorny plantings to provide "defensible space" and to minimize hiding places and graffiti.
 - g. Provide long-term maintenance for all vegetation in accordance with adopted citywide landscape standards.
9. **Hillside development.** The easternmost portion of the San Ysidro community is hilly with some slopes exceeding 25 percent. Ensure sensitive design in this area consistent with the Hillside Review (HR) Overlay Zone and the Resource Protection Ordinance so that views and topography are preserved and enhanced.

Residential Guidelines

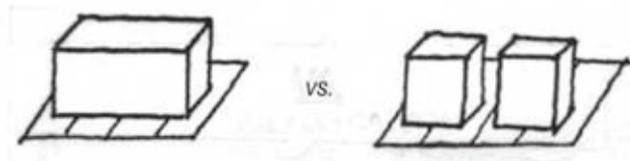
The following residential guidelines have been developed for application in any new residential development (including redevelopment) or in the rehabilitation of existing structures. These guidelines supplement the above General Design Guidelines, the requirements of the **Residential Element** and the Defensible Space Guidelines contained within this element.

The two major goals for housing in San Ysidro respond to the challenges caused by recent poor quality residential infill construction:

- Preserve the character of the existing neighborhoods; and
- Make housing as affordable as possible.

1. **Limit lot consolidation and unit type.** In order to achieve these goals, a limit on lot consolidation and a compromise on unit types for new housing development is recommended in the established neighborhoods of single-family character (particularly in the historic “El Pueblito Viejo” and Sunset neighborhoods). Single-family homes are not affordable to most San Ysidro residents. Therefore, duplexes and other apartments should be allowed as long as single-family architectural styles are maintained and lot consolidation is limited to two lots.

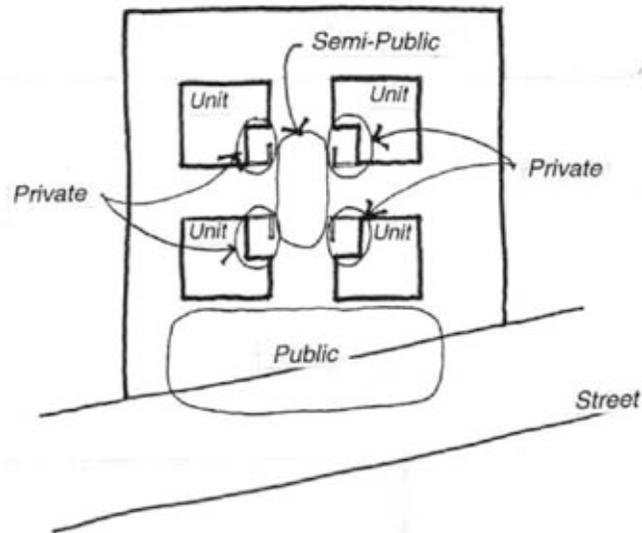
This will help prevent incompatible, large, monolithic and impersonal structures.



- Rezone the historic, single-family residential area from R-1500 to a zone similar to R-3000. Limit multifamily development to duplex or bungalow type development.

2. **Orient the development to the resident.**

- Provide public, semi-private and private outdoor space, and provide recreational facilities for project residents such as playgrounds, benches, barbecue areas, pools, passive recreation areas and recreation/meeting rooms. Require developers of all new residential projects to set aside at least 25 percent of their total project site for these uses.



Residential Development - Provide Public, Semi-Public, and Private Open Areas

- Promote feelings of residential and user territoriality.
 - Promote surveillance of common or shared areas.
 - Reinforce a sense of ownership through site and building design; articulate individual units so as to provide each unit with its own identity.
 - Provide safe and well-lit pedestrian paths and places.

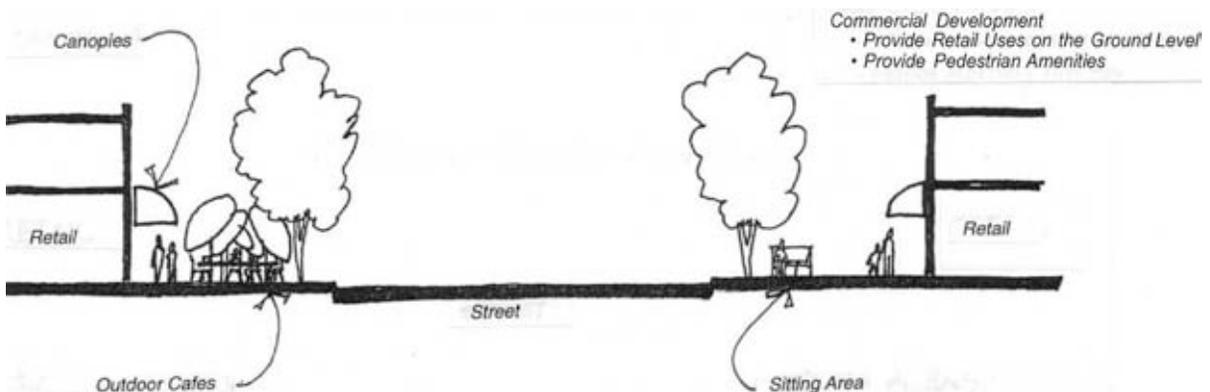
3. **Landscaping.** Consider landscaping as a major element of the character of a neighborhood. Incorporate a consistent landscaping theme throughout new developments. Provide space in infill development for allotment gardens.
4. **Parking.** Minimize curb cuts and front driveways. Provide enough parking to accommodate large families having several cars. Provide well-landscaped parking areas and include some covered parking with storage for tools, equipment and bicycles.

Commercial Guidelines

The following commercial guidelines have been developed for application in any new commercial development (including redevelopment) or in the rehabilitation of existing structures. These guidelines supplement the General Design Guidelines and the requirements of the **Commercial Element**.

1. Orient the development to the pedestrian.

- a. Provide retail uses at the ground floor of developments located on major commercial streets such as San Ysidro Boulevard. (See **Street Guidelines**.)
- b. Provide pedestrian amenities such as window displays in shops on the ground level, fountains, canopies and arcades, outdoor cafes, sitting areas and plazas. These interesting places contribute to the pedestrian's positive and exciting experience of the community and, when a series of these amenities is within walking distance of each other, they encourage pedestrian movement.
- c. Locate buildings at the property lines, maintaining historic setbacks, along San Ysidro Boulevard from Cottonwood Road to the border crossing.
- d. Maintain a two-story height limit on Beyer Boulevard, on Border Village Road and on San Ysidro Boulevard from just west of Averil Road to Border Village Road. On San Ysidro Boulevard, allow a gradual increase in height from Border Village Road to the border. For example, allow three stories from Border Village Road to Camino de la Plaza and four stories from Camino de la Plaza to the border.
- e. Provide bicycle storage racks for public use at retail establishments and restaurants.



2. **Landscaping.** For developments on corner lots, extend street landscaping treatments onto the side street.
3. **Lighting and Signage.** Direct lighting away from adjacent residential areas. Locate signage for commercial projects so that it is not visible from adjacent residential areas.
4. **Casas de Cambio.** (See **International Gateway Element**.)
 - a. Architecture/façade. Address accessibility to trailer structures. Provide a protective awning or canopy structure above transaction windows and entrances.
 - b. Signage. Allow only one primary sign on each facade.

Industrial Guidelines

The following industrial guidelines have been developed for application in any new industrial development (including redevelopment) or in the rehabilitation of existing structures. These guidelines supplement the General Design Guidelines and the requirements of the **Industrial Element**.

1. Provide an appropriately landscaped open area for employee recreation.
2. Require adequate off-street parking for both motorists and bicyclists and adequate storage and loading facilities to serve the needs of the development. Design these areas as an integral part of the total project design. Locate these uses so that the visual impacts of these areas on adjacent development and the public right-of-way are minimized and screen them attractively using a combination of fencing and landscaping.

Institutional Guidelines

1. Incorporate pedestrian-oriented public urban spaces such as plazas, sitting areas, fountains and pedestrian paths into the design of institutional facilities. Institutional uses provide an opportunity to provide needed public urban space and other public improvements because of their often public-serving nature.
2. Incorporate design elements of adjacent development, such as scale, building materials, design elements and landscaping, into the design of the institutional development to reflect the context in which the institutional development is placed.

Street Guidelines

(See **Transportation and Circulation Element.**)

General

1. Enhance and visually unify streetscapes through the appropriate use of landscaping, building siting, pedestrian amenities such as benches, awnings, public spaces and sidewalk treatments.
2. Install and maintain benches and bus shelters at bus stops.
3. Develop a comprehensive tree-planting program for all major streets.
4. Discourage street widening in order to preserve the community's existing scale. Instead, use traffic engineering techniques to improve street capacity.
5. Increase safety and visibility for pedestrians.
 - a. Place street lamps beside sidewalks at appropriate intervals, not above the roadway. Council Policy 600-4 constitutes the minimum requirements for street lighting.
 - b. Place bollard-type lighting in pedestrian activity areas and paths.
 - c. Incorporate adequate lighting within the design of proposed projects.
 - d. Separate automobile traffic and pedestrian paths where possible.
6. Maintain streets and sidewalks, particularly on Beyer Boulevard along the trolley corridor and Dairy Mart Road between San Ysidro and Beyer Boulevards and improve trash removal service.
7. Where public projects include streetscape amenities such as benches and bus shelters, they should be of standard stock, where possible, to reduce maintenance and replacement costs.

Streets

1. **San Ysidro Boulevard.** Locate retail uses on the ground level of all structures fronting San Ysidro Boulevard to encourage pedestrian activity. This will enhance the urban environment at the pedestrian level.
2. **Olive Drive.** Olive Drive was originally designed to include a landscaped median strip running the entire length of the street. Only a short median strip at the intersection of San Ysidro Boulevard has been constructed, resulting in an extra



Olive Drive

wide street. The street is lined with small bungalows, which, with the wide street, are out of scale with the street and distinctly separated from each other. Provide a landscaped median the length of the street to connect both sides of the street to each other and achieve a balance between the small-scale homes and the wide street.

3. **Border Village Road.** Locate retail uses on the ground level of all structures fronting Border Village Road to encourage pedestrian activity. This will enhance the urban environment at the pedestrian level.
4. **Camino de la Plaza.** As recommended in other elements of this Plan, extend Camino de la Plaza north to Dairy Mart Road to form a southern edge between the river valley and the urban area east of the levee. Develop an appropriately landscaped parkway to provide a visual transition between the river valley and the urban area.
5. **Dairy Mart Road.** Landscape and maintain the strip on either side of the street adjacent to the sidewalk from San Ysidro Boulevard to Beyer Boulevard. Maintain the slump stone noise walls.
6. **East Beyer Boulevard.** Landscape the parcel between East Beyer and Hill Street to serve as a median strip. (This parcel is currently developed with a deteriorated apartment building.)
7. **The alley system in the historic neighborhood.** The existing narrow alleys are quiet and intimate in scale and offer a pleasant contrast to the wider and busier streets nearby.

- a. Discourage through automobile traffic in the alleys through the use of signage. Use appropriate traffic engineering methods to discourage through traffic, which may include special paving, signing and “knuckles” to deter traffic.
- b. Use special paving, lighting and planting treatments to enhance the alleys as part of a pedestrian path system.



The Alleys

Defensible Space Guidelines

Public and private improvements should use defensible space design concepts to increase casual surveillance and prevent crime. This can be accomplished without the building of fortresses. Where casual surveillance takes place, potential intruders will be deterred due to the possibility of being noticed by an alert neighborhood. The Neighborhood Watch program successfully uses this premise.

1. Buildings and grounds should be designed to be self-policing so that residents may participate in security.
2. For multifamily projects, smaller-scale courtyard or townhouse developments are encouraged, as they are easier to police than large complexes.
3. When cul-de-sacs are used in residential subdivisions, they should be designed to allow clear vistas from cross streets to the terminus of the cul-de-sac. A “U-shaped” street layout is preferable to cul-de-sacs.
4. Windows should be positioned to allow residents to easily watch public spaces, parking areas and entrances to dwellings.
5. Common spaces, courtyards and entryways should be visible from the street, allowing clear vision by neighbors and law enforcement officers.
6. For multifamily buildings fronting on a public street, two means of providing a street entrance are encouraged:
 - a. Through a street-facing courtyard, with dwelling units entered from the courtyard.
 - b. Through visible street entrances.

Both configurations have proven to be good means of providing security of sidewalks and building entrances through natural surveillance opportunities.

- Sidewalks or paths should be located between parking areas and residences, and between the street and residences to allow natural surveillance over the entire path.
- Night lighting along walkways, streets and at parking lots should be provided by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.
- When commercial parking areas are located to the rear of a building, alley access or drive-through capability should be provided, when possible, to allow for police surveillance. Security gates and lighting are other options that could be considered to deter crime.
- When parking is located in the front of a building, parking areas may be buffered from the street with planting, while still allowing for surveillance if trees with high canopies and low shrubs and groundcovers are used.
- Residences should be separated by physical barriers or distance from possible crime generators such as bars, adult entertainment establishments and other similar uses.
- If security fencing is used, attention should be given to its detailed design. Fencing should be an attractive architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.

In addition to the physical design features described above, attention should also be given to the following programs:

- Neighborhood Watch or similar free programs should be promoted throughout the community. Developers of new residential subdivisions should assist in the formation of such a program for the new residents.
- Management plans for multifamily developments should be reviewed as a part of a discretionary permit.