

CITY OF SOLANA BEACH HIGHWAY 101 CORRIDOR SPECIFIC PLAN



Cotton Bridges Associates
A Division of CBA Companies

City of
Solana Beach

HIGHWAY
101
CORRIDOR
SPECIFIC
PLAN

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Section 1.0

INTRODUCTION



The Highway 101 Corridor Specific Plan is a plan for physical development and redevelopment of this important roadway area that defines Solana Beach. The Plan provides a set of guidelines and regulations for directing development within the 163-acre project area. Figure 1-1 illustrates the Specific Plan area.

This Specific Plan has been prepared in accordance with State specific plan requirements as described in Sections 65450 through 65457 of California Planning and Zoning Law. According to these sections, a Specific Plan must identify:

- The distribution, location and extent of land use
- The proposed distribution, location, extent and intensity of major components of infrastructure (transportation, sewage, water, drainage, solid waste disposal, and energy) to be located within the area covered by the Plan and needed to support the land uses described in the Plan
- The standards and criteria by which development will proceed, and standards for conservation, development and utilization of natural resources, where applicable
- Provide implementation measures including regulations, programs, public works projects, and financing measures

Land use characteristics and infrastructure of the Specific Plan are described in Section 3.0 – Development Plan. Standards and criteria for area development are discussed in Section 2.0 – Urban Design Program, Section 4.0 – Development Standards, and Section 5.0 – Design Guidelines. Specific Plan implementation measures are discussed at the end of this Section 1.0 – Introduction.



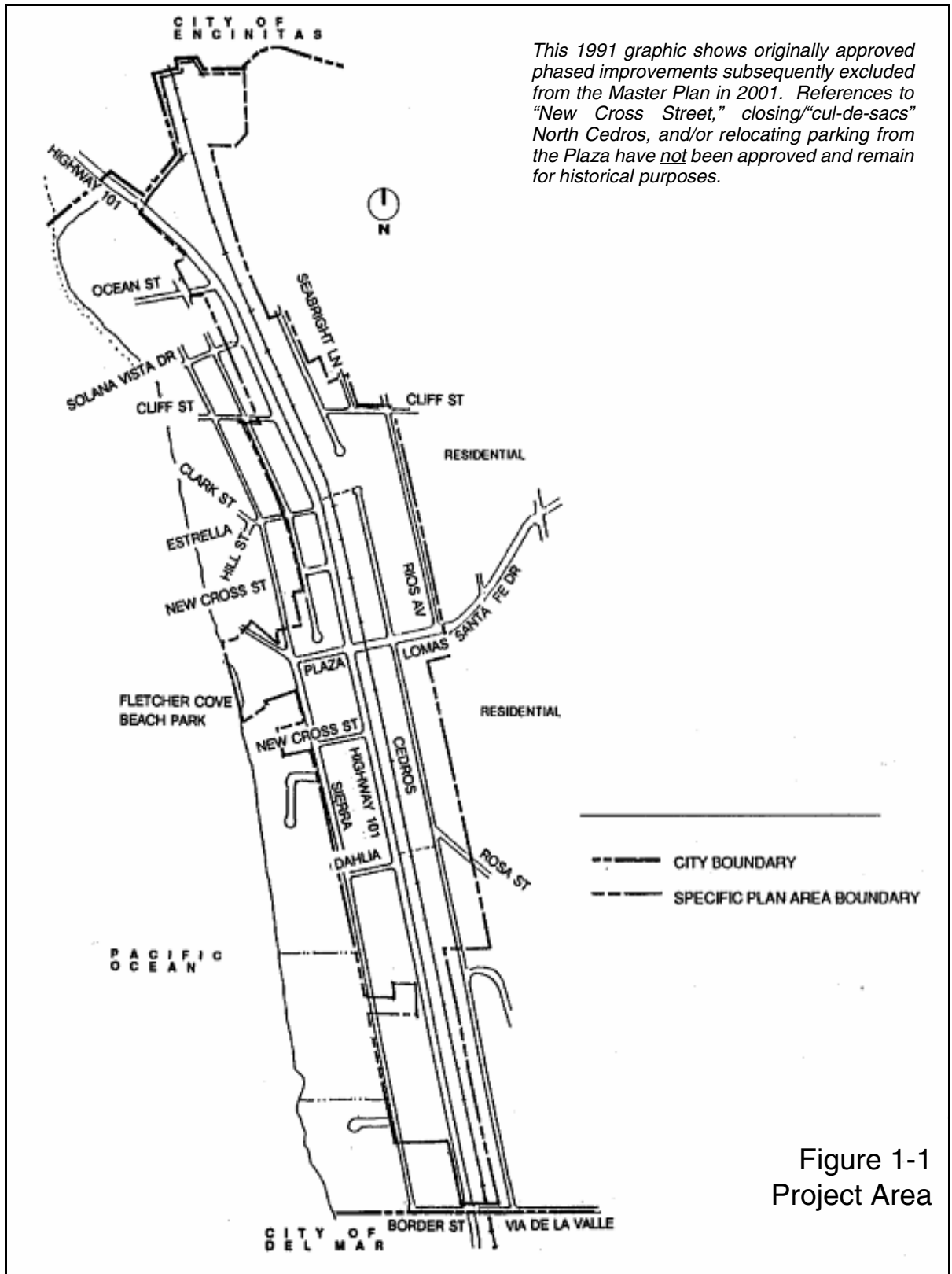


Figure 1-1
Project Area

1.1 Purpose of the Specific Plan

The purpose of the Specific Plan is to provide for new development and redevelopment to achieve a physical environment along the Highway 101 corridor that is cohesive and representative of the unique character of Solana Beach. Members of the community who participated in development of the Specific Plan shared a vision of revitalizing the Plaza, Beach Park and the Highway 101 corridor as the heart or downtown of Solana Beach.

The Specific Plan area represents both the traditional focus of the community and an area of distinct opportunity. It offers the setting to create a town heart which combines open space, the beach, community facilities, residential neighborhoods, retail businesses, and transit access in a way that will be a source of pride and economic benefit for the community.

People who live in Solana Beach want to see the heart of the community as a source of pride. The Plaza can be a place to eat, stroll, sit at the beach, shop, watch the sunset, and celebrate community events and festivals. The Highway 101 gateways to Solana Beach and approaches to the downtown can have a parkway character, including attractive landscaped retail and office areas, as well as a linear park in the existing rail right-of-way east of Highway 101.



The Specific Plan area can have a cohesiveness that unites the residential and commercial neighborhoods with the Plaza, but also protects the identity of individual districts. At the same time, pressures for development which conflicts or differs with the vision of this Specific Plan will be great. The City and community should remain flexible about change and refinement, while retaining the vision for this important area.

1.2 Origin of the Specific Plan

The Highway 101 Corridor Specific Plan developed from:

- General Plan implementation directives
- The Highway 101 and Plaza public design workshop
- The Highway 101 Corridor Specific Plan Background Report
- Input from the Highway 101 Corridor Specific Plan Committee, City Council and City staff

General Plan Directives

The Solana Beach General Plan Land Use Element, Objective 2.0, establishes a basis of need for specific development standards for the Highway 101 and Cedros Avenue areas. The objective is to strengthen the City's economic base and offer a range of commercial enterprises to meet the needs of residents and visitors.

Public Design Workshop

The Highway 101 and Plaza public design workshop was conducted by a consultant (The Spurlock Office) and the City. About 50 community members attended, including property owners, business owners, residents, and others. The Mayor and City Council members attended as observers, while City staff coordinated the workshop and provided background information. The workshop goals established for the Specific Plan area were:

- Implement the General Plan with more detailed analysis and design
- Assess and document the community's objectives and preferences for area land use, physical character, and area improvement implementation techniques
- Provide a planning concept (vision) for the corridor and Plaza
- Create a pedestrian-oriented heart for Solana Beach
- Improve the physical appearance and sense of community identity of the Highway 101 corridor
- Resolve the market and traffic issues in the corridor

Specific Plan Background Report

The Specific Plan Background Report was prepared to document existing conditions within the Plan area. The report was prepared by the Plan consultant team – Cotton/Beland/Associates (Urban Planning and Environmental), The Spurlock Office (Landscape Architecture), Visions (Architecture), and Natelson Levander Whitney (Economic Market Analysis).

This report contains an inventory of existing conditions for the Plan area and includes such topics as: land use, zoning regulations, traffic/circulation, architectural and landscape character, and economic market conditions. Opportunities and constraints within the Plan area are also described.

Specific Plan Committee

The Specific Plan Committee was comprised of six individuals, each appointed by either the Mayor or a City Council member. The Committee members met with the Specific Plan consultant team on five occasions to identify a "vision" for the area based on general concepts associated with physical development. The consultant team provided a range of visionary objectives for the area from which the Committee selected preferences. The following describes the consensus reached regarding concepts and their priority for the area:

- Protect local businesses, maintain neighborhood community/commercial base
- Encourage walking and pedestrian orientation
- Maintain the existing scale of structures
- Provide a unifying theme for the Fletcher Cove Beach Park, train station, and Plaza area
- Maximize open space
- Provide centralized parking

1.3 Specific Plan Districts

The Specific Plan area is located in the coastal portion of Solana Beach. The historical coastal route, Highway 101, serves as the backbone of the Plan area. The 163-acre Plan area stretches from the City's northern boundary at San Elijo Lagoon to the southerly City limits at Via de la Valle. Rios Avenue is the eastern-most boundary, while the Fletcher Cove Beach Park represents the western-most boundary of the Plan area.

The Plan area is divided into five sub-areas referred to as districts. Figure 1-2 depicts the location of each district:

- North 101
- North Cedros
- Plaza
- South 101/South Sierra
- South Cedros

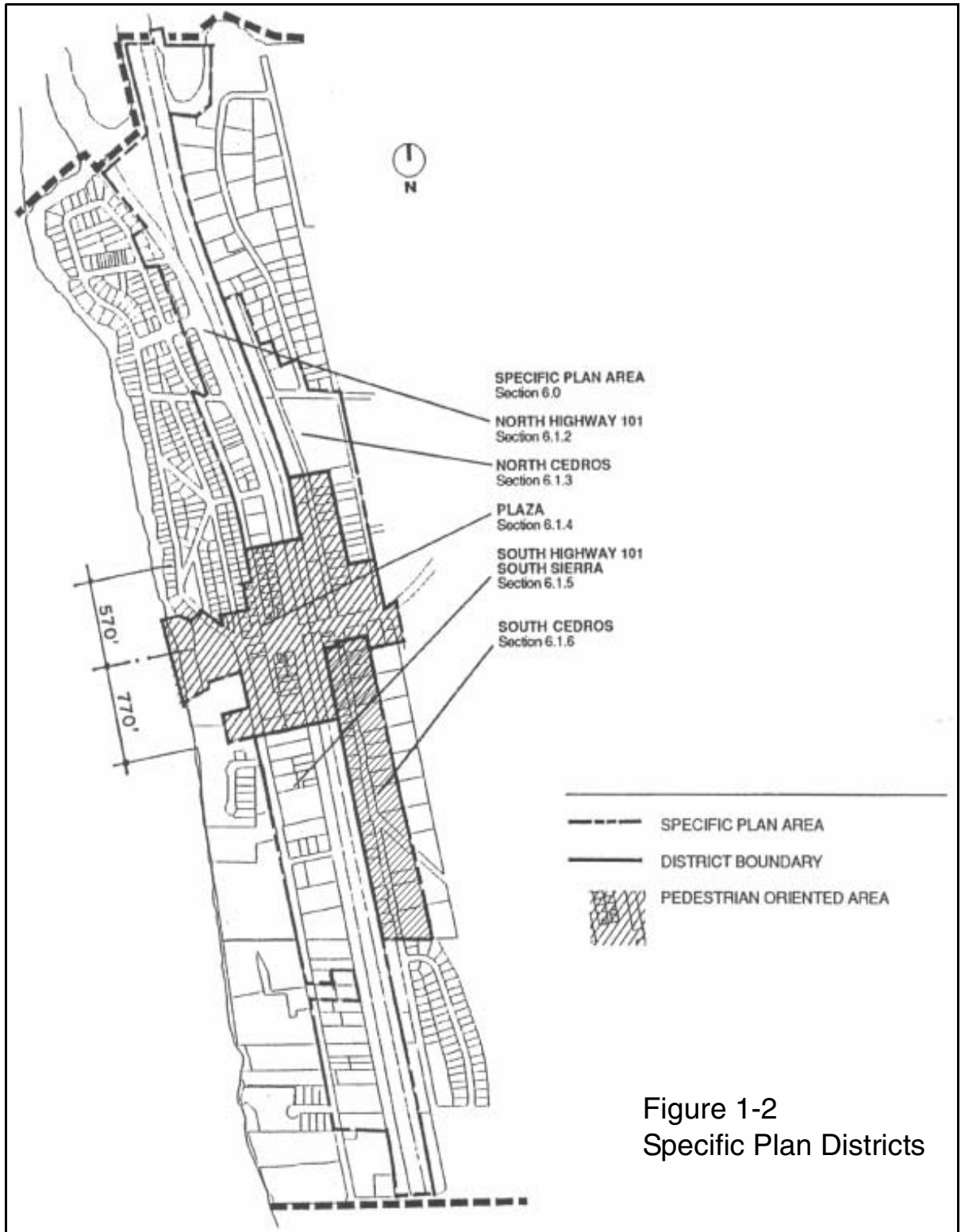


Figure 1-2
Specific Plan Districts

1.4 Relationship to Other Plans and Jurisdictions

The Specific Plan is influenced by a variety of jurisdictional plans. In addition to the Solana Beach General Plan and Zoning Ordinance, the California Coastal Commission controls development activities occurring in the area.

General Plan

The Specific Plan carries out the goals and objectives of the Solana Beach General Plan through its identification of a development plan which complements General Plan policy, while implementing area-specific development standards and design guidelines. The General Plan establishes land use locations and development policies on a City-wide basis, while the Specific Plan implements the goals and policies of the General Plan by establishing standards and design guidelines which enable the area to develop in a complementary harmonious manner. General Plan land use designations applicable to the Specific Plan area are identified in Figure 1-3.

Zoning Ordinance

The City Zoning Ordinance functions as the development code for Solana Beach. The Specific Plan and the Zoning Ordinance are designed to work together in the Highway 101 corridor to implement General Plan policy for this area. As such, certain development standards contained in the Specific Plan are tailored to the unique character of the Highway 101 corridor and supersede those contained in the Zoning Ordinance. For other standards, the Specific Plan refers directly to those contained in the Zoning Ordinance. Development standards are contained in Section 4.0 of the Plan.

The Zoning Ordinance also includes definitions of technical terms that apply to terms used in the Specific Plan.

Coastal Regulations

The Plan area is located within the Coastal Zone as defined by the California Coastal Act of 1976. The City of Solana Beach has not adopted a Local Coastal Program; therefore, all coastal permit review is conducted by the Office of the California Coastal Commission. In its review of coastal development proposed in Solana Beach, the Coastal Commission staff utilizes the San Dieguito Planning Area Local Coastal Program Guide prepared by the County of San Diego prior to City incorporation. The City utilizes Chapter 17.62 of its Zoning Ordinance to regulate development occurring on beaches, bluffs and land areas immediately landward of the coastline. These regulations are intended to protect the public interest in maintaining the coastline as a unique recreational and scenic resource, and avoid economic dislocations and safety hazards of coastal erosion.

1.5 Specific Plan Implementation

Implementation of the Highway 101 Corridor Specific Plan involves actions by both the City of Solana Beach and property owners within the Plan area. This section describes actions to be taken to implement the Specific Plan.

Adoption by Ordinance

The Solana Beach City Council adopted the Highway 101 Corridor Specific Plan by ordinance. A copy of the ordinance appears at the beginning of this document.

General Plan

The Specific Plan is consistent with the Solana Beach General Plan.

Project Approvals

The review process for individual development projects is to ensure compliance with the Specific Plan. Once the Community Development Department has determined that a proposed project is consistent with the Specific Plan, the project applications shall be processed in accordance with provisions contained within the City Zoning Ordinance and other ordinances. No building permit, local public work, discretionary permit, or subdivision map may be approved and no zoning ordinance may be adopted or amended unless the City Council or other decision maker exercising discretion delegated by the City Council finds that the permit, work, map or ordinance is consistent with the Specific Plan.

Submittal

The applicant for a proposed project within the Specific Plan area is responsible for providing enough information to the City of Solana Beach to enable a determination of whether a project is consistent with the Specific Plan. Exact submittal requirements will be identified by the City Community Development Department; however, the submittal must include a written project description demonstrating that the project does not exceed the development standards established in the Specific Plan and describing the following:

- How the architecture of the building(s) restates or interprets the applicable district design concept intent
- How the project carries out the Specific Plan area-wide design concept
- How the project landscaping and walkways connect to adjacent areas
- That the floor area ratio is within the range established by the Specific Plan
- That the uses are consistent with the uses allowed in the district

Amendments to the Specific Plan

All proposed amendments to the Specific Plan shall be processed and acted upon pursuant to the provisions of Section 65453 of the California Planning and Zoning Law.

Specific Plan Review

The Specific Plan should be comprehensively reviewed by the City of Solana Beach every five years to determine if any amendment of the Plan is needed.

Section 2.0

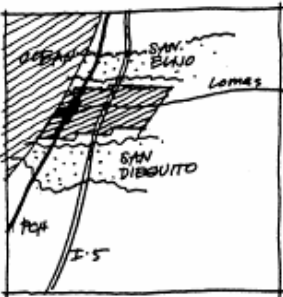
URBAN DESIGN PROGRAM



In the broadest sense, the Urban Design Program for the Specific Plan area includes all elements of this Plan and related City policies which address physical form, appearance and character of development – both public and private – in the Plan area. This section of the Plan, however, provides project designers and developers with a focused discussion of why and how the various concepts on of the Specific Plan fit together to create a coherent urban design quality for the Plan area.

The Urban Design Program includes both public improvements and private projects, and under the Vision of the Specific Plan, these efforts must be coordinated and cooperative. This section addresses public and private aspects of urban design together so that strong relationships can be created between private development and the public open space system.

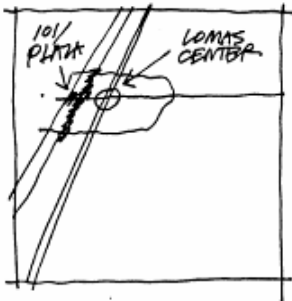
The following three major parts of this section should be used along with the development standards in Section 4.0 and design guidelines in Section 5.0 to design proposed projects:



The lagoons create spectacular gateways and community edges

- **Specific Plan Vision** – describes the Vision of the community for the Specific Plan area
- **Urban Design Concepts** – explains why the community wishes to regulate various aspects of development and discusses relationships between ideas
- **Urban Design Guidelines** – provides qualitative direction for projects concerning both public and private improvement

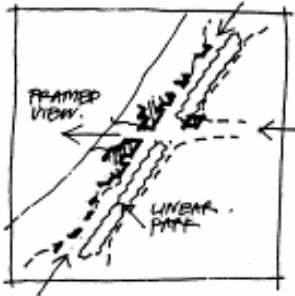
2.1 Specific Plan Vision



The Specific Plan area should be the downtown or “heart” of Solana Beach

The members of the community who participated in the Specific Plan process shared a vision of revitalizing the Plaza, Fletcher Cove and the Highway 101 corridor as the “heart” of Solana Beach. This area represents both the traditional focus of the community and an area of distinct opportunity. It offers the setting to create a community core that combines open space, the beach, community facilities, residential neighborhoods, retail businesses and transit access. People who live in Solana Beach want to see the heart of the community as a source of pride – a place with personality and individuality – a place to eat, stroll, sit at the beach, shop, watch the sunset and celebrate major community events and festivals.

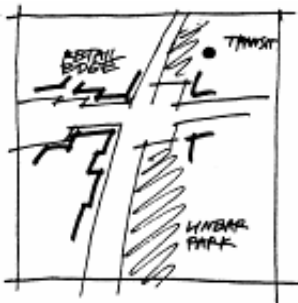
Specifically, the Vision includes a more attractive, pedestrian-oriented commercial district at the Plaza, improved landscaping and development quality of the Highway 101 corridor, and creation of a distinct image for this area as an



The Plaza is the frame for the window to the ocean

identity for the community. This identity should relate to the beach, open space, ocean views and the community's historic connection to the Plaza and Highway 101.

Most community members who participated in the workshops or as members of the Specific Plan Committee want to create a distinctly low-key, small town character in Solana Beach. They want neither a tourist-oriented impact like Santa Barbara, nor a strip highway business center like Miramar Road; instead they want a vital, slightly funky, mixed use heart-of-town.

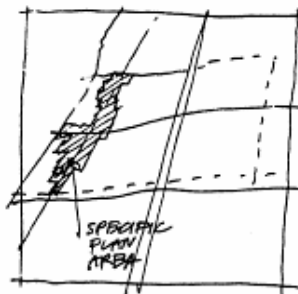


Retail, transit and community activities activate the downtown

This Vision was developed through Community Workshops and then refined into a series of project objectives by the Specific Plan Committee (see 1.0 Introduction). The Urban Design Program then has developed these objectives into design concepts described below. The concepts are reflected in the other sections of the Plan, but this section addresses qualitative aspects of the Plan – critical design issues of physical form, quality and character.

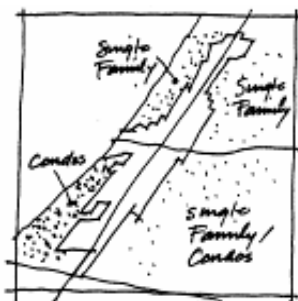
2.2 Urban Design Concepts

The Urban Design Concepts are ideas developed by the Specific Plan consultants and the Specific Plan Committee to expand on and clarify the Vision and community objectives. These design concepts include:



The heart of Solana Beach is not the geographic center

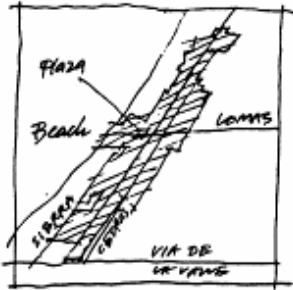
- **Reinforce existing neighborhoods, focusing on a pedestrian Plaza** that will provide a gathering place and a sense of heart or center for the community; Unify the landscape to create a distinctive, but rustic and natural setting for the area;
- **Unify the landscape** to create a distinctive, but rustic and natural setting for the area;
- **Encourage a variety of architecture** in keeping with the scale and eclectic character of the community;
- **Frame and preserve views** to reinforce the sense of Solana Beach as a beach community;
- **Improve site planning** to consolidate parking and access and minimize the dominance of traffic and asphalt in the area; and
- **Establish distinct business districts** with clear marketable images and support facilities such as consolidated parking.



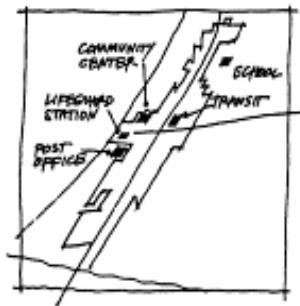
Residential neighborhoods surround downtown

Each of these six concepts is described in more detail below.

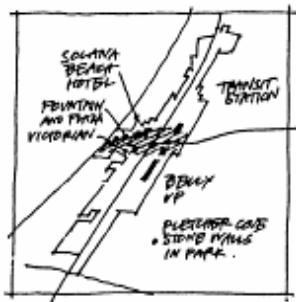
Concept #1: Reinforce existing neighborhoods, focusing on a pedestrian Plaza that will provide a gathering place and a sense of heart or center for the community.



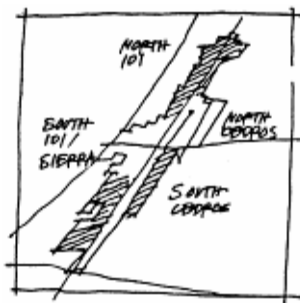
A mixture of uses and community places



Community facilities anchor the Plaza



Create a pedestrian friendly district at the Plaza

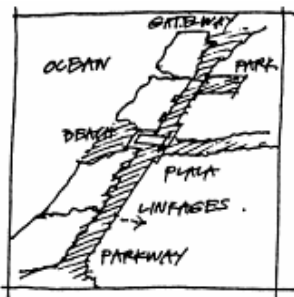


Create districts at the north and south which are more automobile convenient

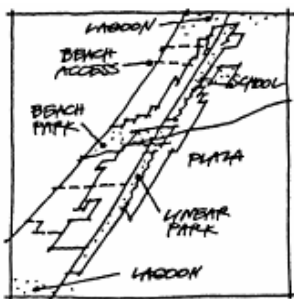
- *The Heart* – Create more intensity and a mixture of business and community activity with design of public spaces to facilitate interaction.
- *Districts* – Create separate for different districts of the Specific Plan area to reinforce their desired qualities, such as: pedestrian-oriented districts at the Plaza, Transit Station and South Cedros; automobile-oriented districts at the north and south ends of Highway 101; and distinct kinds of neighborhoods on North Cedros and South Sierra. In turn, establish links to adjacent residential neighborhoods to the east and west of the Specific Plan area.
- *Cooperation* – Intensity of use requires cooperation to create a better and more vital retail mix, continuous pedestrian retail edge, common public parking facilities, and success with the concept of walking between businesses. Foster public/private cooperation in creating buildings which frame the public space, provide common, shared convenient parking at the right stages, events and promotion of businesses, and organizing the community to manage revitalization of the districts.



Unify districts with an emphasis on landscape and deemphasis of automobile paving



Create a strong landscape armature or framework



Link open space and community facilities with retail and the neighborhoods

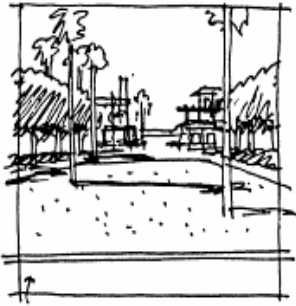
Concept #2: Unify the landscape to create a distinct, but rustic and natural image for the Specific Plan.

- **Framework or Armature**– Take advantage of the open space opportunities in Solana Beach by creating a unique landscape character as the impact of the community. Integrate the rail right-of-way, Plaza, Fletcher Cove, public facilities and edges of development with a unified, park-like landscape. The landscape of this open space can provide a memorable setting for the community almost in the way that Monterey Pines create Carmel’s identity (see Figure 2-1).
- **Public Realm** – The landscape framework and the public spaces throughout the Specific Plan area will create a new kind of public realm. This will consist of the parks and public facilities, as well as sidewalks and streets. These systems will be better linked together with sidewalks, off-street walkways, and signs to encourage walking in the area. The landscape continuity can also visually link the commercial areas with the adjacent residential neighborhoods and strengthen the feeling of a center or heart-of-town.
- **Landscape Character**– The image of the landscape should be rustic and naturalized to incorporate existing plantings and trees and to reinforce the best characteristics of Solana Beach’s setting. These are its heritage as an unpretentious small town defined by the beach, lagoons and canyons. Use a limited number of tree types to create a simple, dramatic background to this setting. Sturdy, rustic trees which already predominate in this area should be encouraged. These trees are Torrey Pines, Melaleucas, Eucalyptus, California Pepper, Palms, Ficus, and a rich mixture of domestic trees on neighborhood streets.
- **Sequence of Experiences** – Within the unifying tree canopy, create variations in groundplane, gardens, flowers, and tree spacing to create distinctions between districts, emphasize views and strongly frame the Plaza. The landscape of Highway 101 should change, for example, in tree massing – from open and informal at the lagoons, to dense and powerful parkway and then, to a strikingly-framed open space at the Plaza.

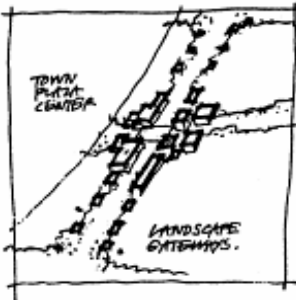
Concept #3: Encourage variety of architecture in keeping with the scale and eclectic character of the community.



Accentuate and protect views with landscape



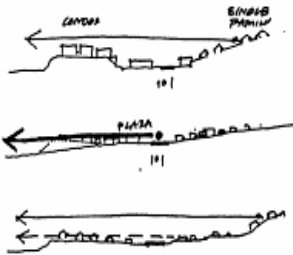
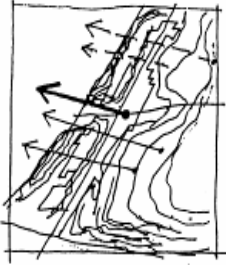
Frame the view window at the Plaza



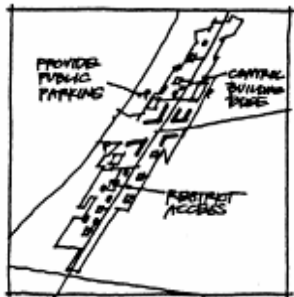
Create an architectural framework for the Plaza

- *Beach Character* – Most of the community members who participated in the workshops and the Specific Plan Committee opposed prescribing a theme or style for buildings in the Specific Plan area. Many also did not like much of the existing older or newer buildings, and yet appreciate the unpretentious, unique character of the older parts of the City. That character includes the Quonset huts on Cedros, a Victorian storefront on the Plaza, and a cross-section of other nondescript styles. Historic building types throughout the City included small-scale wood cottages, lightweight metal buildings and a variety of plaster and frame styles. Many people that if there is a Solana Beach character, it is a response to the mild climate, ocean breeze and sun, and the opportunity for environmentally responsive buildings with vitality.
- *Variety of Style* – Style can and should vary from building to building, but with compatible scale and detailing. Building design or style can also relate to setting. For instance, more rustic “edge of town” buildings may be appropriate for the automobile-oriented districts at the north and south edges of the community. More urban storefronts may be appropriate at the Plaza.
- *Frame for Public Realm* – Building massing is controlled in different ways. The Plaza edge along Plaza Street and along the west sides of Highway 101 within the Plaza District should create a distinct street wall or continuous building edge. This building edge will frame the public open space of the Plaza and the linear park on Highway 101 to accentuate the center of town and the view to the ocean. Guidelines for other areas encourage deeper, varied setbacks to reinforce the open parkway character in the automobile-oriented districts.
- *Building Height* – The community expressed distinctly different views concerning building heights in various forums. The Workshops strongly suggested that the Specific Plan area allow varied height, or averaged-height buildings to create more picturesque roof lines. The Specific Plan Committee and City Council, however, strongly favored retaining existing height regulations and review process, including the View Assessment Ordinance.

Concept #4: Frame and preserve views to reinforce the sense of Solana Beach as a beach community.



Protect views of the ocean and the linear park

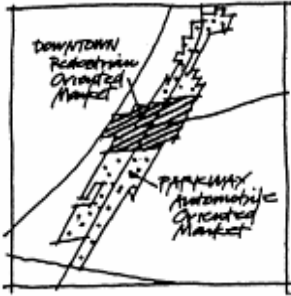


Organize building edges and consolidate parking

- *Views from the Public Realm and private property*– Solana Beach has few, yet very distinct views from public open space within the Specific Plan area. Accentuate these views by framing and reinforcing them with careful building design and landscape. The View Assessment process shall also continue to be an important consideration.
- *Window Sequence* – Use the sequential landscape character, which opens toward the lagoons at the north and south and then tightens toward the Plaza, to create a dramatic frame around an open “window” at the Plaza. Support this landscape sequence with guidelines for building placement along Highway 101.

Concept #5: Improve site planning to minimize the dominance of traffic and asphalt in the Specific Plan area.

- *Pedestrian and Auto-Oriented Areas* – Site planning guidelines within districts will be coordinated with emphasis in that area on providing a walkable or driveable environment. This will affect the location of access points, parking and service areas, and the type of ground floor uses.
- *Irregular Lots*– Very deep, narrow lots, access inconsistencies, and highly irregular parcel sizes in some areas, particularly near the Plaza, will involve cooperation among property owners to provide off-site parking and eliminate much of the chaotic automobile circulation.
- *Restricting Access*– The community wishes to improve traffic flow without increasing speeds and to eliminate the visual blight of automobiles in the corridor at the same time. Limiting automobile access from Highway 101 and Sierra, and emphasizing cross-streets and shared driveways for access, can improve flow by limiting disruptions. This also provides for greater landscape continuity and pedestrian walkways.
- *Links to the Beach and Plaza from Neighborhoods* – Use street right-of-way for access. Orient front doors to streets and create a more continuous sidewalk and pathway system. Connect all adjacent sites to the Linear Park, the Plaza and Highway 101. Also provide access points across Highway 101 and between Cedros Avenue and Sierra Avenue for access to Beach walkways and Plaza. Require street-side walks and bicycle parking on every site.
- *Parking* – Parking requirements are established in Section 3.0 – Development Plan. Requirements are standard City-wide for all districts except the Plaza. The Plaza District has reduced requirements based on shared use and transit access.



Distinct business districts create a marketable image

Concept #6: Establish distinct business districts that will have clear, marketable images and support facilities, such as consolidated parking.

- *Mixed Use* – Mixed use can be carefully fostered to increase the intensity of business activity without increasing traffic and non-retail congestion. Encourage office and residential uses in and near pedestrian-oriented districts.
- *Community Activity* – Design spaces which foster community activity. Activities and events in the Specific Plan area will attract residents and visitors who will support local businesses.
- *Stronger Image as a Community Core or Heart* – Retail continuity, retail mix and a unique identity will also make it easier for both the pedestrian-oriented and automobile-oriented districts to create a market niche. This approach is preferable for both types of districts.
- *Convenience* – Promote a different kind of convenience – many shops close together offer the opportunity to walk between shops and comfortable, relaxed, open space at the ocean. Transit and residential areas are nearby.
- *Attractiveness and Appearance* – An unbeatable setting and public amenities of a real community core or heart are a significant attraction.
- *Landscape Framework* – Create a unified public realm which links open space to create a strong park-like image for Solana Beach. Capitalize on the existing Torrey Pine trees in the Highway 101 right-of-way by adding more trees to establish the character of a native California landscape.

Section 3.0

DEVELOPMENT PLAN



The Development Plan of the Highway 101 Corridor Specific Plan is comprised of three components: 1) Land Use Plan; 2) Community Facilities Plan; and 3) Circulation Plan. The Land Use Plan identifies the distribution, location, and extent of land uses in the Specific Plan area. The Community Facilities Plan identifies the distribution, location, and extent and intensity of major components of sewage, water, drainage, solid waste disposal, energy, and other essential facilities existing in the area or proposed to be located within the Plan area, needed to support the uses described in the Plan. Major components of public and private transportation facilities are identified in the Circulation Plan.

The Development Plan is based on detailed analysis of the potential market for the economic concepts involved in the Specific Plan, and the analysis of the traffic and circulation aspects of the Plan. The community established a clear direction for development of the Plan area through the General Plan and a subsequent Community Design Workshop. This direction included the concept of creating a pedestrian-oriented district at the center of the Specific Plan area.

3.1 Land Use Plan



In accordance with Section 65454 of California Planning and Zoning Law, the Highway 101 Corridor Specific Plan is consistent with the Solana Beach General Plan. Figure 3-1 illustrates the overall distribution and location of Specific Plan area land uses.

Land use designations, as described in the Solana Beach General Plan Land Use Element, occurring in the Specific Plan area include:

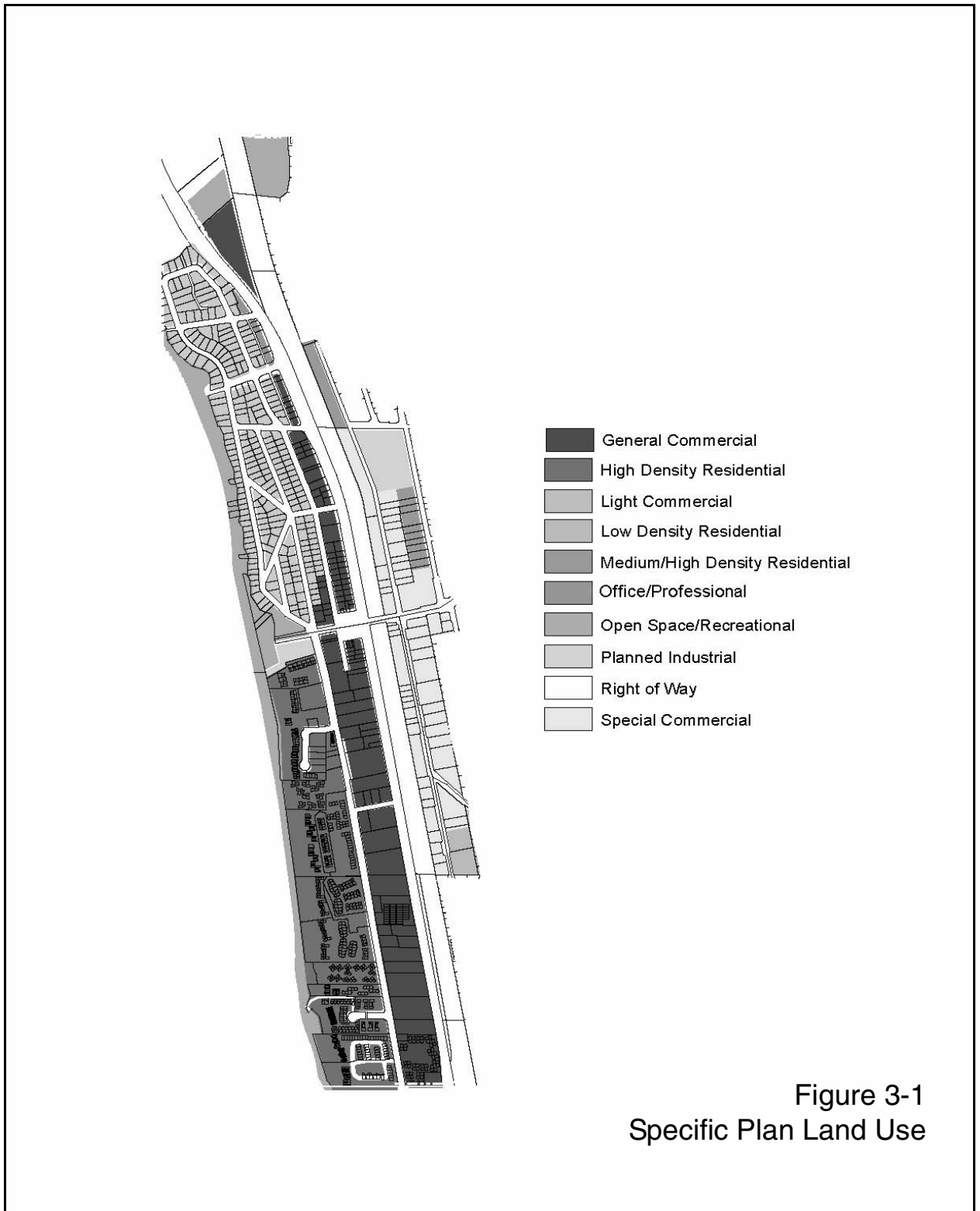


Figure 3-1
Specific Plan Land Use

Residential

Low Medium Density: Single-family residences at a maximum density of four dwelling units per acre.

Medium Density: Single-family and multi-family residential development within a density range of five to seven dwelling units per acre.

Medium High Density: Single-family and multi-family residential development within a density range of eight to 12 dwelling units per acre.

Commercial

Light Commercial: A range of commercial uses and mixed use (including residential) which have minimum impact on nearby residential uses. The maximum intensity of development is a 1.0:1 floor area ratio.

Special Commercial: A range of commercial, light industrial and mixed use (including residential) having limited impact on nearby residential uses. The maximum intensity of development is a 1.0:1 floor area ratio.



For South Cedros Avenue, the maximum intensity of non-residential development is a 1.0:1 floor area ratio. The maximum floor area ratio of mixed use development is 1.2:1. Upper level architectural relief is required, as described in Tables 5-2 and 5-3 (pp. 5-30

to 5-34). Side, front, and rear setbacks are required, as described in Table 4-2 (p. 4-4) and in Table 4-3 (p. 4-6). A residential deed restriction is required for mixed use floor area ratios, as described on p. 4-5, and in Table 4-3 (p. 4-6).

General Commercial: Tourist-oriented commercial uses, general commercial uses and retail uses of larger scale than those permitted in the Special Commercial areas, such as supermarkets and drugstores, and mixed use (including residential). The maximum intensity of development is a 1.0:1 floor area ratio.

Other

Office/Professional: Professional offices, such as medical, dental, and financial services and general office uses. The maximum intensity of development is a 1.0:1 floor area ratio.

Public/Institutional: Schools, churches, civic center and other public uses. The maximum intensity of development is a 2.0:1 floor area ratio.

Open Space/Recreation: Open space and recreational uses focus on outdoor activities, such as beach parks and City parks.

Right-of-Way: Limited to transportation, public utilities, recreation and other similar uses.

Land Use Distribution

Table 3-1 identifies the acreage of each land use category within the Specific Plan area.

**Table 3-1
Specific Plan Land Use Distribution**

| Land Use | Acres | Intensity Estimate | Percent of Total Area |
|--|-------|--------------------|-----------------------|
| Residential | | <u>DUs</u> | |
| Low Medium Density | 2.3 | 10 | 1.4% |
| Medium Density | 0.2 | 1 | 0.1% |
| Medium High Density (Mixed Use Allowance) | 5.8 | 58 90 | 3.6% |
| Commercial | | <u>Rooms</u> | |
| Hotel | 0.9 | 458 | |
| Light Commercial | 23.8 | | 0.5% |
| Special Commercial | 38.1 | | 14.6% |
| General Commercial | 1.5 | | 23.4% |
| Office/Professional | | | 0.9% |
| Other | | | |
| Public Facilities* | 7.8 | | 4.8% |
| Open Space | 11.0 | | 6.7% |
| Streets | 38.9 | | 23.9% |
| Railway | 32.7 | | 20.1% |
| | 163.0 | 159 | 100.0% |

* Although the one-acre Post Office parcel is designated as High Residential, its acreage has been included in the Public Facilities designation acreage.

Commercial/Residential (Mixed Use)



The purpose of providing for commercial/residential mixed use development in the Specific Plan area is two-fold. First and foremost is the opportunity to work toward the attainment of Housing Element objectives. Secondly, mixed use provides an opportunity to enhance the pedestrian character of the Plaza and Transit Districts by introducing a residential component into the core of the Specific Plan area.

Mixed Use

Mixed use development is defined as the development of a parcel(s) or structure(s) with two or more different land uses such as, but not limited to, a combination of residential, office, manufacturing, retail, public, or entertainment in a single or physically integrated group of structures.

Residential development shall be permitted as a mixed use with other permitted or conditionally permitted development. The provision of residential development with commercial development shall be encouraged in a mixed use integrated development. Residential dwellings shall be permitted only on the upper floors, basement, and rear 50 percent of the ground floor. Alternatively, residential dwellings may be permitted on any portion of the building (or buildings) pursuant to a development review permit; provided, that total residential development does not exceed 40 percent of gross allowable floor area. Residential dwellings approved pursuant to a development review permit shall be compatible with the intent of the Commercial and Light Commercial zones to preserve and enhance street level pedestrian-oriented commercial frontage.

Areas Permitting Mixed Use

Mixed use development is permitted in the Light Commercial, Special Commercial and General Commercial designated areas subject to limitations and standards described within the Solana Beach Zoning Ordinance. See Figure 3-2.

3.2 Community Facilities Plan

The Community Facilities Plan is comprised of sewer, water, energy, solid waste disposal and drainage facilities.

Sewer

The Specific Plan area is located within the City of Solana Beach which is the public agency responsible for providing sewage collection and treatment. Sewage treatment occurs at the San Elijo Water Treatment Plant jointly owned and operated by the San Elijo Joint Powers Authority (comprised of the City of Solana Beach and the Cardiff Sanitation District). Figure 3-3 illustrates the location of the City sewer lines within the Specific Plan area.

The maximum quantity of wastewater generated by land uses within the Specific Plan area is estimated at approximately 209,000 gallons per day (see Table 3-2). This translates to 836 equivalent dwelling units (EDU). Facilities to serve the project include:

- Fletcher Cove Pump Station (located west of Sierra Avenue) serving the restroom and lifeguard facility;
- Solana Beach Tributary Pump Station, which serves all of Solana Beach – except San Elijo Hills area, pumps sewage northward to the San Elijo WPCF; and
- A system of six- to 24-inch diameter sewer lines throughout project area streets.

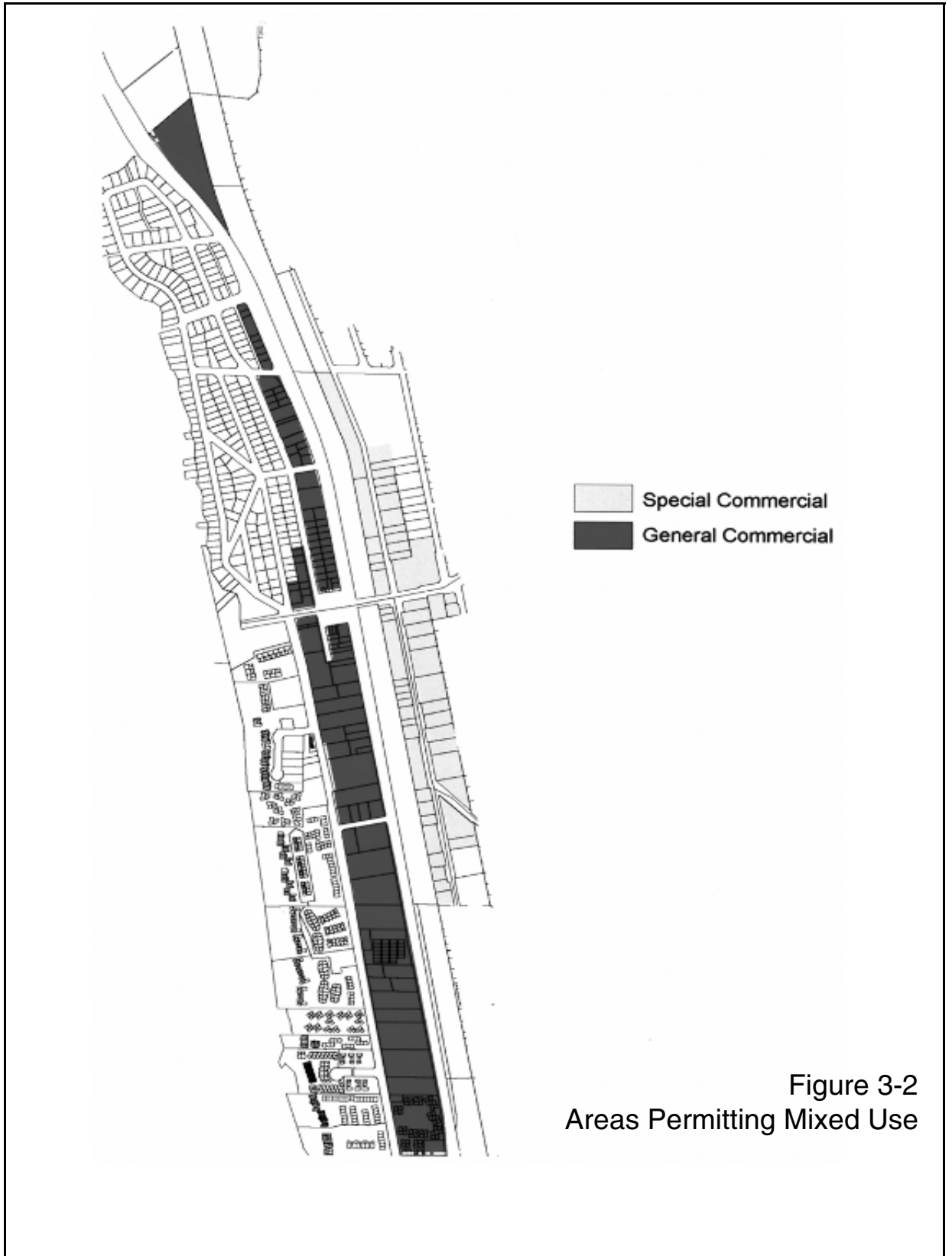
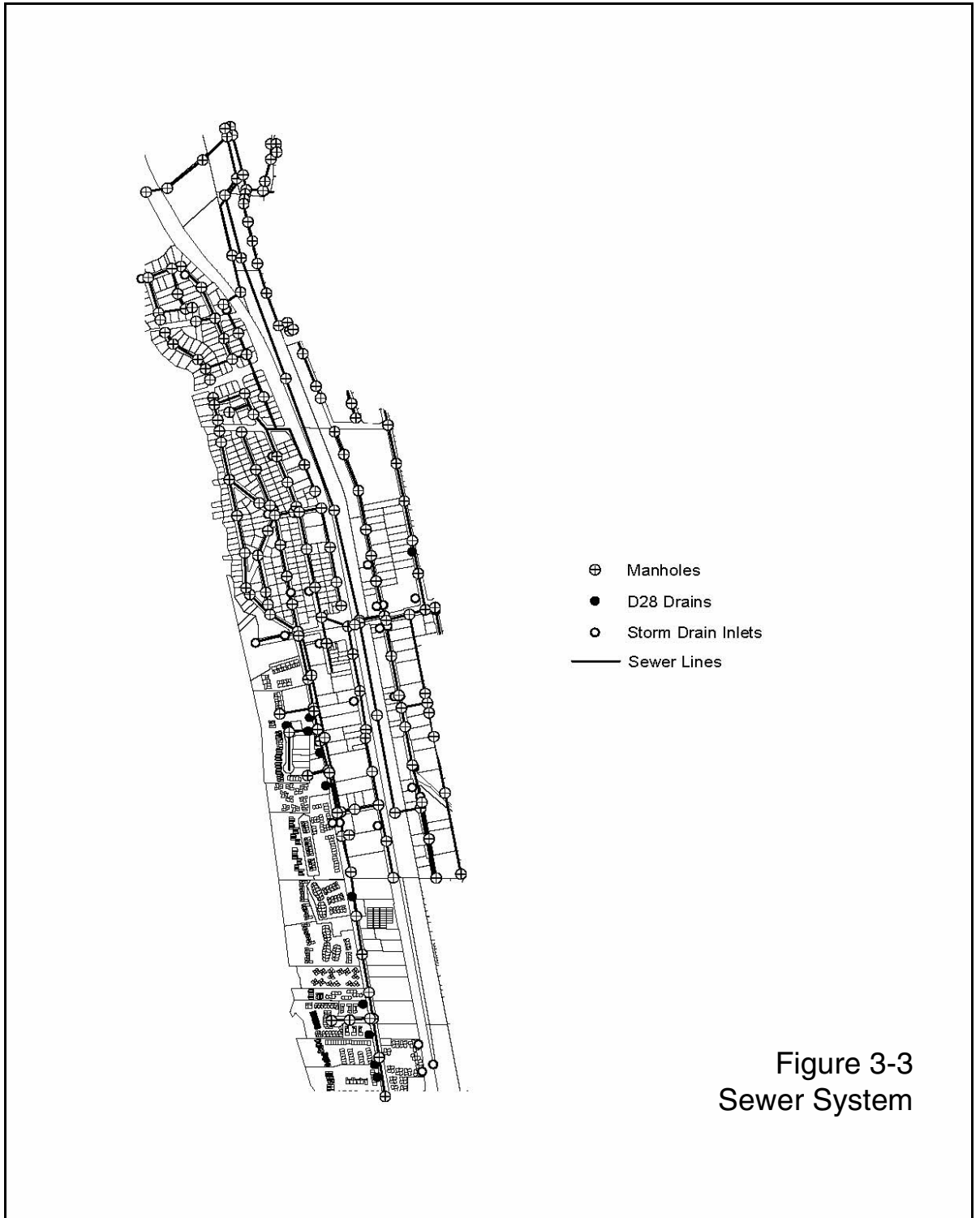


Figure 3-2
Areas Permitting Mixed Use



**Table 3-2
Wastewater Generation**

| Land Use | Acres | Intensity | Daily Generation (kgd) |
|---|-------|--------------|------------------------|
| Residential Density | | <u>DUs</u> | |
| Low Medium | 2.3 | 10 | 2.50 |
| Medium | 0.2 | 1 | .25 |
| Medium High | 5.8 | 58 | 11.60 |
| (Mixed Use Allowance) | | 90 | 18.00 |
| Commercial | | <u>Rooms</u> | |
| Hotel Rooms Retail+,Office/ Professional | | 458 | 114.5 58.51 |
| Other | 64.3 | | |
| Public Facilities | 7.8 | | 3.55 |
| Open Space | 11.0 | | -- |
| Streets | 38.9 | | -- |
| Railway | 32.7 | | -- |
| | 163.0 | | 208.91 |

Kgd: Thousand gallons per day

Note: Daily Generation Rates have been calculated utilizing Solana Beach equivalent dwelling unit (EDU) assignment for gross area (acreage) by land use. An EDU represents 200 gallons of wastewater.

+ Retail includes Light Commercial, Special Commercial, and General Commercial.

Existing area sewer lines will continue to serve the project area. City officials have indicated that existing line size is adequate to serve buildout needs of the area. The Solana Beach Master Plan of sewers, prepared by Dudek and Associates, confirms this finding.

Water

Water is supplied to the Specific Plan area by the Santa Fe Irrigation District (SFID), which obtains its water from the San Diego County Water Authority (SDCWA) – Metropolitan Water District system. The SDCWA imports and sells water to member agencies such as SFID. More than 90 percent of the SDCWA water supply consists of water imported from the Colorado River and northern California sources. Figure 3-4 illustrates the location of District water lines within the Specific Plan area.

The SFID purchases unfiltered water from the SCDWA system and treats it in the 36 mgd (million gallons per day) Badger Filtration Plant owned jointly with the San Dieguito Water District. The plant is connected to the SDCWA filtered water aqueducts in the event of shutdown of the SDCWA unfiltered water pipelines or the Badger Filtration Plant.

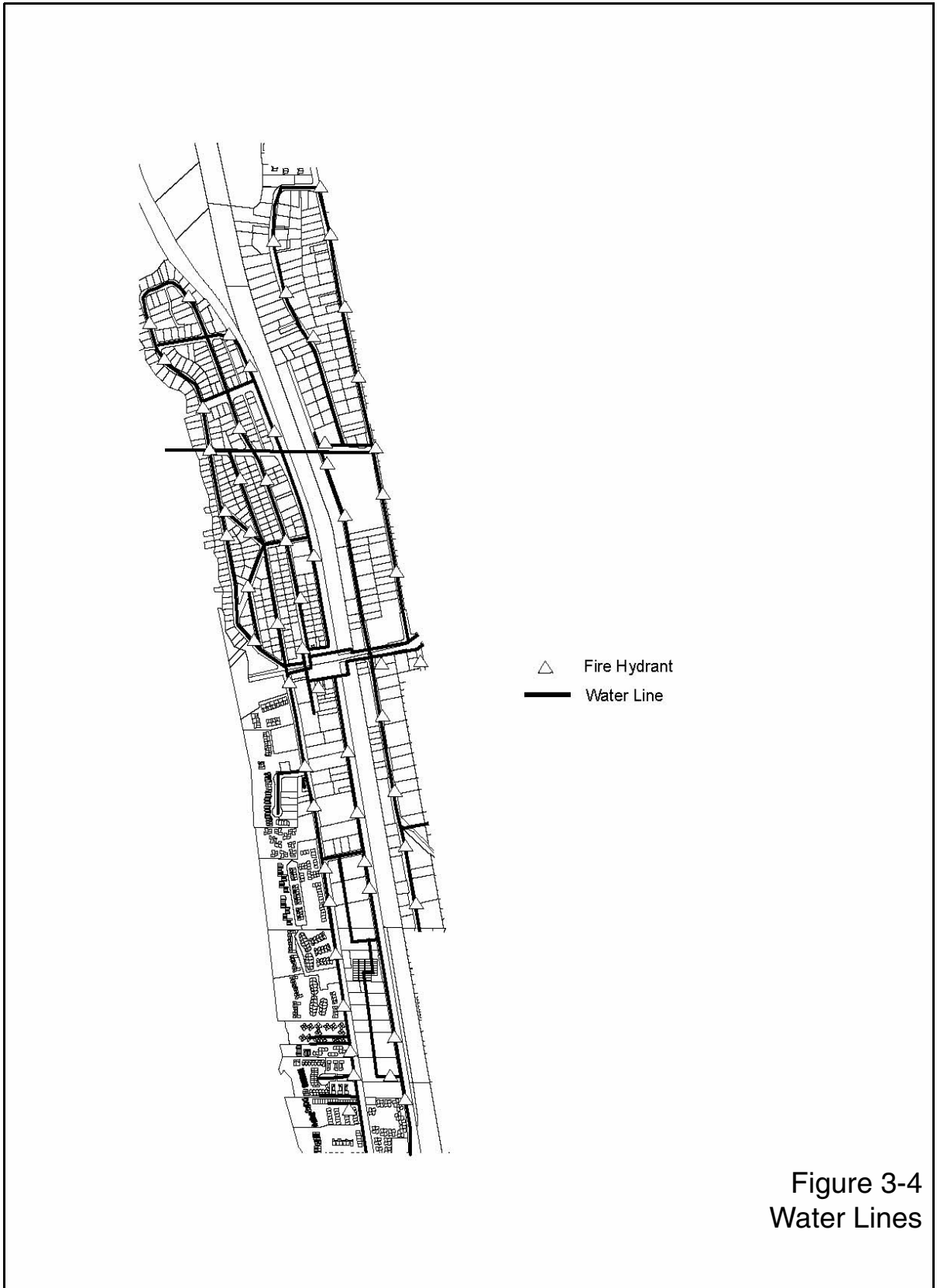


Figure 3-4
Water Lines

The SFID also purchases water from the City of San Diego when runoff is available in Lake Hodges. The water, when available, is low priced. The existence of Lake Hodges and its delivery system provides a supply which is available in case of failure of the imported water system. The contract with the City of San Diego extends until 2019.

Daily demand for water among land uses within the Specific Plan area is approximately 202,000 gallons (see Table 3-3).

Drainage Facilities

The northern portion of the project area is located within the Carlsbad Hydrographic Unit which drains into the San Elijo Lagoon. The central and southern portions of the project area are within the San Dieguito Hydrographic Unit and drain into the San Dieguito Lagoon. No streams or water bodies are located in the Specific Plan area. The western extent of the Specific Plan area is federally designated 100-year or 500-year flood hazard areas.

One of the proposed projects for the Specific Plan area is the design and construction of an effective drainage system. In conjunction with the Specific Plan, the drainage project will help to increase the effectiveness of local drainage facilities and may reduce the amount of urban runoff that may otherwise drain into the lagoons and ocean.

Energy Facilities

San Diego Gas and Electric Company (SDG&E) supplies natural gas and electricity to local area properties. Existing area supply lines are considered to be adequate to supply future area needs. As is the case with franchise utilities, necessary area line upgrades are planned, designed and constructed by utility providers (SDG&E). Area utility upgrades are funded by fees and rates collected by SDG&E from its customers. Tables 3-4 and 3-5 identify energy demands, electrical and natural gas, projected for the area.

Solid Waste

The City contracts with private disposal companies for solid waste collection. The companies collect refuse from residential, office, commercial, and industrial use areas. Disposal presently occurs at either the San Marcos or Miramar landfills.

Although land uses within the project area will intensify, thus generating additional waste, pursuant to the Solid Waste Management Act (1989) and its subsequent local implementing ordinance (County of San Diego) a 50 percent reduction in solid waste generation is expected to occur due to the implementation of county-wide source-reduction techniques such as curb-side recycling. Table 3-6 identifies solid waste generated on a daily basis in the project area. The City will continue to contract with disposal companies for solid waste collection within the Specific Plan area.

**Table 3-3
Water Demand**

| Land Use | Acres | Intensity | Daily Demand (gallons) |
|----------------------------------|-------|----------------|------------------------|
| Residential Density | | <u>DUs</u> | |
| Low Medium | 2.3 | 10 | 3,757 |
| Medium | 0.2 | 1 | 376 |
| Medium High | 5.8 | 58 | 16,965 |
| (Mixed Use Allowance) | | 90 | 26,325 |
| Commercial | | <u>Rooms</u> | |
| Hotel** | | 458 | 34,350 |
| Retail+, Office/ Professional | 64.3 | Sq. Ft. 1.5 | 102,705 |
| Other | | | |
| Public Facilities | 7.8 | | 17,160 |
| Open Space | 11.0 | | |
| Streets | 38.9 | | |
| Railway | 32.7 | | |
| | 163.0 | | 201,638 |

Kgd: Thousand gallons per day

* *Base on 130 gallons/person/day; 2.89 persons/single-family dwelling; 2.25 persons/multi-family dwelling*

** *75 gallons per room*

+ *Retail includes Light Commercial, Special Commercial, and General Commercial*

Circulation

The vehicular and non-vehicular pedestrian and bicycle ways circulation system for the Highway 101 Corridor Specific Plan are shown in Figure 3-5. The Circulation Plan for the Highway 101 Specific Plan follows the Solana Beach General Plan Circulation Element's Circulation Plan in terms of vehicular classification.

Vehicular Access

Specific Plan area roadways are listed in Table 3-7. Three types of roadway classification exist within the area – major arterial, collector, and local. Highway 101 is designated as a scenic highway in the City of Solana Beach General Plan Circulation Element. Roadway descriptions are as follows:

Scenic Highway:

- A route with unique or special aesthetic and visual resources which should be protected and upgraded through sensitive highway design and the regulation of development within the scenic corridor.
- A route which provides a pleasant driving environment and community enhancement.

**Table 3-4
Energy Demand (Electrical)**

| Land Use | Acres | Intensity | Daily Generation (kgd) |
|--|-------|--------------|------------------------|
| Residential | | <u>DUs</u> | |
| Low Density | 2.3 | 10 | 0.16 |
| Medium Density | 0.2 | 1 | 0.02 |
| Medium High Density (Mixed Use Allowance) | 5.8 | 58 90 | 0.63 0.98 |
| Commercial | | <u>Rooms</u> | |
| Hotel | | 458 | 8.22 |
| Light Commercial | 0.9 | | |
| Special Commercial | 23.8 | | |
| General Commercial | 38.1 | | |
| Office/Professional | 1.5 | | 57.6 |
| Other | | | |
| Public Facilities | 7.8 | | 1.0 |
| Open Space | 11.0 | | 0.04 |
| Streets+ | 38.9 | | -- |
| Railway+ | 32.7 | | -- |
| | 163.0 | | 68.65 |

+ *Not included in total energy demand*

**Table 3-5
Energy Demand (Natural Gas)**

| Land Use | Acres | Intensity | Daily Generation (kgd) |
|--|-------|----------------------|------------------------|
| Residential | | <u>DUs</u> | |
| Low Density | 2.3 | 10 | 2.22 |
| Medium Density | 0.2 | 1 | .22 |
| Medium High Density (Mixed Use Allowance) | 5.8 | 58 90 | 7.93 |
| Commercial | | | 12.31 |
| Hotel | | <u>Rooms</u> 458 | 36.64 |
| Light Commercial | 0.9 | | |
| Special Commercial | 23.8 | | |
| General Commercial | 38.1 | | |
| Office/Professional | 1.5 | Total Sq. Ft. 1.5 | 145.00 |
| Other | | | |
| Public Facilities+ | 7.8 | | -- |
| Open Space+ | 11.0 | | -- |
| Streets+ | 38.9 | | -- |
| Railway+ | 32.7 | | -- |
| | 163.0 | | 204.32 |

Kcd: Thousand cubic feet per day
+ Not included in total energy demand

**Table 3-6
Solid Waste Generation**

| Land Use | Acres | Intensity | Daily Generation (lbs/day) |
|--|-------|----------------|----------------------------|
| Residential Density* | | <u>DUs</u> | |
| Low Density | 2.3 | 10 | 217 |
| Medium Density | 0.2 | 1 | 22 |
| Medium High Density (Mixed Use Allowance) | 5.8 | 58 90 | 653 1,013 |
| Commercial | | <u>Rooms</u> | |
| Hotel+ | | 458 | 3,435 |
| Retail, Office/ Professional | 64.3 | Sq. Ft. 1.5 | 30,000 |
| Other | | | |
| Public Facilities | 7.8 | | |
| Open Space | 11.0 | | |
| Streets | 38.9 | | |
| Railway | 32.7 | | |
| | 163.0 | | 35,340 |

* *Seven and one-half lbs/person/day*

+ *Two lbs/100 square feet*

**Table 3-7
Roadways**

| Roadway | General Plan Classification | General Plan Number of Lanes |
|----------------------|-----------------------------|------------------------------|
| Highway 101 | Major Arterial | 4 d |
| Lomas Santa Fe Drive | Major Arterial | 4 d |
| Cedros Avenue | Collector | 2 u |
| Plaza Street | Collector | 2 – 4 u |
| Sierra Avenue | Collector | 2 u |
| Acacia Avenue | Local | 2 u |
| Cliff Street | Local | 2 u |
| Dahlia Drive | Local | 2 u |
| Estrella Street | Local | 2 u |
| Ocean Street | Local | 2 u |
| Pacific Avenue | Local | 2 u |
| Rios Avenue | Local | 2 u |
| Solana Vista Drive | Local | 2 u |

Notes:

d – divided
u – undivided

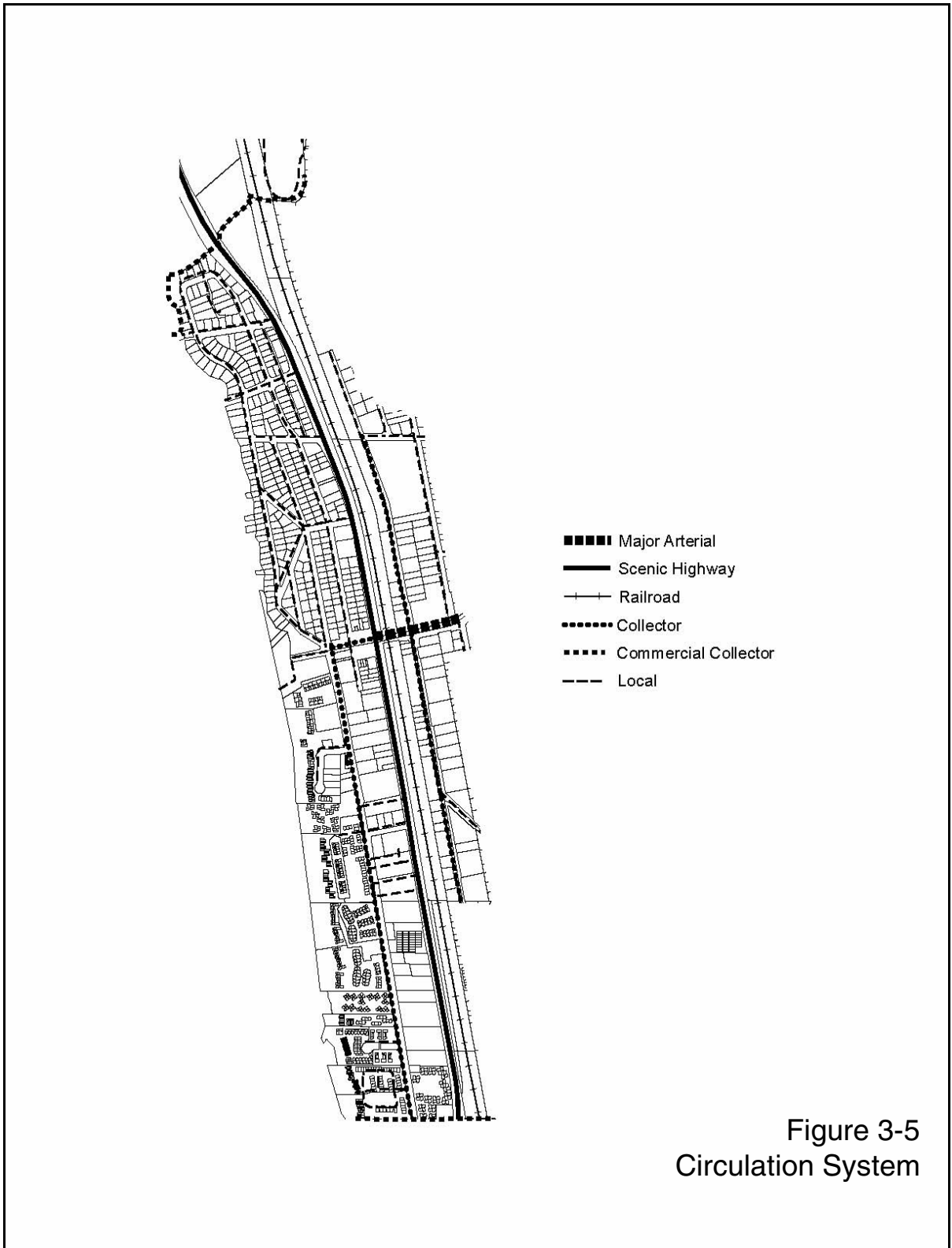


Figure 3-5
Circulation System

- Striped for one or two lanes in each direction with at least partial control of access and at least partial restriction of on-street parking.

Major Arterial:

- A four-lane arterial highway with access limitations, divided by a raised or striped median.
- A type of intercity or community facility, expected to carry the majority of traffic between Solana Beach, adjacent communities, and freeway system.
- Striped for two lanes in each direction, with shoulders and medians where right-of-way permits, and left-turn lanes at intersections.
- Maximum capacity of 38,000 vehicles per day (assumes 10 percent peak hour, 60/40 directional split, 1,200 vehicles per hour per lane).

Collector:

- A two-lane to four-lane undivided road with intersections at grade and partial access control.
- Collectors can serve as a secondary type of highway to provide routes for locally-generated traffic to connect to the major arterial system network, but primarily serve as access routes for local residents to reach activity areas in the City. Collectors may also provide direct access to residential properties.
- Striped for one lane to two lanes in each direction, with curb parking, and left-turn lanes at major intersections.
- Design capacity of 10,000 vehicles per day (determined not by the physical design capacity of the road segment, but rather by the desirability of maintaining an acceptable level of traffic on these facilities which may be bordered by fronting land uses).

Local:

- Two-lane undivided roads with at-grade intersections and frequent driveway access.
- Local roads are intended to provide access to adjacent residential land uses and to feed traffic to collectors and other roads of higher classification.
- Provide one lane in each direction, with curb parking, but not provided with centerline strip.
- Design capacity of 2,000 vehicles per day, determined not by the physical capacity of the road, but rather the acceptable level of traffic which will not adversely affect the quality of life in residential areas.

Pedestrian Access

Paved sidewalks are to be provided adjacent to all Specific Plan area roadways, except along the east side of Highway 101 (see Figure 3-6). Enhanced pedestrian access is to be provided along the east and west sides of Highway 101 and from the transit center, through the Plaza, to the west side of Sierra Avenue at the Beach Park.

Along the east side of Highway 101 (west of the railway right-of-way), an informal pedestrian path will wind through the Coastal Rail Trail. The path will function as a strolling path or jogging trail, and bikeway.

Along the west edge of Highway 101 an “enrichedly” paved sidewalk will function as the primary pedestrian “walking street” along the Highway 101 facing shops. Its width varies between six and 12 feet along with its varying function. Small sidewalk cafes and kiosk areas require a greater width of pavement than areas used exclusively for walking.

Access between the transit center through the Plaza and to the Beach Park is provided along a palm-lined path of high quality pavement. Figure 3-6 illustrates pedestrian circulation.

Bikeways



Bike lanes are to remain on north and south bound Highway 101. The east/west bikeways from Plaza Street to Lomas Santa Fe will also remain.

Bike lanes are illustrated in Figure 3-6. The bike lane is an on-street facility designated by a solid white line striped along the right-hand side of the road. Lanes are designed for one-way travel in the direction of motor vehicle traffic

flow. The bike lane is designed to enhance the safety and convenience of cyclists using Highway 101 by defining a space on the road specifically for bicycle use.

Parking

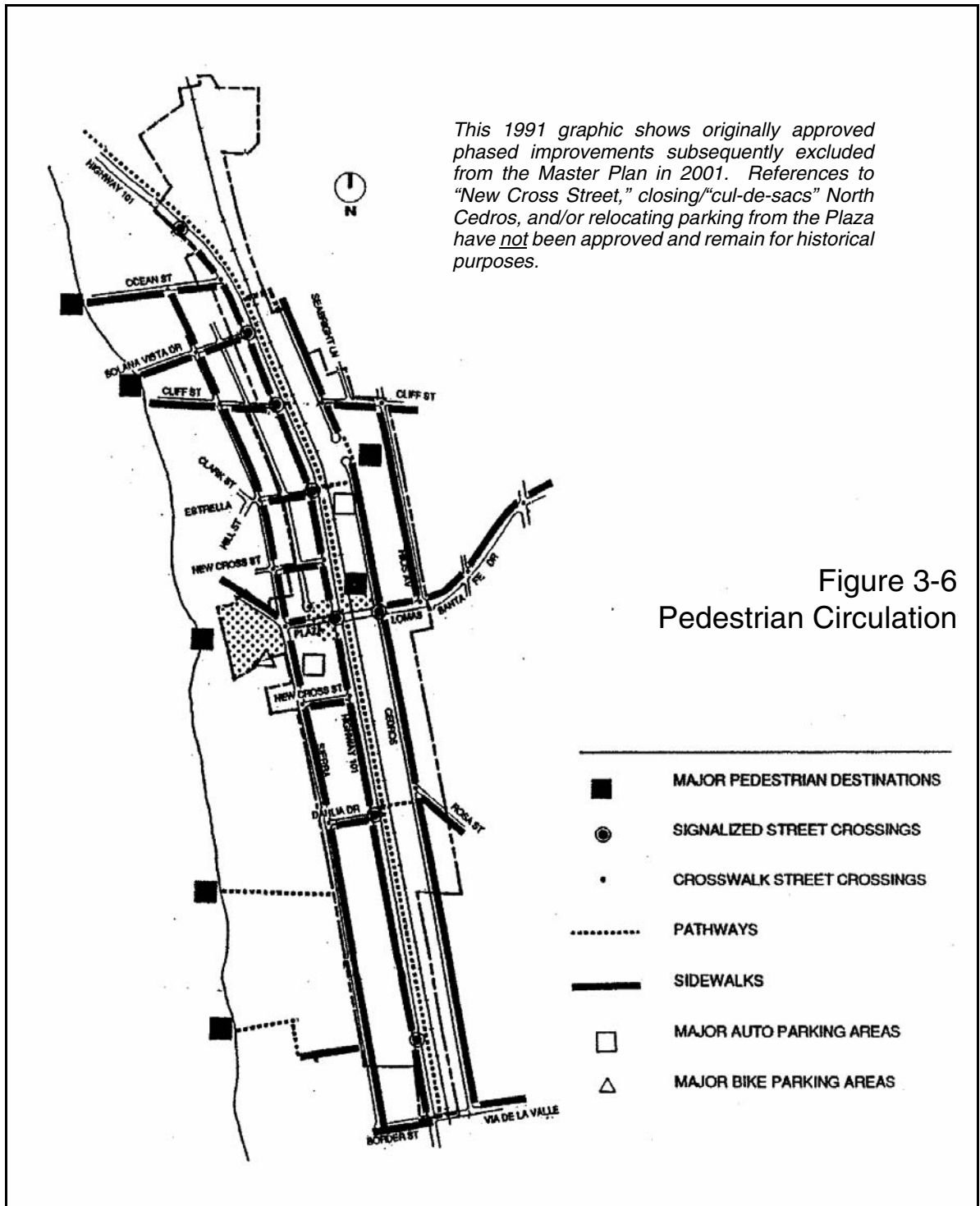
Parking requirements for the Specific Plan area are identical to the City Zoning Ordinance except for the Plaza District. Parking requirements for mixed use development located in the Plaza District west of Highway 101 differ due to the uniqueness of interaction which can occur between varied land use mixes (commercial and residential). Essentially, parking requirements for mixed use development are less stringent than for other areas of the Plan. The justification for lessening of parking requirements is based on factors which have a significant effect on the actual total parking demand for mixed use areas. Factors include captive market (the interaction between different land uses) and variation in the hourly demand for parking among different land use types.

Land uses identified in the Specific Plan for the Plaza District include retail, restaurant, hotel, multi-family residences and beach uses. Using the City parking requirements, the projected development intensity, and information regarding beach use generation factors, the total gross parking requirement for the Plaza District is 887 spaces, 767 for the commercial use and 120 spaces for the Beach Park use. This estimate includes a “captive market reduction” of seven percent for retail, restaurant, hotel and apartment uses, and a 10 percent captive market reduction for beach area uses. “Captive market reduction” refers to the reduction of parking requirements for mixed use development. The reduction in the parking needs is based on the uniqueness of interaction between varied land use (commercial and residential) which occurs within a single development.

Another factor which affects the overall total parking demand for a mixed use development is the variation in the hourly demand for parking among different land use types. The transportation study prepared by Kaku Associates identified the percent variation in the hourly demand by land use type for the Plaza District. The study concludes that, assuming various activities in the Plaza District would engage in a shared parking program, peak parking demand would be 214 spaces less than the gross parking demand using the City Zoning Ordinance. This represents an overall reduction of 26 percent. Table 3-8 identifies, on a per use basis, the parking requirements for Plaza District developments.

The table assumes that residential dwelling units and hotel rooms do not share required parking spaces with non-residential uses. The concept of shared parking is taken into account for retail, restaurant and Beach Park.

Parking requirements for the Specific Plan area are similar to the City Zoning Ordinance except for the Plaza District, a small portion of North Cedros, for mixed use projects, and for the South Cedros District. The South Cedros District disallows roof-top parking, and requires roof-top architectural features, screening, and landscaping. This district also requires approximately one commercial parking space per 300 square feet gross floor area, and one restaurant/cafe parking space per 143/133 square feet gross floor area.



Consolidated Parking Area/Structure

The concept of the consolidation of vehicular parking and access within the Plaza District would strengthen the pedestrian character of the district, by allowing the existing randomly located parking lots (private ownership) and the public plaza parking on either side of Plaza Street to be replaced with pedestrian arcades, cafes, strolling avenues and retail uses. This concept is supported in the Fletcher Cove Master Plan and the Parking Study for Solana Beach Highway 101 Vicinity (Kaku Associates, October 1989). Although contained in the original Highway 101 Specific Plan and Fletcher Cove Master Plan, new public streets and the closing of Plaza are concepts only and have not been approved.

**Table 3-8
Plaza District Parking Requirements**

| Land Use | Parking Rates | | |
|-----------------------------|---------------------------|---|---|
| | City-wide | Plaza District Non-mixed Use Development Note: *** Note: **** | Plaza District Mixed Use Development Note: *** Note: **** |
| Retail/ Office | 5.0/KSF 4.5/KSF | 3.35/KSF | 3.2/KSF |
| Restaurant | 10/KSF | 7.5/KSF | 7/KSF |
| Hotel | 1/RM | 0.75/RM | 0.75/RM |
| Residential Multi-Family | 1.7/DU | 1.25/DU | 1.25/DU |
| Other | Refer to Zoning Ordinance | | |

Notes:

KSF – Thousand square feet

** Based on projects with floor area less than or equal to 25,000 square feet.*

*** Based on products with floor area of greater than 25,000 square feet, but less than 250,000 square feet.*

**** For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.*

***** For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, approximately one commercial parking space per 300 square feet gross floor area, and one restaurant/cafe parking space per 143/133 square feet gross floor area are required.*

In addition, the Fletcher Cove Master Plan envisions the removal of parking from the Beach Park site, and replacing it with a diversified park character of public facilities buildings (Marine Safety Center, Community Center, and Restroom) and landscaping. The Master Plan suggests relocating parking to a nearby location on the east side of Sierra Avenue. The Parking Study for Solana Beach Highway 101 Vicinity prepared by Kaku Associates (October 1989) identifies long-range parking solutions for the area. The long-range measures are as follows:

- All future developments, and any redevelopment of existing facilities, should be required to provide adequate off-street parking to satisfy their own needs.
- An alternate would be to establish a program in which in-lieu fees could be paid into a fund that would be earmarked for the construction, maintenance and operation of public parking for the area. The most efficient means of implementing such a public parking program may be to establish a parking district.
- Consideration should be given to the adjustment of City Parking codes to reflect current parking demand as exhibited in the study results for the Highway 101 area.

Realization of a centralized parking area or areas for the Plaza District requires specific actions relative to the selection and eventual acquisition of land suitable for public parking. Distance from use served is a prime siting criteria for centralized consolidated parking. In their Site Planning textbook, Kevin Lynch and Gary Hack suggest that the most distant parking should be no more than 600 feet, with a preference of 300 feet for traditional “shopping centers.” Peter Calthorpe, in his City of San Diego Land Guidance System text (December 1991), discusses the concept of a transit-oriented development (TOD) as a mixed use community within a 2,000-foot walking distance of transit stop and core commercial area. Two thousand feet is intended to represent a comfortable walking for a majority of people. Topography, climate, intervening arterials and streets, and other physical features affect the pedestrians’ walking comfort. A “convenient” walking distance, from parking to retail destination, is about 500 feet. Most of the “core area” of the Plaza District is within 500 feet of the center of the Plaza. The Specific Plan does not identify the precise location of future parking area/structure. The area generally south of the Plaza, within the Plaza District, east of Sierra Avenue is suggested.

Parking Area/Structure Transfer of Floor Area

The Site Planning and Landscape Guidelines discussion for the Plaza District (Section 5.1) describes the concept of exceeding the floor area ratio maximum when the “floor area allotment,” associated with lands being developed with public consolidated parking (lot/structure) or public open space, is transferred to other parcels. The average “floor area allotment” for parcels within the Plaza District is 0.7:1. This average was utilized in developing total square footage projections for the entire Plaza District. Parking facilities are not counted in the calculation of floor area; therefore, should a parcel(s) be developed with a public parking facility or public open space, a “credit” of floor area would be available. For instance, if one acre of land is utilized for a public parking facility, approximately 30,492 square feet of floor area would be available. This “credit,” through negotiation between the City and a private party, could be transferred to increase the floor area ratio allotment on a given property (or properties). This concept is not presently envisioned to be heavily utilized as an off-site parking structure has not been approved.

Plaza Circulation Phasing

The original Highway 101 Specific Plan contained a three-phased plan for the physical development of the Plaza District in the Appendix. This phasing plan grew from discussions of concerns about the short and long traffic, parking and economic implications of the pedestrian-oriented improvements proposed for the Plaza. The community and City Council expressed a desire to proceed carefully with the phased improvements which can be funded, implemented and evaluated over time before proceeding to the ultimate completion.

In June of 2001, through the adoption of the updated Fletcher Cove Master Plan, community consensus was accomplished only for “Phase One” which focuses on the Beach Park and does not include changes to circulation nor changes to the Plaza (three phases of implementation were considered during the early planning stages of the Master Plan). The conceptual planning ideas for future improvements associated with the Beach Park have been included in the Appendices of this Master Plan for reference only. Implementation of future improvements will require additional review and public input, compilation into a Master Plan (or Master Plan Amendment) and subsequent environmental review subject to the California Environmental Quality Act.

The concerns expressed by the community about access and parking for the Plaza incorporated a desire to be able to move gradually away from complete dependence on the automobile. This includes access to the Plaza and beach for pedestrians, bicycles, and transit access as well as common public parking areas. The parking areas over time may be relocated away from the center of the Plaza and Beach Park to public parking facilities near the Plaza. Parking provided outside of the Plaza was originally expected to occur within parking structures or in surface parking areas, or a combination of both.

The presently excluded conceptual phasing of improvements for the Plaza District are identified in Appendix D, Plaza/Circulation Phasing of the Specific Plan and are presented for historical and reference purposes for reuse within the Fletcher Cove Master Plan.

Section 4.0

DEVELOPMENT STANDARDS



Development standards are one of the tools along with design guidelines which enable implementation of the Specific Plan. These standards are consistent with the land use goals and objectives identified in the Solana Beach General Plan and Zoning Ordinance. They are then based on concepts identified in Section 2.0 of the Urban Design Program. For that reason, they include additional standards related to achieving the community's vision of a downtown for Solana Beach.

The standards are admittedly complex in that they provide for many exceptions to the basic standards. This is because setbacks and heights within the Specific Plan area are related to street by location (i.e., pedestrian vs. auto areas) rather than by land use. The standards are then related back to the City-wide zoning-based (land use) standards as exceptions.

The development standards shall be used for both private and public projects along with the design guidelines in Section 5.0 to plan individual projects. In addition, refer to Section 2.0, the Urban Design Program, for description of the Urban Design Concepts which form the basis for the Specific Plan including the Development Plan and development standards.

Please note that these standards are based on specific street widths within an existing right-of-way. If the City decides to widen streets, the setbacks should be revised accordingly.

Relationship of Development Standards to Design Guidelines

- Development standards address primarily quantifiable measurements for development such as density, parking requirements and setbacks. Standards are described by land use categories which are identified in the Development Plan, Section 3.0.
- Design guidelines address primarily factors of quality and character of development. Guidelines are described by Specific Plan District as identified in Section 5.0. Quantifiable factors such as setbacks are described in special cases in the design guidelines section where reasons are detailed.

The development standards and design guidelines, which regulate all development within the Specific Plan area, establish criteria for review of proposed projects for approval, and for suggesting features which may improve projects. In cases where differences may exist, Specific Plan Standards and Guidelines shall supersede the City of Solana Beach Zoning Ordinance, and Specific Plan Development Standards shall supersede Design Guidelines.

4.1 Residential Standards

Residential development consists of single-family low medium residential (approximately four units per acre), single-family medium residential (up to seven units per acre), and single-family/multi-family medium high residential (up to 12 units per acre). Figure 4-1 identifies residential use within the Specific Plan area. Residential development standards, for properties designated a residential land use category, are contained in Table 4-1. For regulations pertaining to residential uses as a component of mixed use development, refer to Special Commercial and General Commercial use regulations.

**Table 4-1
Residential Development Standards**

| | Residential Low Medium and Medium | Residential Medium High |
|----------------------|---|----------------------------|
| Minimum Lot Area (a) | 10,000 SF | 6,000 SF |
| Setbacks (b): | | |
| Front | 25' | 20' |
| Side | 10' | 5' |
| Rear | 25' | 25' |
| Maximum FAR | N/A | N/A |
| Height Limit** | 25' | 30' |
| Parking | Refer to Zoning Ordinance | |
| Landscaping | Refer to Zoning Ordinance | |

Notes:

SF Square Feet

FAR Floor Area Ratio

N/A Not Applicable

*** Building height greater than 16 feet is subject to View Assessment Process.*

(a) Applies to proposed subdivisions of land.

(b) Setback also applies to future pedestrian easement between Cedros and the rail right-of-way.

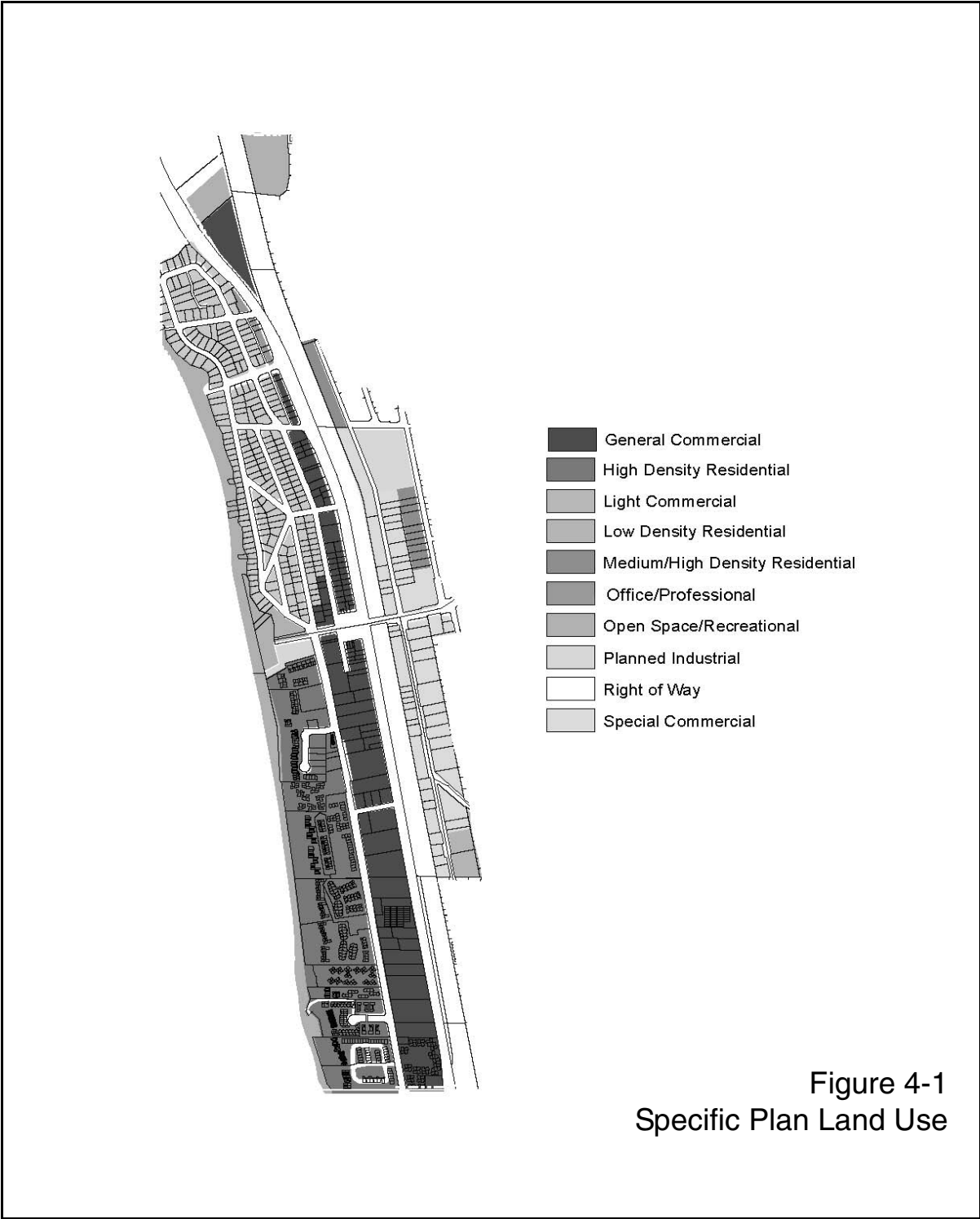


Figure 4-1
Specific Plan Land Use

4.2 Commercial Standards

Commercial development consists of Light Commercial, Special Commercial, and General Commercial categories. Figure 4-1 illustrates commercial use areas within the Specific Plan area. Table 4-2 identifies development regulations for commercial areas. Permitted and conditionally permitted uses are identified in the Solana Beach Zoning Ordinance.

**Table 4-2
Commercial Development Standards**

| | Light Commercial | Special Commercial | General Commercial |
|----------------------|-----------------------------------|----------------------------|---------------------|
| Minimum Lot Area (a) | 6,000 SF | 6,000 SF | 6,000 SF |
| Setbacks : | | | |
| Front | 15' | 10'(b) | 0'(d)(f) |
| Side (Interior) | 10' | 0'(c) | 0'(c) |
| Side (Street) | 10' | 10' | 0' |
| Rear | 15' | 0'(c) | 0'(c) |
| Maximum FAR | 1.0:1 | 1.0:1 (g) | 1.2:1 |
| Height Limit** | 25' / 2 S | 35' / 2-3 S (e) (f) (j) | 35' / 2-3 S (e) (f) |
| Parking | Refer to Zoning Ordinance (h) (i) | | |
| Landscaping | Refer to Zoning Ordinance (h) | | |

Notes:

SF Square Feet

S Stories

FAR Floor Area Ratio

NA Not Applicable

** Building height greater than 16 feet is subject to View Preservation Ordinance.

(a) Applies to proposed subdivisions of land.

(b) 30 feet from street centerline or coterminous with front property line, whichever is greater distance from street centerline; where buildings are closer than 30 feet from street centerline, any future building modifications shall maintain or increase the existing building setback from street centerline. For properties along South Cedros that are more than 120 feet south of Lomas Santa Fe Drive (measured from the right-of-way line of Lomas Santa Fe Drive), the front setback is 30 feet from the centerline of the street or coterminous with the front property line, whichever is the greater distance from the street centerline. Where existing structures are closer than 30 feet from the street centerline, they shall be construed to be conforming; provided, that any future building additions or replacement structures shall comply with the 30-foot setback.

(c) 10 feet

- For South Cedros Avenue, if parcel abuts residential zoned property, increase side interior setbacks to 15 feet for both first and second story.
- For South Cedros Avenue, if parcel abuts residential zoned property, increase rear setbacks to 15 feet for both first and second story.

(d) 10 feet

- On frontage abutting any east-west cross street
- On frontage abutting Plaza Street between Acacia and Sierra Avenues
- On frontage abutting Sierra or abutting Highway 101 outside the Plaza District (430 feet north or 770 feet south of the centerline of Plaza Street on Highway 101)
- Third floor setback in part of Plaza District south of Plaza Street
- Second floor setback for parcel south of Plaza Street between Acacia and Sierra Avenues

(e) Special Consideration: Allow special features as part of the Transit Station development if they provide a community-oriented landmark such as a tower or landmark roof form which does not substantially obstruct views 30 feet/two stories.

- (f) 30 feet
 - In part of Plaza District west of Highway 101
- (g) For South Cedros Avenue, upper level architectural relief is required, as described in Tables 5-2 and 5-3 (pp. 5-30 to 5-35). Side, front, and rear setbacks are required, as described in this table and in Table 4-3 (p. 4-6).
- (h) For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.
- (i) For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, approximately one commercial parking space per 300 square feet gross floor area, and one restaurant/cafe parking space per 143/133 square feet gross floor area are required.
- (j) For South Cedros Avenue only, maximum building height limit is 25 feet, and a maximum of two stories, with up to 15 percent height increase (3.75 feet) allowed for architectural projections; all subject to the View Assessment Ordinance.

4.3 Mixed Use Standards

The mixed use (bonus incentive) is an integral part of the Specific Plan objectives. Mixed use is defined as the development of a parcel(s) or structure(s) with two or more different land uses such as, but not limited to, a combination of residential, office, manufacturing, retail, public, or entertainment in a single or physically integrated group of structures. Residential development shall be permitted as a mixed use with other permitted or conditionally permitted development. The provision of residential development with commercial development shall be encouraged in a mixed use integrated development. Residential dwellings shall be permitted only on the upper floors, basement, and rear 50 percent of the ground floor. Alternatively, residential dwellings may be permitted on any portion of the building (or buildings) pursuant to a development review permit; provided, that total residential development does not exceed 40 percent of gross allowable floor area. Residential dwellings approved pursuant to a development review permit shall be compatible with the intent of the (C) and (LC) zones to preserve and enhance street level pedestrian-oriented commercial frontages. Mixed use development is encouraged in areas of the Plan, particularly the Plaza District, where multiple activities and pedestrian orientation are considered desirable objectives.

Mixed use development is permitted in the Special Commercial and General Commercial designated areas (Figure 4-1). Development standards for mixed use are contained in Table 4-3.

For South Cedros Avenue, the maximum floor area ratio of mixed use development is 1.2:1. Upper level architectural relief is required, as described in Table 5-3 (pp. 5-32 to 5-34). Side, front, and rear setbacks are required, as described in Table 4-3 (p. 4-6). A residential deed restriction is required for mixed use floor area ratios, as described in Table 4-3 (p. 4-6).

Development standards for mixed use are contained in Table 4-3. For mixed use in the Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.

**Table 4-3
Mixed Use Development Standards**

| | Special Commercial | General Commercial |
|----------------------|-----------------------------------|----------------------|
| Minimum Lot Area (a) | 6,000 SF | 6,000 SF |
| Setbacks | | |
| Front | 10'(b) | 0'(d)(f) |
| Side (Interior) | 0'(c) | 0'(c) |
| Side (Street) | 10' | 0' |
| Rear | 0' | 0'(c) |
| Maximum FAR | 1.2:1* | 1.2:1* |
| Height Limit ** | 35'/2-3 S (e) (f) (i) | 35'/2-3 S (e) (f) |
| Parking | Refer to Zoning Ordinance (g) (h) | |
| Landscaping | Refer to Zoning Ordinance (g) | |

Notes:

SF Square Feet

S Stories

NA Not Applicable

FAR Floor Area Ratio

* Development Intensity Permitted

The maximum intensity of non-residential development is a floor area ratio of 1.0:1. The maximum floor area ratio for a mixed use development is 1.2:1. The residential component of a mixed use development shall not exceed 40 percent of the total (residential plus non-residential floor area).

For South Cedros Avenue, upper level architectural relief is required, as described in Table 5-3 (pp. 5-32 to 5-34). Side, front, and rear setbacks are required, as described in this table. A residential deed restriction is required for mixed use floor area ratios.

** Building height greater than 16 feet is subject to the View Assessment Process.

(a) Applies to proposed subdivisions of land.

(b) 30 feet from street centerline or coterminous with front property line, whichever is greater distance from street centerline; where buildings are closer than 30 feet from street centerline, any future building modifications shall maintain or increase the existing building setback from street centerline. For properties along South Cedros that are more than 120 feet south of Lomas Santa Fe Drive (measured from the right-of-way line of Lomas Santa Fe Drive), the front setback is 30 feet from the centerline of the street or coterminous with the front property line, whichever is the greater distance from the street centerline. Where existing structures are closer than 30 feet from the street centerline, they shall be construed to be conforming; provided, that any future building additions or replacement structures shall comply with the 30-foot setback.

(c) 10 feet

- For South Cedros Avenue, if parcel abuts residential (see mixed use) zoned property, increase side interior setbacks to 15 feet for both first and second story.

- For South Cedros Avenue, if parcel abuts residential (see mixed use) zoned property, increase rear setbacks to 15 feet for both first and second story.

(d) 10 feet

- On frontage abutting any east-west cross street

- On frontage abutting Plaza Street between Acacia and Sierra Avenues

- On frontage abutting Sierra or abutting Highway 101 outside the Plaza District (430 feet north or 770 feet south of the centerline of Plaza Street on Highway 101)

- Third floor setback part of Plaza District south of Plaza Street

- Second floor setback for parcel south of Plaza Street between Acacia and Sierra Avenues

(e) Special Consideration: Allow special features as part of the Transit Station development if they provide a community-oriented landmark such as a tower or landmark roof form which does not substantially obstruct views.

(f) 30 feet

- In part of Plaza District west of Highway 101

(g) For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.

- (h) For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, approximately one commercial parking space per 300 square feet gross floor area, and one restaurant/cafe parking space per 143/133 square feet gross floor area are required.
- (i) For South Cedros Avenue only, maximum building height limit is 25 feet, and a maximum of two stories, with up to 15 percent height increase (3.75 feet) allowed for architectural projections; all subject to the View Assessment Ordinance.

4.4 Office/Professional Standards

Office development consists of professional and administrative offices such as medical/dental centers and financial services. Figure 4-1 illustrates office use areas (exclusively). Commercial uses areas may also contain office uses. Table 4-4 identifies development regulations for commercial areas. Permitted and conditionally permitted uses are listed in the Solana Beach Zoning Ordinance.

**Table 4-4
Office, Public/Institutional and Open Space Development Standards**

| | Office/ Professional | Public/ Institutional | Open Space/ Recreation |
|----------------------|---------------------------|--------------------------|---------------------------|
| Minimum Lot Area (a) | 6,000 SF | NA | NA |
| Setbacks: | | | |
| Front | 25' (c) | 25' | 25' |
| Side (Interior) | 10'(b) | 5' | 5' |
| Side (Street) | 5'(b) | 5' | 5' |
| Rear | 15' | 25' | 5' |
| Maximum FAR | 1.0:1 | 2.0:1 | 0.7:1 |
| Height Limit** | 35'/2 S | 30'/2 S | 15'/1 S |
| Parking | Refer to Zoning Ordinance | | |
| Landscaping | Refer to Zoning Ordinance | | |

Notes:

SF Square Feet

S Stories

NA Not Applicable

FAR Floor Area Ratio

(a) Applies to proposed subdivisions of land.

(b) 10 feet if lot line abuts property in a residential zone.

(c) 10 feet in North 101 District north of Solana Vista Drive.

(d) 30-foot height limit north of Solana Vista Drive.

** Building height greater than 16 feet is subject to the View Preservation Ordinance.

4.5 Public/Institutional and Open Space/Recreation Standards

Other development standards consist of Public/Institutional and Open Space/Recreation categories. Figure 4-1 illustrates the location of these use areas within the Specific Plan. Table 4-4 identifies the development standards associated with the two categories. Permitted and conditionally permitted uses are listed in the Solana Beach Zoning Ordinance.

4.6 Building Setbacks

Setback requirements vary within the Specific Plan area to support a consistent parkway along Highway 101, a strong streetwall for the Plaza, and a residential scale in the South Sierra and North Cedros Districts (see Figure 4-6). Ground floor users described in Figure 4-2 are those preferred or required for the ground floor frontage.

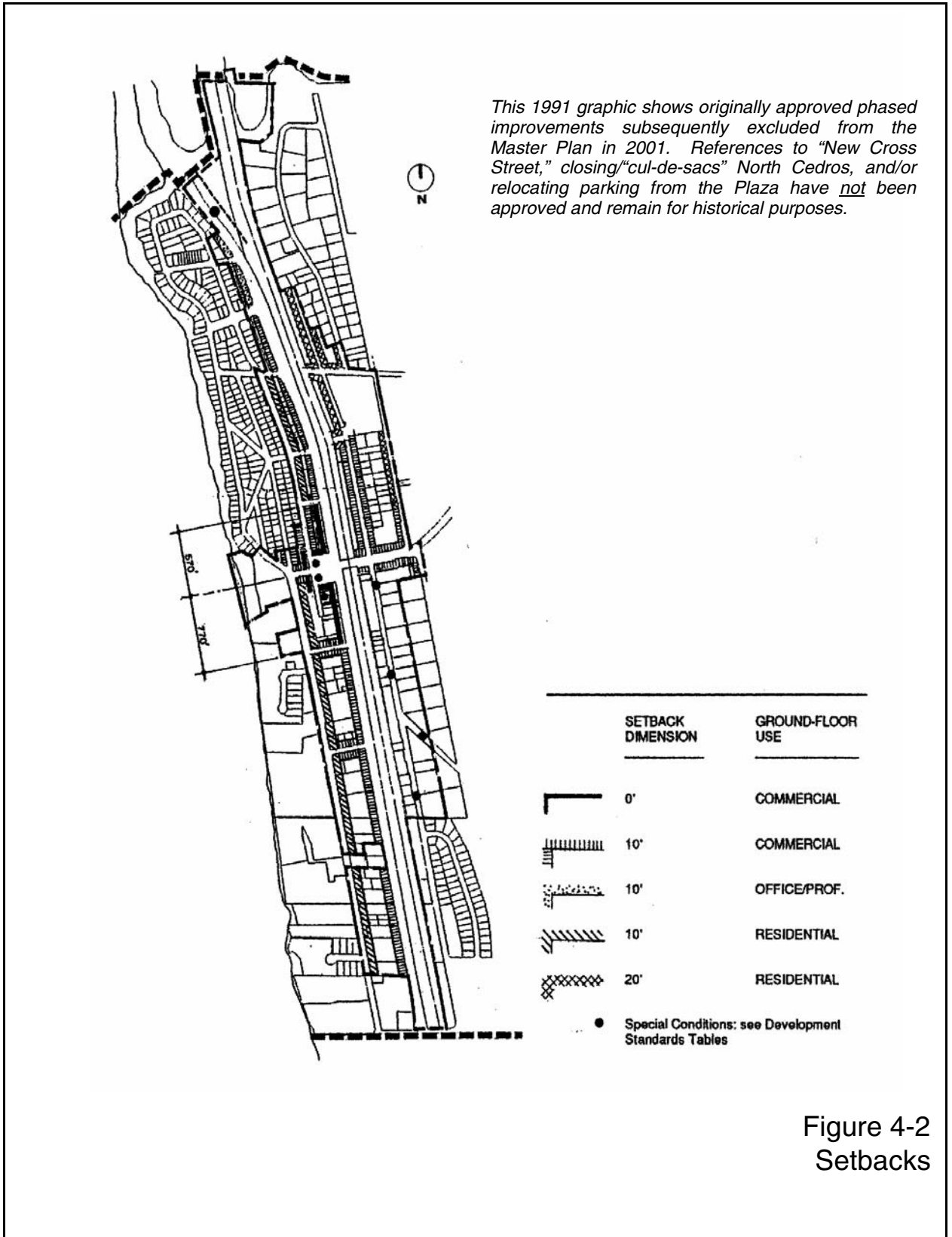


Figure 4-2
Setbacks

Section 5.0

DESIGN GUIDELINES



Design guidelines are provided in this section for: a) Site Planning and Landscape Design; and b) Architecture. They are divided into these two categories because the community expressed a desire to create a sense of unity through site planning and landscape design (suggesting specific guidelines), while encouraging variety and vitality of architecture (suggesting more general guidelines).

These guidelines describe improvements on private and public properties located within the Specific Plan area. Improvements of both types are described without distinguishing whether they are the responsibility of the City of Solana Beach or private parties. The City may accept responsibility for some of the improvements described and may also require additional improvements beyond those identified in this Specific Plan as part of a project approval to achieve the intent for each subject described in Section 6.0. However, only the improvements described in these guidelines are regulated by them.

Relationship of Design Guidelines to Development Standards

To distinguish the design guidelines in this section from the development standards in Section 4.0, descriptions of each are provided. Guidelines address primarily quality and character of physical development (such as types of paving materials and trees to formal or informal character), while standards primarily address the physical size and limitations of development (such as setback distances and height limits).

Design guidelines address more qualitative factors of development and are described for the Specific Plan area as a whole, and for individual districts within the area, rather than for categories of land use. This distinction in format is necessary because different parts of the Plan area have different characters that the community wishes to address. This section identifies design guidelines for both public and private projects.

Organization of Section 5.0

The Site Planning and Landscape Guidelines (Section 5.1) are organized by geographic area or district:

- 5.1.1 Area-wide Guidelines
- 5.1.2 North Highway 101 District
- 5.1.3 North Cedros District

5.1.4 Plaza District

5.1.5 South Highway 101/South Sierra District

5.1.6 South Cedros District

The guidelines within each district address the following subjects and are summarized in Table 5-1 (p. 5-4):

- Intent of the Guidelines
- Public Spaces
- Landscaping
- Site Planning
- Views
- Parking
- Signs
- Lighting (Area-wide Guidelines only)

The Architectural Guidelines (Section 5.2) are also organized by geographic area or district and address:

- Store Fronts and Street Entrances
- Awnings, Canopies and Roofs
- Rear Facades and Entrances
- Building Materials
- General Design
- Signs on Buildings

5.1 Site Planning and Landscape Guidelines

Site Planning and Landscape Guidelines address the design of the exterior spaces of public and private development. The guidelines are primarily qualitative, but also provide additional descriptions of many of the quantitative factors identified in Section 3.0 (Development Plan) and Section 4.0 (Development Standards).

5.1.1 Area-wide Guidelines

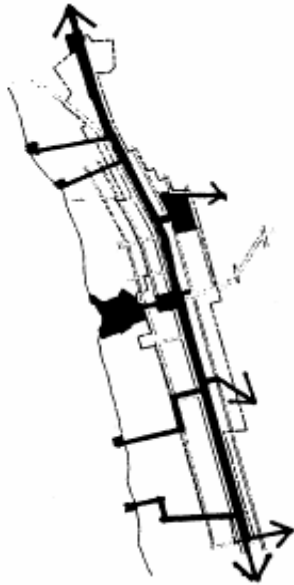
Intent of the Guidelines

Link public open space and private development, creating a coordinated landscape setting for the area as a whole. Graphic depictions of concepts for area-wide lighting and streetscapes for each district are contained in Appendix C. These concepts may be modified during the preparation of design plans to address specific constraints on safety factors if the City determines that such modifications remain consistent with the Specific Plan Vision, Urban Design Concepts, and design guidelines.

**Table 5-1
Site Planning and Landscape Guidelines Summary**

| Guidelines | Districts | N. 101 | N. Cedros | Plaza | S. 101/S. Sierra | S. Cedros |
|---------------|---|---|---|--|---|--|
| Intent | Area-Wide Create continuous system of open space linked to private development | Create a dramatic northern gateway district | Create distinct residential neighborhood | Create a vital pedestrian district more related to Beach Park and Transit Station | Create a distinctive parkway-like southern entry with retail uses | Reinforce "Design District" |
| Public Space | Create a framework connecting neighborhoods with Plaza, beach, and transit | Link Linear Park and north gateway with visual connection to beach access | Utilize school site for community activities | Increase usable open space in Plaza, Beach Park and Transit Station area | Develop open space in rail distinctive | Treat edges of street as pedestrian open space |
| Landscape | Provide unifying theme for landscape and hardscape | Rustic landscape in 101 Parkway. Private areas lend with Linear Park | Rustic large trees in open space. Varied trees in neighborhood Note: (a) | Frame view of ocean and create attractive outdoor public space Note: (a) | Rustic trees in Linear Park. Mixed "residential" trees on Sierra | Mixed trees reinforce eclectic "Design" theme Note: (a) |
| Site Planning | Create public edges, great accessibility and public activity areas | Screen parking, create picturesque edges and skyline | Create attractive residential streets | Provide continuous retail frontage, mixed use and pedestrian orientation | Provide auto-oriented retail on 101 and residential on Sierra | Extend and reinforce the Design District |
| Views | Frame the views at gateways and Plaza. Preserve views from neighborhoods | Maximize lagoon views to north from 101 and Linear Park | Provide views to Linear Park and ocean | Frame a window to the beach and ocean, and control height | Frame views to Del Mar/San Dieguito lagoon | Provide views through sites to west and Linear Park |
| Parking | More organized parking | Provide parking on-site | Allow parking at curb and on-site Note: (a), (b) | Provide shared public parking, on-site parking and curbing at curb Note: (a), (b) | Parking on-site on 101, at curb and on-site along Sierra | Curb parking and on-site parking Note: (a), (b) |
| Signs | Special public signage/City-wide sign ordinance | Low-key signs blending with parkway landscaping | Minimal | Transit Station signage, retail storefront signage | Low-key monument and building-mounted signage | Unique, with sign over street to reinforce "Design" image |
| Lighting | White light/high-pressure sodium and/or metal halide for all districts | | | | | |

- (a) For Special Commercial (SC) Zones, along South Cedros Avenue, in the Plaza District, and in the South Cedros District, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.
- (b) For Special Commercial (SC) Zones, South Cedros Avenue, in the Plaza District, and in the South Cedros District, approximately one commercial parking space per 300 square feet gross floor area, and one restaurant/cafe parking space per 143/133 square feet gross floor area are required.



Open Space Armature



Parkway character for Highway 101

Area-wide Public Spaces: Develop a continuous system of open space that uses the rail and highway corridor as a connector between neighborhoods, the Plaza, the Beach Park, the Transit Station, and beach access ways; and orient private development to best take advantage of the open space system.

Linear Park: 1) Develop the rail right-of-way as a dramatic Linear Park which will set the theme for the park-like setting of Solana Beach, including a paved trail meeting Caltrans standards to serve both pedestrians and bicyclists; and 2) maximize the usable area in the Linear Park by lowering and covering the rail tracks near Lomas Santa Fe Drive.

- **San Dieguito and San Elijo Lagoons:** Provide natural-appearing visual transitions and runoff protection for the lagoons to the north and south of the Plan area.
- **Community Open Space:** Provide bicycle and pedestrian links between the Linear Park and the Plaza, Beach Park, beach access points north and south of the Plaza, the school site on North Cedros and the Lagoons to the north and south of the Plan area.
- **Street Right-of-Way:** Encourage encroachments of trellises and awnings over the public right-of-way to create a more pedestrian atmosphere, subject to height requirements and safety considerations.
- **Public Art:** Allocate one percent of all public improvement project budget to public artwork. Selection of the artists will occur through a process outlined for each project by the Planning Director and selection criteria will include the evaluation of how the artist has in past work or current proposals addressed the issues supporting the identity of Solana Beach, such as enhancing appreciation of the natural landscape and coastal setting and enriching the character of the districts, neighborhoods and open spaces within the community.

Area-wide Landscaping: Create an overall unity for the Specific Plan area through coordination of landscape character of public and private areas, including design of planting and irrigation, as well as hardscape design for paving, walls, landscape structures and street furniture (see Appendix B, Landscaping Materials).

- **Planting:** Coordinate tree plantings to create a memorable, unified image, especially along Highway 101 and around the Plaza and Beach Park. Specific landscaping materials are provided in Appendix B, including trees, shrubs and groundcovers in keeping with the desired landscape character. Tree planting is more dense and regular on the east side of the highway near the Plaza to create an edge for the Linear Park across from pedestrian retail areas in the Plaza District and to provide screening for the Transit Station parking north and east of the Plaza. On the west side of the highway within the Plaza District, trees are to be planted in large, irregularly placed sidewalk cutouts. The existing planting areas in the highway medians will be enlarged and additional trees will be added to extend the parkway character across the roadway.



Rustic, naturalized landscape character

- **Street Tree Plan:** 1) Develop a street tree plan with rustic parkway character at the entries or gateways to the community on Highway 101 and a more formal character near the Plaza. Incorporate existing trees and median plantings provided by the Women’s Civic Club; 2) plant loose, open groves of Torrey Pines and Melaleucas on both sides of the highway at the north and south ends of the Highway 101 right-of-way and the rail right-of-way south of the Plaza District and north of Estrella; 3) raise the Linear Park grade closer to the grade of Highway 101 and use contour grading and retaining walls to save existing Torrey Pines which are currently growing at grades below the level of Highway 101; 4) minimize the pavement width of Highway 101 and incorporate the excess area into the Linear Park; 5) construct pedestrian bridges over the rail tracks connecting Cedros to the Linear Park in at least two locations; and 6) connect the north edge of the school site on North Cedros to the Linear Park opposite Cliff Street to the west of Highway 101 (the pedestrian easement is opposite the north edge of the school site to the east of Cedros, while the second location is opposite the intersection of Rosa Street and Cedros).

- **Materials and Furniture:** Use natural materials in site walls and paving similar to those used in the older areas of Fletcher Cove, including natural gold and gray colored stone and concrete. Furniture, light fixtures and signs will be simple and durable, including traditional and contemporary concrete lighting poles and sign bases. Benches and plan structures will include concrete, stone and unfinished wood.

Area-wide Site Planning: Improve the overall appearance and function of properties by creating public edges, greater accessibility, public activity areas, and screened service areas.



Linear park with a combined bikeway/walkway

- **Public Edges:** Visually emphasize the primary use of the site through building location, landscaping, pedestrian use areas and clear access, not services such as parking, service areas, and on-site driveways.
- **Sidewalks:** Provide sidewalks adjacent to all public streets, and by easement on some private sites to provide access points at Sierra.

- **Driveway Locations:** Eliminate driveway openings for commercial uses on Sierra and minimize the number of openings on Highway 101 and Cedros to improve traffic flow. Sites with access to cross streets will take access from the cross street. No new access should be permitted from Sierra to commercial uses. Access to otherwise land-locked sites may have a minimum of one curb cut, and additional curb cuts for each 100 linear feet of frontage on Plaza Street, Highway 101 or Sierra.



Simple natural-color building materials like Old Fletcher Cove

- **Uses in Street Setback Areas:** Encourage landscaping, outdoor dining and public activities in street setback areas.
- **Location of Service Areas:** Visually screen service areas, including trash enclosures, loading areas, and storage areas from public streets.

Area-wide Views: Preserve, enhance and frame designated public view corridors toward the ocean at the Plaza and to the lagoons at the north and south edges of the City through landscaping for public areas (see Figure 5-1, View Preservation).

Area-wide Parking: Design off-street parking areas and location of curb parking as described in each district section.

Area-wide Signs: Design public community signs to complement the landscape character of the Specific Plan area and reinforce a unique image for the City as a whole. Private signs not attached to buildings are regulated by the City Sign Ordinance, but should also follow the guidelines below for materials, design, size, and placement. Guidelines for signs on buildings are described in Section 5.2.

- **Materials:** Relate signs on individual lots or uses to the architectural style of buildings and building materials. Incorporate materials in public signs that reinforce the landscape theme of rustic simplicity. Stone, wood and metal are appropriate, but brightly colored materials are not.
- **Design:** Use low monument signs in all districts except the Plaza District where monument signs are prohibited. Pole-mounted signs may be approved if they have a historic character reflecting the early history of the Pacific Coast Highway.

Area-wide Lighting: Provide lighting on all streets, parking areas, and public walkways (see Figure 5-2). Within the Plaza District, high-pressure sodium or metal halide lighting should be used (see Appendix C, Conceptual Streetscape). Incandescent or other white lighting can be used for features such as outdoor dining, and other enclosed architectural elements, store fronts, and signs.

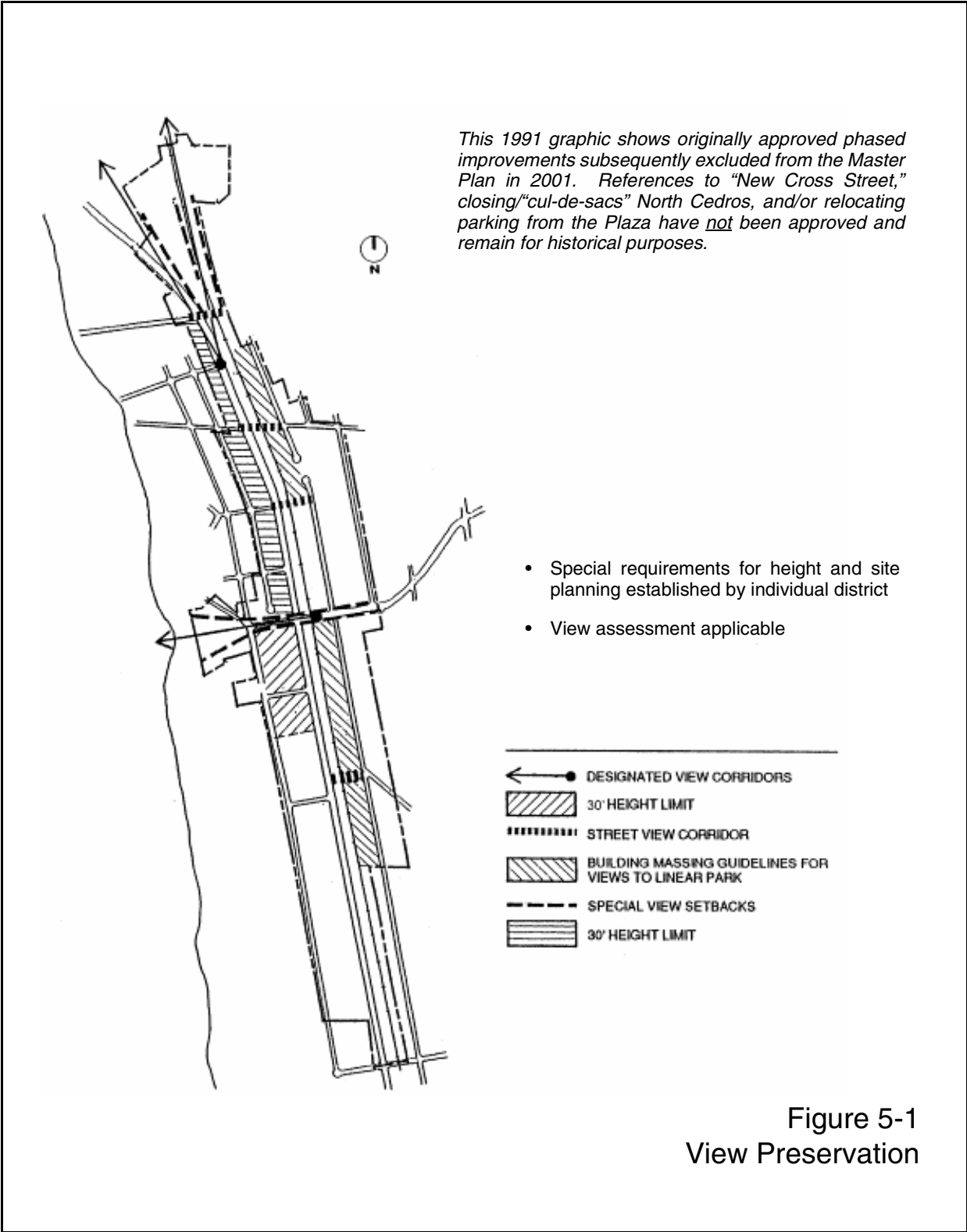


Figure 5-1
View Preservation

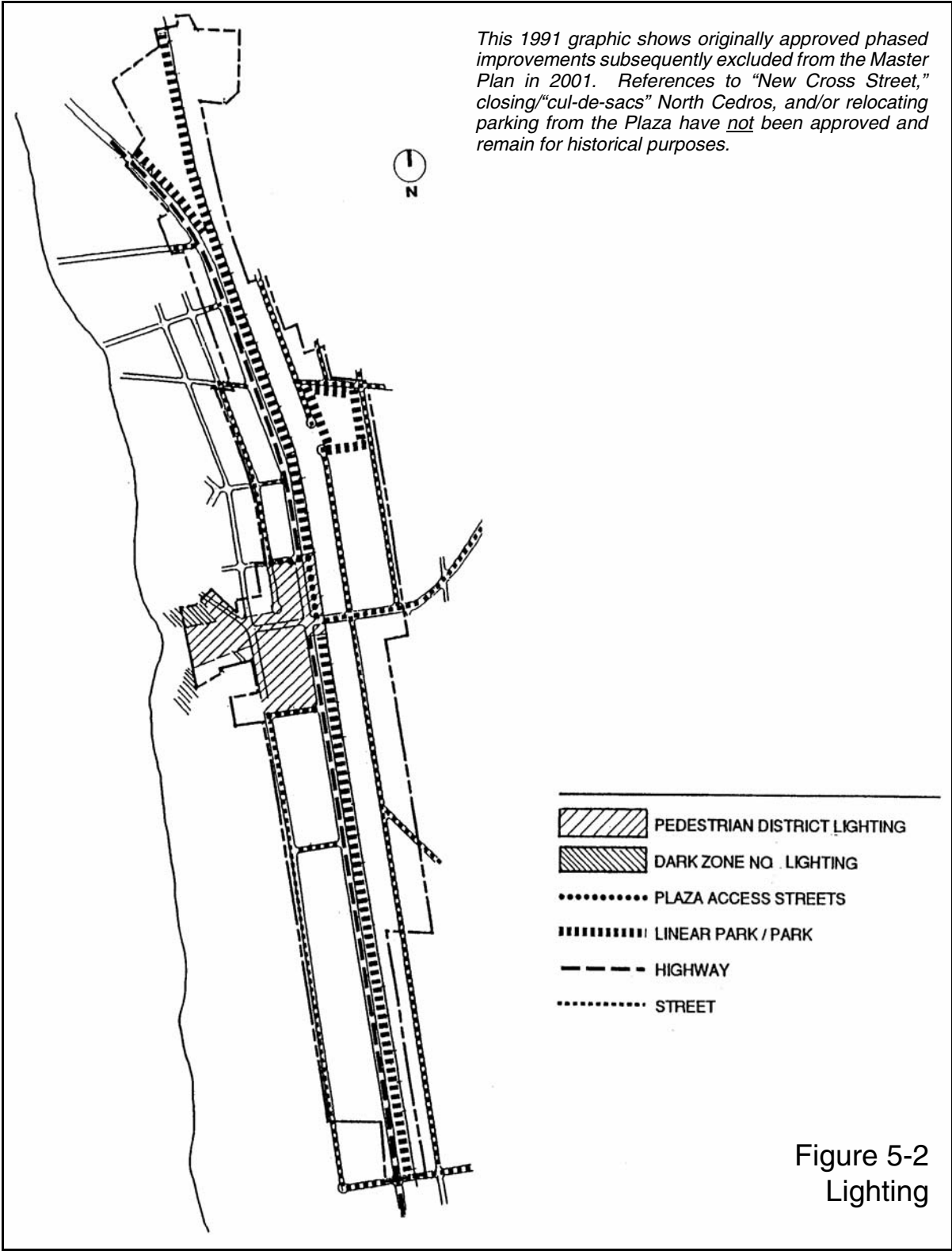


Figure 5-2
Lighting

5.1.2 North Highway 101 District

This district is a gateway area that includes: a) the automobile-oriented retail uses facing Highway 101; b) the Linear Park located to the east; c) a transitional edge facing single-family detached residential neighborhoods across Acacia Avenue; d) a cluster of office-professional buildings on the north; and e) a prominent hotel site. The southern limit of the district is approximately 1,100 feet north of Plaza Street, and the northern limit is the City boundary at San Elijo Lagoon.

Intent of the Guidelines

Create a dramatic northern gateway district for the Specific Plan area, including a rustic landscape character for development on the west side of Highway 101 to complement landscape character along the railroad right-of-way, reinforcement of a low-intensity parkway character similar to existing development, and greater definition of public areas and edges (see Figure 5-3 and Appendix C, Conceptual Streetscape).

North Highway 101 District Public Spaces: Create a dramatic entry to Solana Beach from San Elijo Lagoon by developing the distinctive public spaces described below:

- **Highway 101 Linear Park:** Visually widen the northern portion of the Linear Park and the Highway 101 right-of-way by incorporating the landscape of the setback areas on the western side of Highway 101 into the parkway character. Recreational uses which do not block views of the lagoon from Highway 101 may be located in the rail right-of-way and associated with use on the triangle site east of the highway.
- **North Gateway:** A community gateway should be developed on the slopes above San Elijo Lagoon on both sides of Highway 101 at the northern City limits of the community. The gateway will include rock retaining walls, rustic groves of Torrey Pines and a gateway sign.
- **North Acacia:** Use tall trees to develop a visual connection between the Specific Plan area and the beach access points.

North Highway 101 District Landscaping: Create a dramatic northern entry by developing the distinctive landscaping described below:

- **Linear Park and Parkway:** Use informal groves of irregularly spaced trees in both public and private open space visible from Highway 101. Naturalized shrubs and groundcovers will complement the Linear Park design described in the Area-wide Guidelines. Area tree plantings should emphasize shorter Melaleuca trees. Use fewer Torrey Pines and locate them carefully to retain views from residential areas to the east.
- **Parking Areas:** Parking areas facing Highway 101 should have one Torrey Pine or Melaleuca for every 15 spaces and should be arranged in an irregular pattern.

- **Triangle Site:** The Triangle Site should be landscaped to create a naturalized transition to the lagoon landscaping on the north and the Linear Park planting on its east and west. The tree massing on this site should screen most of the building mass and parking from views looking north. Low planting as well as trees will frame views of the building from the lagoon to the north.
- **Private Development:** Private development landscaping should use the same plants and character as the Linear Park on parts of sites visible from Highway 101 to visually broaden the parkway.
- **North Acacia Street:** Tree planting should be a mix of species.

North Highway 101 District Site Planning: Create a dramatic northern entry by utilizing the site planning approaches described below:

- **Office/Professional West of Highway:** Sites west of Highway 101 and north of Solana Vista shall take access from rear alleys and place screened parking between buildings to create landscaped openings visible from Highway 101. No curb cuts will be granted from the highway. Buildings should create an irregular, stepped edge rather than a continuous wall at the setback line.
- **General Commercial West of Highway:** Develop horizontal mixed use on lots between Highway 101 and Acacia south of Solana Vista. Uses fronting on Acacia shall be residential to complement existing single-family detached buildings on Acacia's west side. Access shall be from cross streets wherever possible and parking shall make up no more than 50 percent of any frontage. Due to the narrow width of Acacia right-of-way, property owners must provide two feet of the five-foot walkway on the east side of Acacia.
- **Triangle Site:** Buildings should be stepped away from Highway 101 and the lagoon with tallest buildings near the center to protect view corridors at the site edges. Desired features include the following:
 - A picturesque skyline combining Torrey Pines with building roof lines.
 - Public access to an open space area overlooking the lagoon.
 - Parking areas screened from Highway 101, the rail right-of-way and the lagoon.
 - Continue the combined bikeway/walkway and the Linear Park landscape along the Highway 101 edge of the site.
 - Protect view corridors and easements established by the Community Development Department in previous plan submittals.

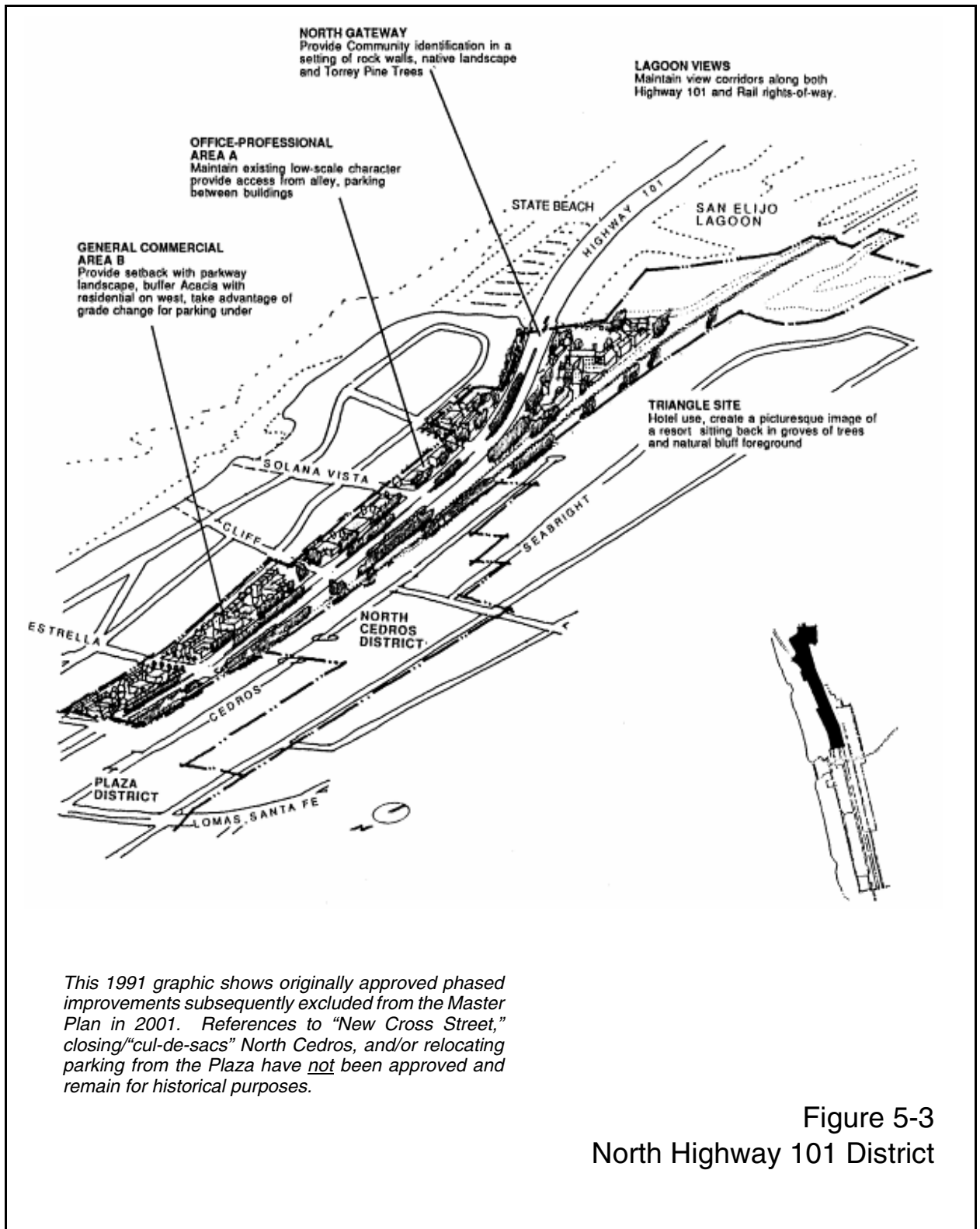


Figure 5-3
North Highway 101 District

North Highway 101 District Views: Create a dramatic northern entry by preserving views looking north to the lagoon from Highway 101 and rail right-of-way, and west to the ocean. The lagoon should remain visible from Highway 101 through the rail right-of-way. This will require careful location of trees and buildings on the triangle site and in public right-of-way.

North Highway 101 District Signs: Create a dramatic northern entry by the following sign requirements:

- Entry signs for private sites will blend with the parkway landscape and not contrast in colors and materials more than necessary to create legible text.
- See Public Spaces above and Gateways in the Areas-wide Sign Guidelines for treatment of the north Gateway sign.

North Highway 101 District Lighting: See Area-wide Guidelines.

5.1.3 North Cedros District

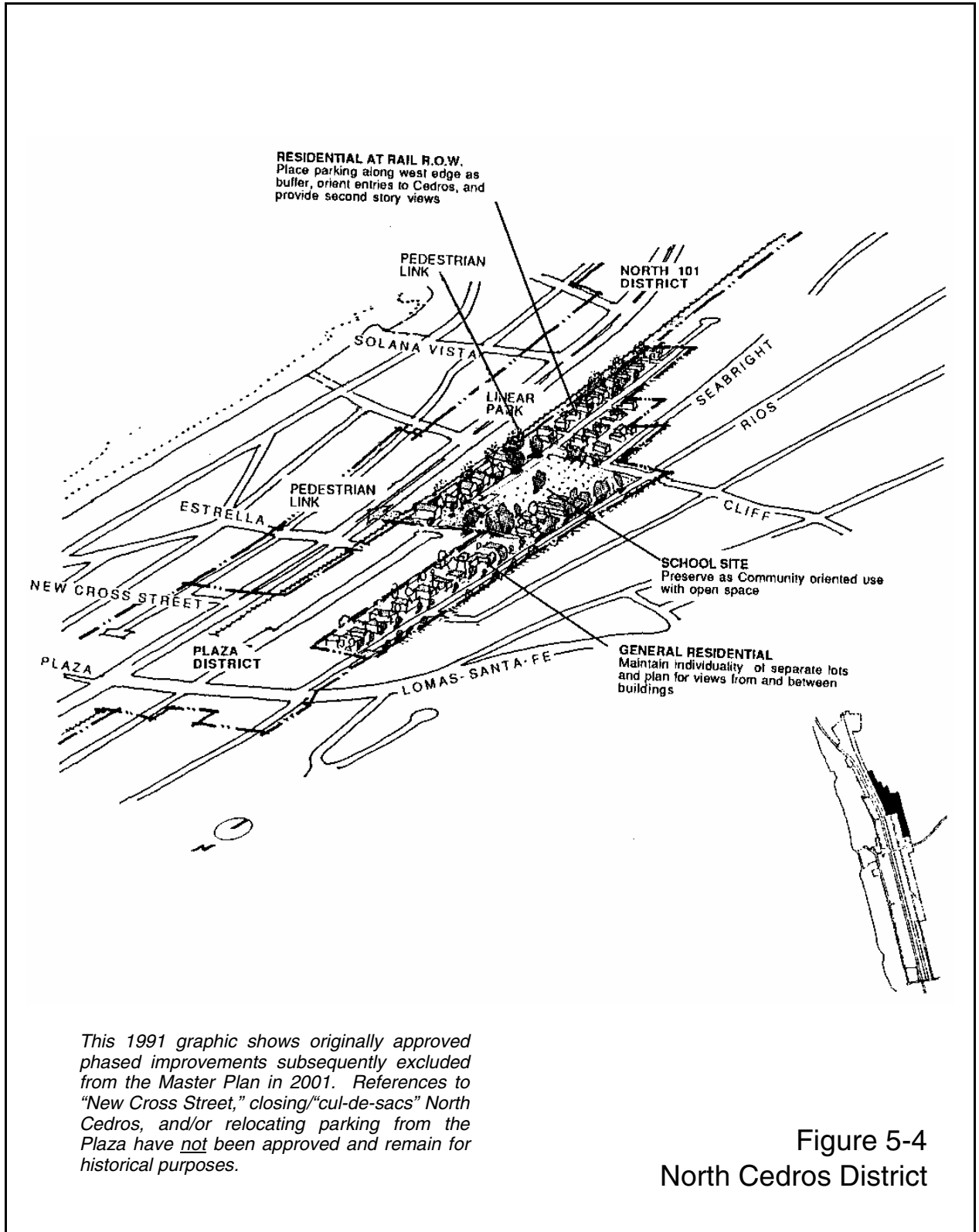
This district includes neighborhoods along North Cedros Avenue, Cliff Street and Rios Street east of Highway 101. The district includes one large land parcel which is adjacent to the rail right-of-way while most property is in individual gridded lots.

Intent of the Guidelines

Create a distinct residential district, consisting of single-family and multi-family residences, that is separated and buffered from the traffic of the Transit Station and the railroad right-of-way, with pedestrian connection to the school site and Linear Park (see Figure 5-4 and Appendix C, Conceptual Streetscape).

North Cedros District Public Spaces: Create pedestrian linkages to the school site and Linear Park as described below:

- **School Site:** Continue to use the school site as a community use and maintain its park-like character.
- **Pedestrian links:** Establish pedestrian links across existing private parcels between Cedros Avenue and the Linear Park.
 - **Link:** From the north edge of the school site along Cliff Street across Cedros Avenue and bridging the railroad right-of-way. It is a link required/desirable on NCTD property (midway to cliff).
- **Public Sidewalks:** Provide sidewalks (six feet wide) and landscaped parkways (six feet wide) on all streets.



This 1991 graphic shows originally approved phased improvements subsequently excluded from the Master Plan in 2001. References to "New Cross Street," closing "cul-de-sacs" North Cedros, and/or relocating parking from the Plaza have not been approved and remain for historical purposes.

Figure 5-4
North Cedros District

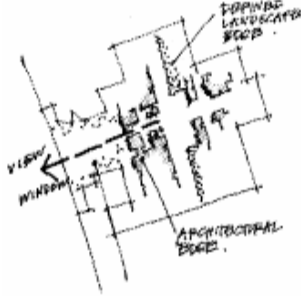
North Cedros District Landscaping: Create and maintain a distinct residential neighborhood character through landscaping as described below:

- **Private Property Eclectic Character:** Maintain the existing eclectic character of residential front and street side yards.
- **Public Space Character:** Use informally-spaced Torrey Pines in the school site, pedestrian links, and private open spaces to visually connect to the landscape development in the Linear Park.
- **Parking Areas:** Plant one tree for every 15 parking spaces in surface parking areas facing Cedros.

North Cedros District Site Planning: Create and maintain a distinct residential neighborhood character through site planning as described below:

- **Residential Sites East of Railroad:** Apply the following site planning standards:
 - Orient front doors of buildings adjacent to streets to face front yards.
 - Place parking along rail right-of-way or below grade, and screen view of parking from Linear Park using a minimum six-foot-high opaque fence or wall and landscaping.
 - Provide views to the Linear Park from upper stories. Vary roof lines and provide one 15-foot-wide east-to-west view corridor, at second story and above, through the site at a minimum of every 75 feet of site length from north to south.
- **All Residential Sites:** Apply the following site planning standards:
 - Provide views to the Linear Park and ocean from upper stories. Vary building roof lines and provide one 15-foot-wide east-to-west view corridor, at second story and above, through the site at a minimum of every 50 feet of site length from north to south.
 - Provide a maximum of 20 feet of curb cut per 50 linear feet of site frontage.
 - **School Site:** If the school site is redeveloped:
 - Maintain 75 percent of the site as open space.
 - Provide a park-like character on the north Cliff Street edge of the site which incorporates a major east-west walkway as a component of the pedestrian link.
 - Provide auto access from Rios Street.
- **Noise Attenuation:** Provide noise attenuation for residential areas as required. Use a minimum six-foot-high masonry wall and a combination of tall shrubs and trees for screening.

North Cedros District Views: A view corridor 40 feet wide with no structures or parking shall be established between Cedros Avenue and the railroad right-of-way generally in line with the Cliff Street right-of-way.



Create a distinctive architectural frame for the view to the ocean

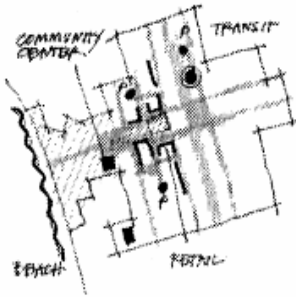
North Cedros District Parking: Open basement or “tuck-under” parking should be used rather than surface parking for multi-family residential development. Openings should face to side or rear away from the street. On-street parking should be allowed on all streets.

North Cedros District Signs: See Area-wide Guidelines.

North Cedros District Lighting: See Area-wide Guidelines.

5.1.4 Plaza District

The Plaza District was the focus of community concern during the public and Specific Plan Committee workshops. The district’s varied land uses include Fletcher Cove Beach Park, a post office, and existing retail, office and other development east of Highway 101 along Lomas Santa Fe Drive. The district extends approximately 430 feet north of the centerline of Plaza Street and 700 feet south along Highway 101 and its centerpiece is the pedestrian-oriented area at the Plaza.



Create a series of unified open spaces

Intent of the Guidelines

Create a distinctive: a) mixture of compatible uses with ground floor retail, common public parking, and more open space within the Plaza for outdoor events and activities; and b) architectural frame for the public pedestrian spaces in the Plaza through storefront setbacks and height control along Highway 101 to dramatize the view to the ocean (see Figure 5-5 and Appendix C, Conceptual Streetscape).

Plaza District Public Spaces: Expand the perceived size of the Plaza by creating a visually unified open space area on both sides of Highway 101, north and south of the Plaza from the railroad to Sierra.

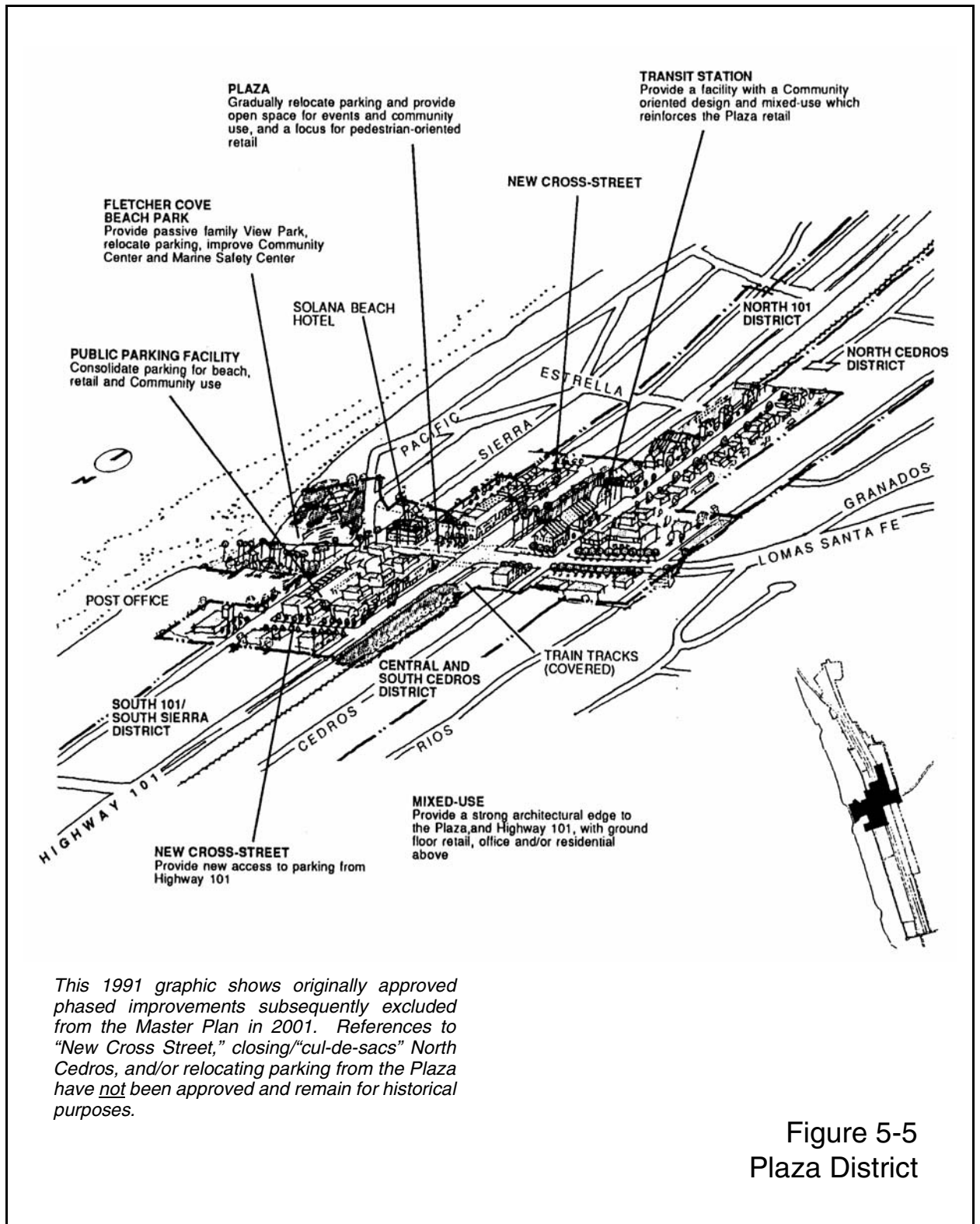
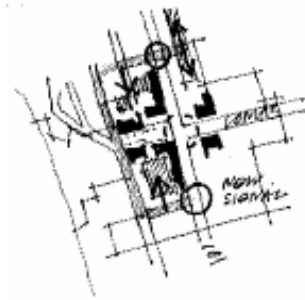


Figure 5-5
Plaza District



Create a refaced edge and consolidated parking



The Plaza is an area for strolling, shopping, people watching and events



The Plaza window from Highway 101

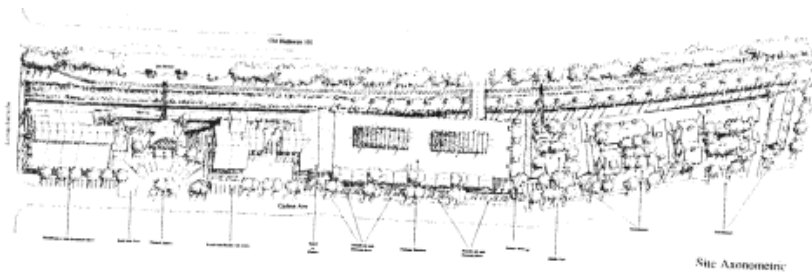
- **Plaza Area:** Visually unify the Plaza to encourage pedestrians to cross Highway 101 and Lomas Santa Fe Drive.
 - Redesign the Plaza, incorporating as much of its Lloyd Ruocco fountain and the Solana Beach Women’s Civic Club plantings as possible, to create a more pedestrian-friendly space.
 - Redesign the Plaza for strolling, sitting, people watching, performances, festivals and other events by widening sidewalks, creating spaces for events, and providing amenities, such as gardens and seating at an attraction.
 - With the redesign, accommodate both keeping Plaza Street in place with some modifications in the short term and the potential for eventually closing the street for events or a permanent open space (Plaza/Circulation phasing is described in Appendix D of this Specific Plan).
 - Create a minimum 15-foot-wide facade walkway with trees, awnings or an arcade at each storefront facing the Plaza.
 - Utilize the area between the new facade walkway and the existing Ficus trees for either parking or gardens, outdoor cafes, seating areas, and other events/festivals.
 - Relocate the fountain to the side of the view window to the ocean in a landscaped seating area near the old Solana Beach Hotel. The central part of the space will be open to frame the ocean view and will include low plantings. Low stone walls will define use areas, the edges of the Plaza east of Highway 101 and the foreground of the view to the ocean from the highway.

- **Railroad Right-of-Way:** Visually open this portion of the Plaza District with groves of palm trees in contrast to the dense mass of Torrey Pines which provide a frame for the Plaza on the east side of Highway 101. Also, provide a dense, tall hedge-type planting on the east side of the right-of-way south of Lomas Santa Fe Drive to screen the parking and services areas on private property, but provide open views and pedestrian access to the Transit Station and retail north of Lomas Santa Fe.

- **Highway 101, West Pedestrian Retail Edge:** Create a widened sidewalk along the retail edge by moving the curb in repaving Highway 101.
 - Locate Torrey Pines and Melaleucas at random in minimum five-foot square planting cutouts to create a rustic streetscape. Create sidewalk pop-outs into the curb-side parking bay where merchants may lease garden or cafe space.
 - Protect pop-outs with low stone or masonry walls and trees.

- **Lomas Santa Fe Drive:** Provide a 15-foot-wide walkway from the curb to the tract of retail between the rail right-of-way and Cedros Avenue and plant Ficus trees in tree grates to match species size and spacing of the Plaza Ficus.

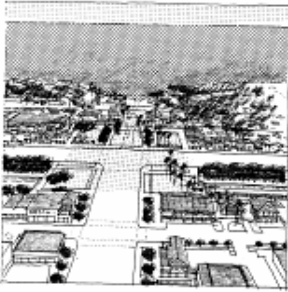
- **Sierra Avenue and Cross Streets:** Provide a six-foot-wide parkway with a six-foot concrete sidewalk.
- **Cedros Avenue at the Transit Station:** Include a 15-foot-wide sidewalk with a right-of-way of regularly-spaced trees at the curb between Lomas Santa Fe and the Transit Station platform.
- **South Side of Intersection of Cedros Avenue and Lomas Santa Fe:** Provide a 10-foot walkway from the curb to the face of retail buildings.
- **Transit Station Area:** A study of this property and its project, known as Solana Station in 1991, should follow these guidelines:
 - Develop a continuous retail frontage and vertical mixed use buildings (with second story office and/or residential development) on the south end of the parcel fronting on Lomas Santa Fe Drive.
 - Develop horizontal mixed use at the north end of the parcel with residential use to relate to adjacent residential neighborhoods. This residential development should orient to Cedros Avenue, with second story views to the west and screened parking along the railroad right-of-way.
 - Make the platform of the station clearly visible and accessible by pedestrians from the intersection of Highway 101 and Lomas Santa Fe. Develop with landscape materials characteristic of the Plaza District.



Transit Station Proposal, 1991, includes platform, parking, office, retail and residential uses.

*Rob Quigley, Architect
Steve Adams,
Landscape Architect*

- **Bus Access to Transit and Plaza:** Provide a parallel pull-out bay on Highway 101, allowing for preservation of the 40-foot-wide Linear Park right-of-way between the westerly extension of the second rail line and its earth cut and the location of bus parking.
- **Fletcher Cove Beach Park:** Maintain the opening of the view to the ocean through the park and its associated improvements described in the June 2001 Fletcher Cove Master Plan.



Proposed Plaza Development places emphasis on view and pedestrian amenities

Plaza District Landscaping: Frame the view of the ocean and provide interesting gardens, seating areas and space for outdoor community events and activities.

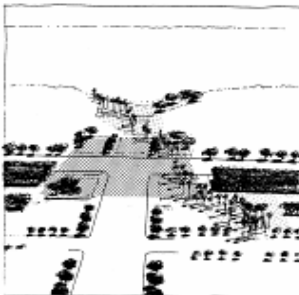
- **Gardens:** Create a more garden-like appearance in the Plaza with gardens that feature a pattern of texture and color of interesting, rugged, drought-tolerant coastal natives and perennials, such as aloes, other succulents, grasses and geraniums. Use hedges to define edges and cafe seating areas. Continue the garden theme from the Beach Park east through the Plaza, across Highway 101, and up to the Transit Station.

- **Strong Tree Frame:** Retain the Lloyd Ruocco design, including the Ficus trees for the Plaza, and use Washington or Mexican Fan Palms on both sides of Lomas Santa Fe east of the railroad to create a skyline accent that visually emphasizes the view of the ocean and connects the Transit Station with the Beach Park.

- **The Fountain:** Relocate the Lloyd Ruocco-designed fountain from the central median to allow narrowing of Plaza Street and creation of additional pedestrian area. Highlight the ocean view by using the fountain as a part of the composition of the view rather than its centerpiece. Relocate the fountain within a setting of gardens, palm trees and seating, perhaps in front of the old Solana Beach Hotel.

- **Hardscape and Materials:** Use natural hardscape materials, such as gray and/or natural earth-toned concrete with flagstone and brick at building entries, borders or accents.

- For private development, use natural rustic stone materials, such as sandstone for recessed facade walls and unglazed brick or earth-colored tiles for outdoor dining areas.
- Define outdoor spaces with low stone walls built of Southern California cobble or gold quarried rock similar to the existing walls at Fletcher Cove or the old Solana Beach Hotel.



Proposed Plaza Landscape reinforces view and defines pedestrian areas

- **Outdoor Furniture:** Provide benches, pots, trash receptacles and other street furniture for public spaces.

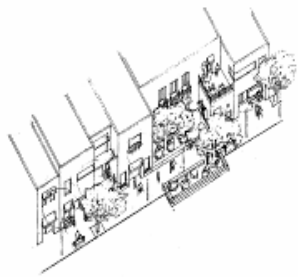
- **Private Gardens and Furniture:** Create the feeling of overflowing shrubs, vines and flowers in notches/recessed areas in building facades, garden pots and window boxes. Allow masonry or terra cotta planters in walkway areas and outdoor dining areas.

- **Roof-Top Areas:** For Special Commercial (SC) Zones, in the Plaza District, along South Cedros Avenue, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.

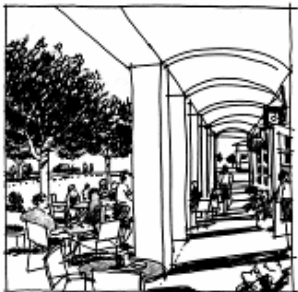
Plaza District Site Planning: Create development within the Plaza District that is pedestrian-oriented and based on the following guidelines:

- **Continuous Retail Frontage:** Provide ground floor pedestrian-oriented retail uses on properties facing Plaza Street and Highway 101.

- **Mixed Uses:** Develop buildings with second story office and/or residential development. Incorporate residential use facing Sierra to screen parking and create a compatible transition to residential on the west side of Sierra. For South Cedros Avenue, upper level architectural relief is required, as described in Table 5-3 (pp. 5-32 to 5-34). Side, front, and rear setbacks are required, as described in Table 4-3 (p. 4-6). A residential deed restriction is required for mixed use floor area ratios, as described in Table 4-3 (p. 4-6).
- **Allowable Floor Area:** Allow a floor area ratio (FAR) of up to 1.2:1 on General Commercial properties to achieve the desired street wall facing the Plaza.
- **Building Height Limits and Setbacks:** Limit the heights of buildings to 30 feet or two stories and create a vertical facade at the property line with no second story setback for properties along Highway 101 and fronting the Plaza.
- **Hotel Site:** Allow a second story addition for the old Solana Beach Hotel, but require setback from the south facade facing Plaza Street to be a minimum of 10 feet. If the hotel building is expanded, access must be taken from new cross streets and Acacia Avenue. If the site is redeveloped removing the stone walls, a 10-foot setback is required at grade facing Plaza Street.
- **Office Site West of Plaza:** Require a 10-foot setback of the second story on the north facade and a two-story, 30-foot maximum height for redevelopment of the General Commercial site south of Plaza Street and west of Acacia Avenue.
- **Plaza Phasing:** Demonstrate compatibility of site planning proposed for individual projects with future proposed Plaza parking and open space improvements as described in the Plaza/Circulation Phasing Appendix.



Create a street wall at the right-of-way with indentations for pedestrian activity



Facade walking zone in Plaza may include arcades or awnings and trees to create a transition to Plaza open space

Plaza District Views: Protect views in the Plaza District based on the following guidelines:

- **Plaza Window:** Protect views through the Plaza window to the ocean from additional encroachment through use of height and setback requirements.
- **Views Over the Plaza District:** Protect views from residential areas to the east of Highway 101 by applying the height limits established in the Plaza District Site Planning section above.

Plaza District Parking: Provide parking in the Plaza District west of Highway 101 based on the following guidelines:

- **Roof-Top Areas:** For Special Commercial (SC) Zones, in the Plaza District, along South Cedros Avenue, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.
- **On-site Parking:** Screen all parking with ground floor uses from the Plaza and Highway 101, and encourage shared driveways and consolidated private parking.
- **Plaza Parking Phasing:** Develop parking and service area access to facilitate the future configuration of the Plaza area as described in the Plaza/Circulation Phasing Appendix.
- **Public Parking:** Satisfy parking requirements on-site, through participation in a common parking facility, and a parking management and development program such as a parking assessment district or a system of in-lieu parking fees as these programs are available.

Plaza District Signs: Provide signs based on the following guidelines:

- **Public Signs at the Transit Station:** Design public signs for use at the Transit Station that are coordinated with other City of Solana Beach public signs and the character of the gateway signs for North Highway 101 and South Highway 101 Districts, and that are distinct from adjacent private commercial signs.
- **Permanent Private Signs:** Require permanent private signs to the building mounted as described in Section 5.2, Architectural Guidelines.

Plaza District Lighting: See Area-wide Guidelines.

5.1.5 South Highway 101/South Sierra District

Like the North Highway 101 District, the South Highway 101/South Sierra District is an important gateway to the Specific Plan area that includes: a) the automobile-oriented retail uses facing Highway 101; b) the Linear Park to the east; and c) a transitional edge facing residential neighborhoods on Sierra Avenue. The northern limit of the district is 770 feet south of the Plaza centerline, and the southern limit is the City boundary at San Dieguito Lagoon.

Intent of the Guidelines

Create a distinctive southern gateway for the Specific Plan area, including: a) a parkway landscape character with site planning for all projects supporting that character; and b) establishment of residential frontage on the western edges of commercial parcels along the eastern side of Sierra Avenue (see Figure 5-6 and Appendix C, Conceptual Streetscape).

South Highway 101/South Sierra District Public Spaces: Create a distinct entry to Solana Beach from the San Dieguito Lagoon by developing the public space described below:

- **Highway 101 Linear Park:** Visually widen the southern portion of the Linear Park and the Highway 101 right-of-way by incorporating the landscape of the setback areas of development into the parkway character.
- **South Gateway:** Work with Del Mar to plant additional Torrey Pines along the approaches to the Via de la Valle intersection which would frame the entry. Provide a community sign on a freestanding rock wall which forms a gate-like opening for the bikeway to mark the entry on the east side of Highway 101 near the location of the existing community sign.
- **Pedestrian Link Across the Rail Line:** Establish a pedestrian link from Cedros Avenue across the existing Linear Park, rail right-of-way and private parcels and use this link to connect Rosa Street with the beach access south of Dahlia. This link will require an at- or above-grade bridge and an easement on private parcels in this district between Highway 101 and Sierra.

South Highway 101/South Sierra District Landscaping: Create a distinct southern entry by developing landscaping described below:

- **Rustic Parkway Character:** Incorporate the plant materials and tree canopy character of the Linear Park within building setback areas and parking areas visible from Highway 101 for development west of the highway. Landscape parking areas facing Highway 101 shall be arranged in an irregular pattern with one Torrey Pine or Melaleuca for each 15 parking spaces.
- **Sierra Residential Character:** Create a residential character along the east side of Sierra that is similar to that of the residential development on the west side of Sierra. This includes varied trees, lawn areas, and semi-private gardens and entries. Screening with hedges, trees, and shrubs shall be used to fully screen parking adjacent to Sierra.

South Highway 101/South Sierra District Site Planning: Create a distinct southern entry by utilizing the site planning approaches described below:

- **Auto-Oriented Highway 101 Edge:** Projects will provide a visually open building edge that allows deep views through trees into parcels. No more than 40 percent of the setback can be occupied by building, and the remaining frontage will have a minimum 20-foot additional setback.

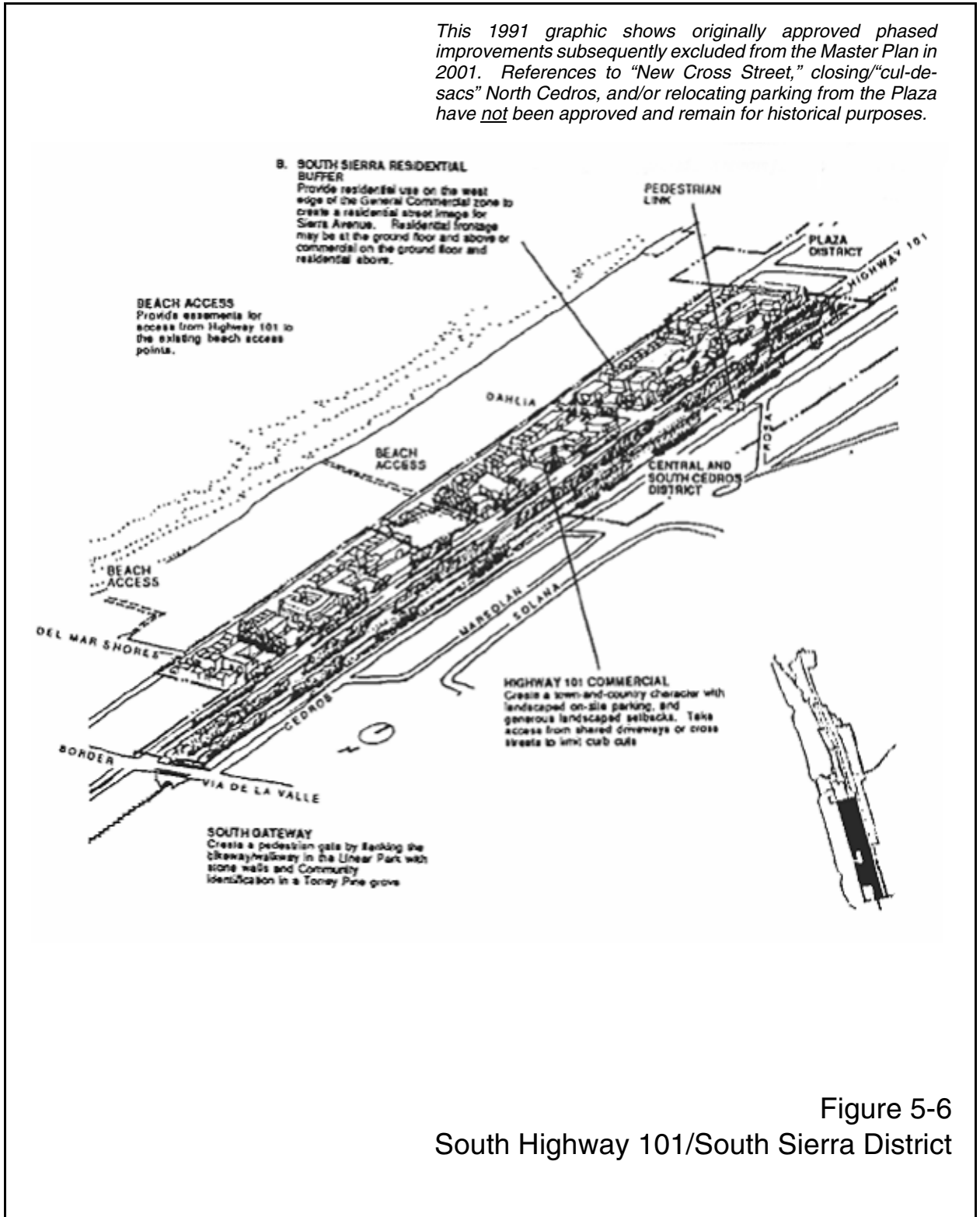


Figure 5-6
South Highway 101/South Sierra District

- **Relationship to Parking:** Provide a landscaped edge facing the parkway for all buildings which occur at the setback line, as well as direct pedestrian access from the parkway walk. Prohibit freestanding pad buildings at the parkway edge surrounded by driveway and parking on four sides.
- **Building Stepping:** Buildings shall step away from the setback line on Highway 101 according to height with second stories located a minimum of 15 feet from the setback line.
- **Mixed Use:** Provide residential use on the east side of Sierra to offer a compatible transition between residential uses west of Sierra and commercial and office uses to the east. Residential frontage may be at the ground floor and above, or commercial on the ground floor and residential above. Parking for residential use will be below grade or screened by landscape. Residential units will primarily face Sierra and shall have a minimum 10-foot setback from the right-of-way.
- **Vehicular Access:** Limit access to parcels from Highway 101 to one driveway opening per parcel or 100 feet of linear frontage.
 - Sharing of access between parcels at points opposite existing median openings on Highway 101 is encouraged.
 - No site with 50 feet or more of frontage on a cross street shall take access from Highway 101 or Sierra Avenue.
 - Parking areas for commercial uses shall have no access to Sierra Avenue.
 - Residential uses provided under mixed use guidelines may take access from Sierra Avenue, but shall have circulation separated from adjacent commercial and office uses.
- **Site Pedestrian Access:** Provide a paved pedestrian walkway a minimum of four feet wide from the parkway walk on Highway 101 to all buildings within a site with highway frontage.
- **Highway 101 Walkways:** Provide a minimum 10-foot-wide landscaped parkway and a six-foot-wide concrete parkway walk adjacent to Highway 101.
- **Other Walkways:** Provide a six-foot-wide landscaped parkway and a six-foot-wide concrete parkway walk on cross streets and Sierra Avenue.

South Highway 101/South Sierra District Views: Frame views to Del Mar/San Dieguito Lagoon. Existing height limits prevent the development of buildings which would block the existing ocean view over this district.

South Highway 101/South Sierra District Parking: Create a distinct southern entry to the Specific Plan area by providing parking either on-site or in consolidated areas shared by two or more parcels. No parking will be provided at the curb on either side of Highway 101, but is encouraged on Sierra Avenue and cross streets.

South Highway 101/South Sierra District Signs: Create a distinct southern entry by blending entry signs for private sites with the parkway landscape and not contrasting colors and materials more than necessary to create legible text.

5.1.6 South Cedros District

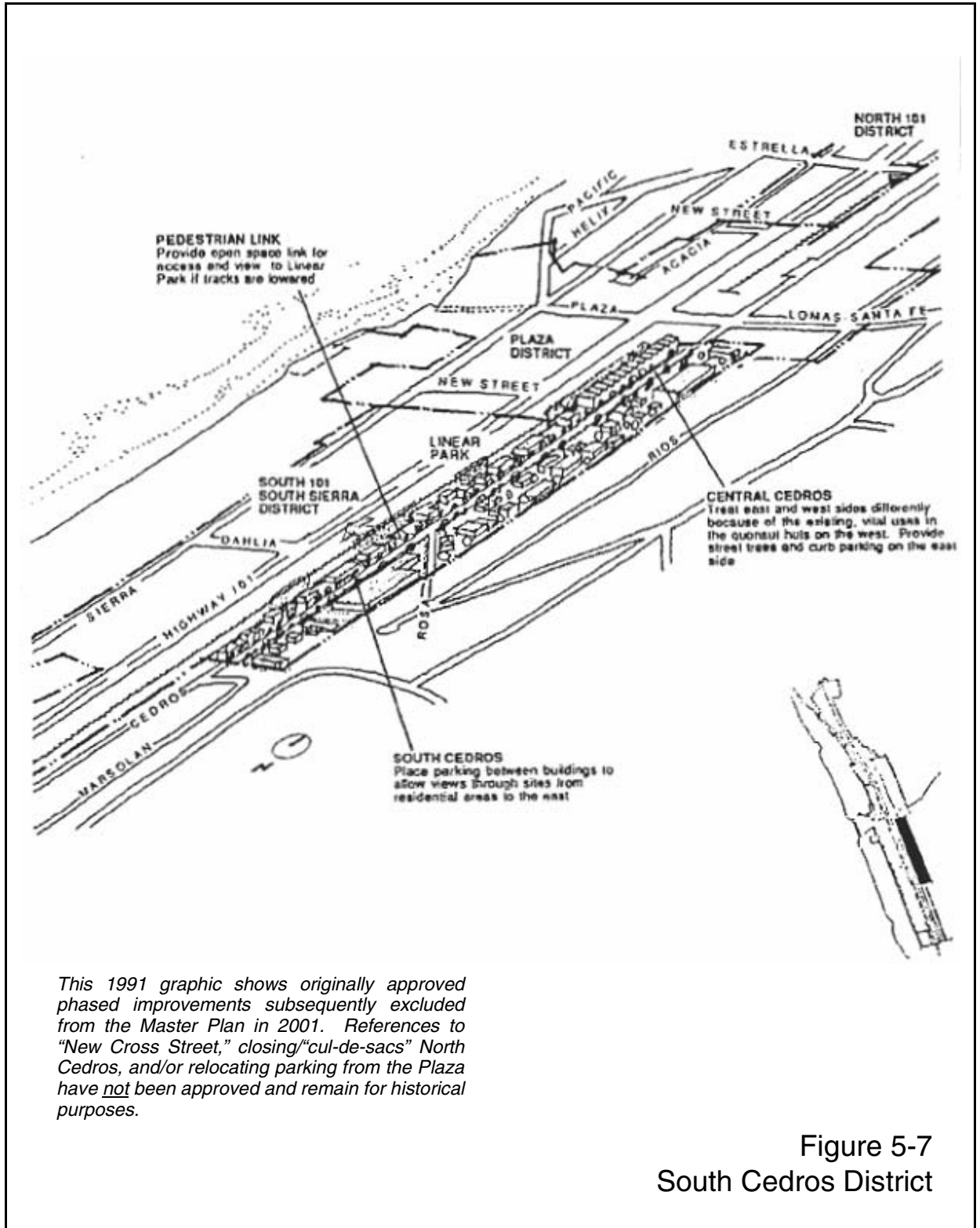
This district includes the parcels facing Cedros Avenue from the southern boundary of the Plaza District (120 feet south of the centerline of Lomas Santa Fe) to the southern limit of the Specific Plan area. This district is the most mixed in character, including various entertainment, retail, craft industrial and office uses. This district is also known as the “Cedros Design District” and includes identification signage over the street right-of-way in one or more appropriate locations to reinforce the district’s “design” image.

Intent of the Guidelines

Reinforce the rugged individualism of Solana Beach’s “Arts and Crafts” area and create a pedestrian-oriented Design District on South Cedros (see Figure 5-7 and Appendix C, Conceptual Streetscape).

South Cedros District Public Spaces: Create a pedestrian-oriented Design District by developing the public spaces described below:

- **Cedros Avenue:** Provide a 10-foot-wide walkway from the curb to the face of retail development and plant trees in tree grates to contrast with both those on Lomas Santa Fe and those on the Transit Center frontage. In areas south of the Quonset huts, a six-foot-wide walkway with a four-foot-wide planting area is acceptable in locations with residential use or low levels of pedestrian traffic.
- **Setbacks:** For properties along South Cedros that are more than 120 feet south of Lomas Santa Fe Drive (measured from the south right-of-way of Lomas Santa Fe Drive), require front setbacks of 30 feet from the centerline of Cedros or coterminous with the front property line, whichever is the greater distance from the street centerline. Where existing structures are closer than 30 feet from the street centerline, they are considered conforming; provided, that any future building additions shall comply with the 30-foot setback.
- **Pedestrian Links:** Establish a pedestrian link across the existing private parcels between Cedros Avenue and the Linear Park. This link shall include a 10-foot easement on either the north or south edge of the parcel on the west side of the intersection of Rosa Street and Cedros Avenue. The link shall include a walkway with a minimum width of six feet and shall be open and visible to Cedros (see Section 5.1.5, South Highway 101/ South Sierra District, for a description of the connection across the rails to Highway 101).



South Cedros District Landscaping: Create a pedestrian-oriented Design District by developing the landscaping described below:

- **Roof-Top Areas:** For Special Commercial (SC) Zones, along South Cedros Avenue, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required.
- **Planting Design:** Use informal groves of irregularly spaced trees in both public and private open spaces. Naturalized shrubs and groundcovers will complement the landscape development planned for the Linear Park.
- **Screening Views from the Linear Park:** Screen service areas located to the rear of buildings along the west side of Cedros Avenue from the Linear Park with a combination of trees, shrubs, and fencing.
- **Planting in Parking Areas:** Require that surface parking areas facing Cedros have one tree for every 15 parking spaces.

South Cedros District Site Planning: Create a pedestrian-oriented Design District by utilizing the site planning approaches described below:

- **Pedestrian Link:** Incorporate a 10-foot-wide pedestrian easement between Cedros and the Linear Park into new development at the location indicated in the Pedestrian Circulation Plan in Section 2.0. This easement will include a six-foot-wide concrete walkway and shall have no more than 20 feet of continuous wall adjacent to the walkway easement.
- **Special Commercial Sites West of Cedros:** Create the following relationships for these sites to the pedestrian link, rail right-of-way and street:
 - Orient the front doors of buildings towards Cedros.
 - Place parking along the rail right-of-way, if possible, and screen such parking as viewed from the Linear Park using a six-foot-high opaque fence or wall and planting.
 - Provide views to the Linear Park from the upper floors of buildings and vary the building roof lines to allow occasional east-west views across these sites.
 - Provide a maximum of 20 linear feet of curb per 50 linear feet of site frontage.
- **Noise Attenuation Walls:** Provide noise attenuation for outdoor use areas using a six-foot-high masonry wall and a combination of tall shrubs, trees and vines to soften the appearance of the wall.

South Cedros District Views: Site planning guidelines, height limits and landscape guidelines will protect views to the west along the street right-of-way.

South Cedros District Parking: Open basement or “tuck-under” parking is preferred to surface parking, and curb parking is encouraged along Cedros.

South Cedros District Signs: Identification signage over the street right-of-way in one or more appropriate locations to reinforce the district’s “design” image. See Area-wide Guidelines.

South Cedros District Lighting: See Area-wide Guidelines.

5.2 Architectural Guidelines



Pedestrian-oriented character

The architectural character of the Specific Plan area is eclectic in nature, scattered and unpronounced. However, there are a few exceptions, such as: a) the Solana Beach Hotel in the Plaza District which is recognized for its use of rustic cobblestone; b) the dental offices, also in the Plaza District, which are unique in terms of their scale, courtyard design, and use of materials; c) the Quonset-style buildings which form a continuous edge on South Cedros Avenue contributing to the scale of the street and are recognized for their specific focus as an artists/craftsmen district; and d) the low-scale office buildings at the north end of Highway 101 which provide good examples of contemporary architecture and site planning.

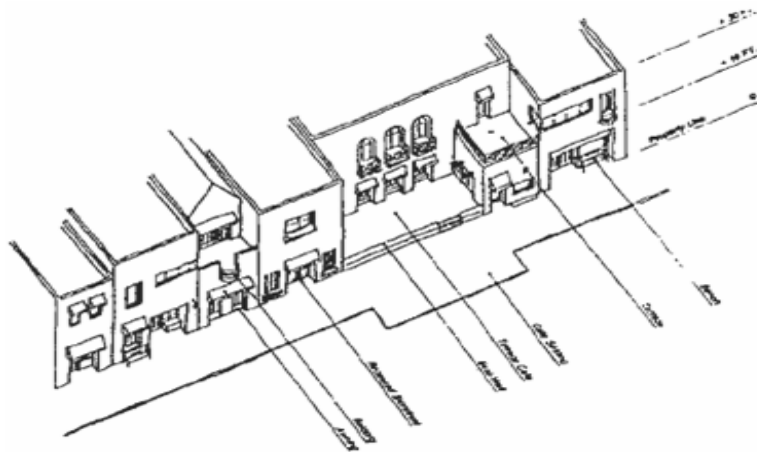
Architectural design within the Specific Plan area is divided into two distinct characteristics – that with pedestrian orientation and that with vehicular orientation.



Building facades that enhance the experience of public space

Intent of the Guidelines

Develop the architectural characteristics of building facades in a manner that enhances the experience of public space by designing the facades to interact with the pedestrian, while also being legible to vehicular viewers. In addition to building facades, develop the architectural character of various building use types in a manner that enhances the quality of physical development within the Specific Plan area. Establish sign guidelines that are consistent with the City’s Sign Ordinance (but in some cases more restrictive) to allow interaction with the pedestrian and legibility for vehicular viewers. For a more in-depth description of architectural and signage qualities, see Appendix E.



Architectural Guidelines for Building Facades

Table 5-2 below provides specific architectural guidelines for building facades.

**Table 5-2
Architectural Guidelines for Building Facades**

| Storefronts and Street Entrances | Awnings and Canopies | Rear Facades and Entrances | Building Materials |
|--|--|---|---|
| 1. At a minimum, 40% of the facade shall have no setback from the front property line. (See Note 1 below) | 1. Awnings that add a variety of color, texture, and shelter are encouraged. | 1. "Personalized" landscaping in the form of planters or flower boxes is encouraged. | 1. Materials such as stone, brick, tile and wood should be natural and authentic, rather than artificially simulated. |
| 2. Recessed storefronts are encouraged to provide a sheltered transition and, where provided, shall be limited to a 5-foot setback from property line. | 2. Awnings shall have non-combustible frames, but may have combustible coverings. | 2. The rear entry door should have 75% minimum of glass to frame. (See Note 1 below) | 2. Materials used should be compatible with adjoining buildings and the surrounding neighborhood character. |
| 3. At least 60% of the building front facade shall be transparent through the primary use of clear glass (untinted, 88% minimum light transmission) and decorative glass, such as stained glass, etched glass or sandblasted glass is permitted in moderation. | 3. Individual awnings may not exceed 20 feet in length, nor a maximum pitch of 60 degrees. Their projection may not be less than 1 foot from the building face, or more than 5 feet from the building face, measured horizontally. | 3. Storefronts and display windows are encouraged. | 3. Use of integrally colored stucco is encouraged. A variety of finishes are permitted where they are compatible with the building's concept and character. |
| 4. Stepped storefronts obscure displays and are not permitted. | 4. The lowest point of any awning must be a minimum of 8 feet above any public walk. | 4. Refuse containers and service facilities shall be incorporated within the building footprint, screened from view, and properly ventilated. | 4. Use of clear glass and glass blocks is encouraged, while mirrored glass or tinted glass is discouraged. |
| 5. Permanently fixed security gates or grills over storefront entrances or windows are not permitted. | 5. In multi-story buildings, the highest point of any ground floor awning may not exceed the finished floor height of the second story. | 5. Awnings or canopies that add a variety of color, texture and shelter are encouraged and shall comply with the guidelines described in the second column of this table. | 5. Use of steel, copper, aluminum and other such metals is permitted if they are compatible with the building's concept and character. |

**Table 5-2
Architectural Guidelines for Building Facades (Continued)**

| Storefronts and Street Entrances | Awnings and Canopies | Rear Facades and Entrances | Building Materials |
|--|---|--|---|
| 6. Mechanical equipment exposed in the area of the facade is not permitted. | 6. Awnings above the ground level may not project beyond 3 feet from the building face, nor exceed the width of the horizontal dimension of the opening it is covering. | 6. For South Cedros Avenue, second story rear facade architectural relief is required. | 6. Use of metal, tile, fiberglass, and asphalt-based roofing materials are permitted if compatible with the building's concept and character. |
| 7. Where recessed facades are used, providing a bench or low wall for seating is encouraged. | 7. Canopies which are of non-combustible, permanent construction are encouraged only as an integrally planned feature of the facade's design concept. | | 7. Use of wood, concrete, and simulated roofing products which are artificial in appearance are not permitted. |
| 8. "Personalized" landscaping, such as planters or flower boxes is encouraged. | 8. Canopies may be constructed of steel and wire, or other non-combustible materials, and sizes regulating awnings also apply to canopies. | | |
| 9. Storefronts within a larger building should be compatible with the architecture of the larger building footprint. A system of "neutral strips" or a method of dividing adjacent storefronts should be devised. (See Note 2 below) | 9. Canopies which give the appearance of a mansard roof are not allowed. | | |

Notes:

1. *Applies primarily to pedestrian-oriented districts, such as the Plaza, North Cedros and South Cedros Districts.*
2. *Applies primarily to vehicular-oriented districts, such as the North Highway 101 and South Highway 101/South Sierra Districts.*

Architectural Guidelines by Type of Use

In addition to those identified for building facades, architectural guidelines for the Specific Plan area also relate to the use of buildings, such as those for building “shell” design, hotels/motels, townhouses and basement flats, and mixed use residential, as described in Table 5-3 below.

**Table 5-3
Architectural Guidelines by Type of Building Use**

| Building “Shell” Design | Hotels/Motels | Townhouses and Basement Flats | Mixed Use Residential |
|---|--|--|---|
| 1. New building projects should be sited to orient toward the street. (See Note 1 below) | 1. Lobby, retail and restaurant uses should be incorporated into the ground floor. | 1. Basement flats are encouraged to provide affordable housing. | 1. Residential units in mixed use projects should have a different architectural character than office and retail uses. |
| 2. New building projects should concentrate automobile parking so that it does not conflict with the opportunity for a pedestrian experience within the project. Whenever possible, parking should be arranged in “pockets” between and behind buildings as opposed to between buildings and the street. (See Note 1 below) | 2. Guest rooms are restricted to levels above the ground floor, and shall be located to achieve privacy. | 2. The finished floor of the basement flat shall not be more than 5 feet below finished grade. | 2. Materials and forms used for residential uses should be compatible with the architectural character of adjoining uses. |
| 3. Rather than creating one large monotonous structure, buildings should be grouped to provide pedestrian plazas and outdoor eating areas. (See Note 1 below) | 3. Guest rooms shall be accessible from the interior of the hotel or motel, not the exterior. | 3. The basement flat shall have a forecourt of not less than 8 feet in depth. | 3. Awnings, trellises and canopies are encouraged for use with mixed use residential uses. |

**Table 5-3
Architectural Guidelines by Type of Building Use (Continued)**

| Building "Shell" Design | Hotels/Motels | Townhouses and Basement Flats | Mixed Use Residential |
|---|---|--|--|
| 4. Buildings that are sidewalk adjacent, or "satellite" buildings, should house functions that are oriented toward the sidewalk pedestrian experience and should comply with the architectural guidelines for pedestrian-oriented development. (See Note 1 below) | 4. Exterior balconies for guest rooms are encouraged. | 4. Townhouses are encouraged to provide a porch of not more than 4 feet above grade, not less than 8 feet in depth, and not less than 40% of the width of the unit. | 4. Balconies and decks are encouraged. |
| | 5. All mechanical units shall be screened from public view with permanent architectural features. | 5. Flat roofs, hipped roofs, and gable roofs are permitted. | 5. Mansard roofs are not permitted. For South Cedros Avenue, roof-top parking is disallowed, and roof-top architectural features, screening, and landscaping are required. |
| | | 6. Mansard roofs are not permitted. | 6. Flat roofs, gable roofs and hip roofs are permitted. |
| | | 7. All mechanical equipment, whether on the roof or on the ground, shall be hidden from view by walls which are architecturally integrated into the building design. | 7. All mechanical equipment shall be hidden from view by walls which are architecturally integrated within the building design. |
| | | 8. Balconies and decks are encouraged. | 8. For South Cedros Avenue, upper level architectural relief is required. |
| | | 9. Materials used should be representative of the neighborhood character. | 9. For South Cedros Avenue, second story rear facade architectural relief is required. |
| | | 10. All materials should be genuine and artificially simulated stones, bricks, tiles and the like are not permitted. | |

**Table 5-3
Architectural Guidelines by Type of Building Use (Continued)**

| Building “Shell” Design | Hotels/Motels | Townhouses and Basement Flats | Mixed Use Residential |
|-------------------------|---------------|--|-----------------------|
| | | 11. When composing materials that are not monolithic, such as veneers, applications should encompass the entire volumetric part of the building to which it is applied. Avoid false fronts, and a change of materials on outside corners or in the same plane. | |

Notes:

1. *Applies primarily to vehicular-oriented districts, such as the North Highway 101 and South Highway 101/South Sierra Districts.*

Sign Design Guidelines

Table 5-4 below provides specific sign guidelines.

**Table 5-4
Sign Guidelines**

| Sign Location | Sign Types | Sign Size and Quantity |
|---|---|--|
| 1. No sign shall be located on a storefront bulkhead. | 1. Wall-mounted signs, including individual lettered signs, neon lettered signs, and panel signs are permitted. | 1. Each individual business may have a maximum of 2 signs. |
| 2. A sign may be located in a window or storefront provided its application is on the interior. | 2. Wall-mounted “can” signs, illuminated or non-illuminated, are not permitted. | 2. Individual business wall-mounted signs shall not exceed 1 square foot for 1 linear foot of storefront. |
| 3. A sign may be located on an awning provided its application occurs only on the awning’s valance. | 3. Window signs are permitted, provided they are applied from the interior. They may include neon, sandblasted glass, stained glass, and painted glass. | 3. Permanent window signs may occupy up to 50% of the window or storefront area, but may not exceed the total permitted sign area. In combination with other signs, the area of window signs shall be deducted from the total permitted sign area. |

**Table 5-4
Sign Guidelines (Continued)**

| Sign Location | Sign Types | Sign Size and Quantity |
|---|--|--|
| 4. A wall sign may be located above a storefront at the transom, provided the transom is not glazed. | 4. Credit card stickers and hours of operation are permitted. | 4. Awning signs may occupy up to 75% of the awning valance, but may not exceed the total area permitted for signs. In combination with other signs, their area shall be deducted from the total permitted sign area. |
| 5. A “blade” or projecting sign may be located below the transom with a minimum clearance of 7 feet. | 5. Awning signs which identify the business are permitted at the valance location only. Addresses may also be incorporated on awning valances. | 5. “Blade” or projecting signs shall not exceed 4 square feet. Their area shall be deducted from the total permitted sign area. Only 1 blade sign is permitted per business. |
| 6. A “plaque” sign may be located above the bulkhead height and below the transom height. | 6. “Blade” or projecting signs are permitted. | 6. Plaque signs shall not exceed 3 square feet. Their area shall be deducted from the total permitted sign area. Only 1 plaque sign shall be permitted per business. |
| 7. In the case of multi-story buildings, no signs are permitted on the upper facade. | 7. “Plaque” signs are permitted. | |
| 8. A sign may be located between the upper facade and the parapet with the following provisions: a. On single-story structures, the sign must identify the business and must be the only wall sign. b. On multi-story structures, the sign must identify a building and not an individual business that the building may house. | 8. Roof-mounted or parapet-mounted signs are not permitted. | |
| 9. No sign shall be roof-mounted or parapet-mounted. Signs “architecturally integrated into the design of a roof” are not permitted. | | |

Appendices

Appendix A

Public/Institutional Uses



Public/Institutional Uses

| Public/Institutional Uses | Description and Recommendations |
|---------------------------|---|
| United States Post Office | A community branch office that attracts people from throughout the community. The new proposed street south of the Plaza will provide improved access from Highway 101. The building is non-descript and could have a more civic character. Should the Post Office relocate, another public use such as a branch library should be developed. |
| School Site | The school buildings are currently used for a nursery school which is not utilizing all of the open space. The fenced area of the site should be reduced to open up the north part of the site for a neighborhood picnic and free play park. |
| Community Center | The existing Community Center at Fletcher Cove has been analyzed for expansion as part of the Master Plan for the Fletcher Cove Beach Park. Expansion of the Community Center depends upon the City's ability to develop off-site parking in the Plaza vicinity. |
| Marine Safety Center | Like the Community Center, the Marine Safety Center at Fletcher Cove is planned for expansion as part of the Fletcher Cove Beach Park Master Plan. |
| Public City Parking | The City has evaluated sites for acquisition for public parking near the Plaza. This parking can serve a combination of users, such as commercial retail, offices, park visitors, and public uses. This parking may occur in a combination of surface lots and parking structures. The objective of providing parking is to increase the usable open space in the Plaza and Beach Park areas. |
| Transit Station | North County Transit operates commuter rail service from its station north and east of the Lomas Santa Fe/ Highway 101 intersection. The City and transit operator have cooperated to develop a mixed use project which may include retail, office, and residential uses, as well as surface parking for the Transit Station. |
| Open Space | Project area open space occurs at the northern-most portion of the project area (San Elijo Lagoon) and the Beach Park, north of the access ramp. Total land area designated as open space is approximately 11 acres. |
| Open Space/Recreation | The Specific Plan is foreseen to provide primarily passive recreation related to the character of the beach and the downtown, rather than sports and intense court games. |

Public/Institutional Uses (Continued)

| Public/Institutional Uses | Description and Recommendations |
|---------------------------|--|
| Linear Park | <p>As discussed in detail in the Area-wide Guidelines in Section 5.1.1, the rail right-of-way to the east of Highway 101 is proposed to be improved as a Linear Park. The character of the Park would be primarily natural to create a parkway image for the highway along with the median plantings, and development edge on the west side of the highway.</p> <p>Uses within the park include a combination bikeway and walkway, benches, gardens near the Plaza, and a par course throughout the area. Nature-botanical signs can be provided.</p> |
| Plaza | <p>The Plaza area includes the existing Plaza Street right-of-way, and the corners of the rail right-of-way on the east side of the intersection of Highway 101 and Lomas Santa Fe. The Plaza will be developed as an area for strolling, sitting, people watching, performances, and festivals and events with organized booths, exhibits and sidewalk sales. This will require widened sidewalks, drought-tolerant garden areas, and provision for closing Plaza Street for events or restricting traffic. Please see the Plaza District Guidelines in Section 5.1.4.</p> |
| Beach Park | <p>The existing Beach Park at Fletcher Cove was Master Planned in 1991 along with the current Community Facilities in the Park, the Community Center and the Marine Safety Center. The Plan indicates phased improvements which would begin with expansion of the facilities, and then phased relocation of the existing parking to a nearby City parking area.</p> <p>The Plan provides a large open lawn area for casual picnicking in the center of the park, benches, a small gathering area for events and low-key performances, additional flower gardens, improved access to the south bluff-top park and landscape improvements for the slopes, walkways, and bluff-top.</p> |
| Public Rights-of-Way | <p>Two distinct public right-of-way categories exist within the project area – public streets and the AT and SF railway. Area streets comprise approximately 38.9 acres. Railway right-of-way is estimated at 32.7 acres.</p> |

Appendix B

Landscaping Materials



Street Tree Plan

Substitution of tree types described below may be authorized by the Community Development Director to reduce impacts to public improvements.

1. HIGHWAY 101 AND LINEAR PARK

a. TREE PLANTINGS

Highway 101 will have a parkway character which is rustic at the entries or gateways to the community, and more formal in character near the Plaza. The design incorporates the existing trees and median plantings provided by the Solana Beach Women's Civic Club (except for the corner plantings at Lomas Santa Fe Drive).

The trees at the north and south ends of the Highway 101 right-of-way south of the Plaza District and north of Estrella will be planted in loose open groves of Torrey Pines and Melaleucas on both sides of the highway. The spacing of the groves will respond to view corridors from residential areas to the east. These tree types are also required within the private development setback west of the highway.

b. GROUND PLANE

Low, irregular shrub masses and groundcovers will have a naturalized character which emphasizes texture and color variation at the community entries. This character will then change to more formal gardens with flowering shrubs and groundcovers near the Plaza. Taller shrubs will be used along a six-foot-high fence at the west edge of the tracks to screen the trail track cut and the service side of development east of the right-of-way.

TREES

COMMON NAME

Botanical name

TORREY PINE

Pinus torreyana

MELALEUCA

Melaleuca leucadendra

2. SIERRA AVENUE

Sierra is primarily a residential street and will have an informal character with a variety of canopy trees located in a parkway on both sides of the street. Tree choices will consider existing nearby trees and views from public right-of-way and private property. Existing tree types such as Coral Tree, Eucalyptus and Carrotwood are appropriate, but tree types are not restricted in this area.

TREES
NOT RESTRICTED

3. LOMAS SANTA FE DRIVE AND PLAZA

Lomas Santa Fe Drive is an important access and identity street for the Specific Plan area from the freeway and the community to the east. It will be developed as a scenic boulevard with a formal planting of large canopy trees to frame the view over downtown Solana Beach to the ocean. The trees will be located in a parkway on both sides. The median will be planted with flowering shrubs and no trees to keep the view open in the center. The canopy trees will be a continuation of the existing Ficus trees in the Plaza west of Highway 101. The trees will be regularly spaced at 30' on center. The Plaza will also incorporate the existing palm trees as described in Section 5.1.4, Plaza District.

TREES
COMMON NAME
Botanical name
RUSTY-LEAF FIG
Ficus rubiginosa
MEXICAN FAN PALM
Washingtonia robusta

4. ACACIA AVENUE

Acacia is a quiet residential street with some offices and will have an informal character with a variety of existing canopy trees located in a parkway on both sides of the street. The section of Acacia within the Plaza District may be vacated as a street and used as a Pedestrian Access to common public parking near the Plaza. This pedestrian area should nevertheless continue an informal character of mixed picturesque trees. Tree types are not restricted in this area.

TREES
NOT RESTRICTED

5. CEDROS AVENUE

Cedros is a street with varying width and uses from pedestrian retail and the proposed Transit center uses near Lomas Santa Fe Drive, to office, shop, warehouse, and residential uses in areas to the north and the south. Tree plantings will vary to reflect these differences and retain the rustic character in the North and South Cedros Districts. See the North, Central and South Cedros, and the Plaza Districts for specific conditions. Cedros in the Plaza District will have regularly spaced Jacaranda Trees and North, Central, and South Cedros will be unrestricted. Selection and location of trees will consider views from east to west over the area.

TREES FOR CEDROS (IN THE PLAZA DISTRICT)

COMMON NAME

Botanical name

JACARANDA

Jacaranda mimosifolia

6. CROSS STREETS

The “Cross Streets” are the short east-west streets west of Highway 101 which provide access to Sierra residential, the Plaza area parking, and residential areas north of the Plaza. They are also important potential pedestrian crossing points for Highway 101 and the rail lines (if the rail is lowered to below grade) from residential neighborhoods to the east. The cross streets include Ocean, Cliff, Estrella, Dahlia, Palm and new proposed streets north and south of the Plaza. These streets will have a uniform, regularly-spaced canopy tree in a parkway which will make these streets more visible to provide clear access from Highway 101 to businesses, parking areas, and neighborhoods. A neighborhood may select a different tree for each neighborhood street from the following list. The streets in the Plaza District are an exception for which a specific tree is designated. Orientation to parking areas in the Plaza District can be reinforced by using the same tree type on the Plaza Access streets as is used on Cedros adjacent to the Transit Center: Jacaranda.

TREES

COMMON NAME

Botanical name

CAMPHOR TREE

Cinnamomum camphora

CHINESE ELM

Ulmus parvifolia

JACARANDA

Jacaranda mimosifolia

LONDON PLANE TREE

Platanus acerifolia

SOUTHERN MAGNOLIA

Magnolia grandiflora

VICTORIAN BOX

Pittosporum undulatum

7. PLANTS RECOMMENDED FOR USE IN PUBLIC AREAS

The list below includes trees that are characteristic of the coastal landscape currently of Solana Beach, and includes tree types that are prevalent in the public open spaces. Plant types favored by the Women’s Civic Club during the period in which their activities enhanced the public landscape of Solana Beach are included, as are native and naturalized plants and those common to Southern California beach cities. “Framework Trees” are to be used widely to provide a framework or background. Accent trees should be used only in enclosed locations along Highway 101 and the Plaza in order to maintain landscape unity.

FRAMEWORK TREES

COMMON NAME

Botanical name

AUSTRALIAN TEA TREE

Leptospermum laevigatum

CALIFORNIA BAY LAUREL

Umbellularia californica

CALIFORNIA PEPPER

Schinus molle

CALIFORNIA SYCAMORE

Platanus racemosa

CAMPHOR TREE

Cinnamomum camphora

CHINESE EVERGREEN ELM

Ulmus parvifolia

COAST LIVE OAK

Quercus agrifolia

HOLLY OAK

Quercus ilex

ITALIAN STONE PINE

Pinus pinea

LEMON SCENTED GUM

Eucalyptus citriodora

LONDON PLANE TREE

Platanus acerifolia

PINK MELALEUCA

Melaleuca nesophila

QUEEN PALM

Arecastrum romanzoffianum

RED GUM

Eucalyptus camaldulensis

RUSTY LEAF FIG

Ficus rubiginosa

SOUTHERN MAGNOLIA

Magnolia grandiflora

SUGAR GUM

Eucalyptus cladocalyx

TORREY PINE

Pinus torreyana

WHITE IRONBARK
Eucalyptus leucoxylon

ACCENT TREES
COMMON NAME
Botanical name

ACACIA
Acacia baileyana

BRONZE LOQUAT
Eriobotrya deflexa

CALIFORNIA FAN PALM
Washingtonia filifera

CANARY ISLAND DATE PALM
Phoenix canariensis

FLOSS SILK TREE
Chorisia speciosa

GREEN LEAF FIG
Ficus microphylla

HOLLYWOOD JUNIPER
Juniperus chinensis

INDIAN LAUREL FIG
Ficus microcarpa nitida

ITALIAN CYPRESS
Cupressus sempervirens

KAFFIRBOOM CORAL TREE
Erythrina caffra

LEYLAND CYPRESS
Cupressus leylandii

MEXICAN FAN PALM
Washingtonia robusta

MORETON BAY FIG
Ficus macrophylla

MYOPORUM
Myoporum l. 'Carsonii'

NAKED CORAL TREE
Erythrina coralloides

PEPPERMINT TREE
Agonis flexuosa

PINEAPPLE GUAVA
Fiejoa sellowiana

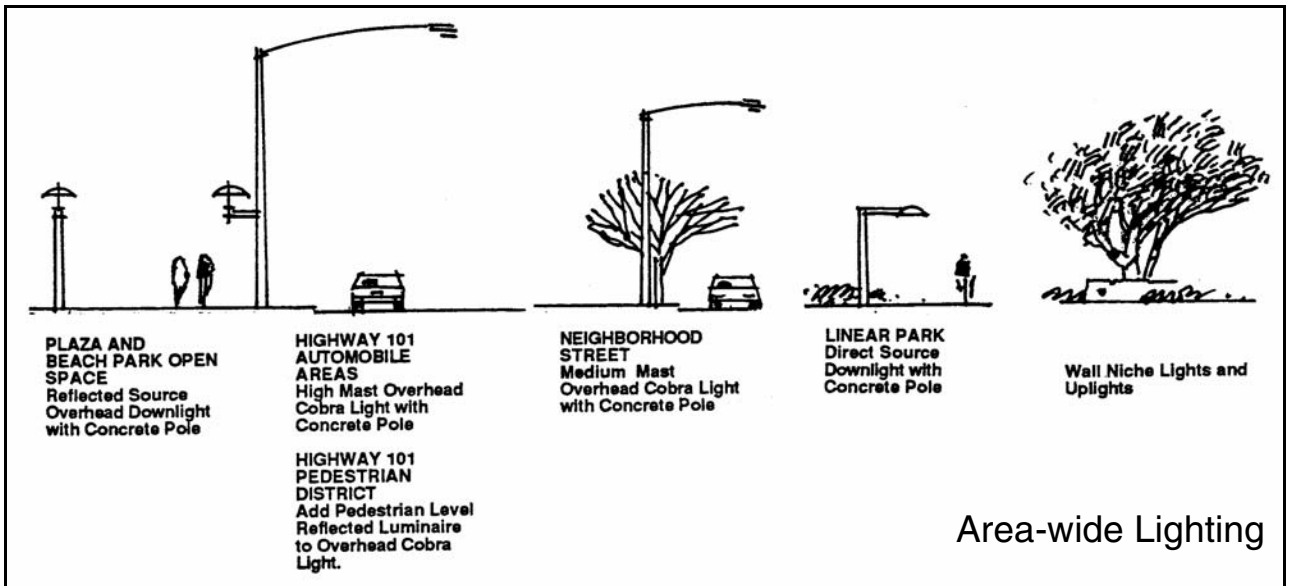
VICTORIAN BOX
Pittosporum undulatum

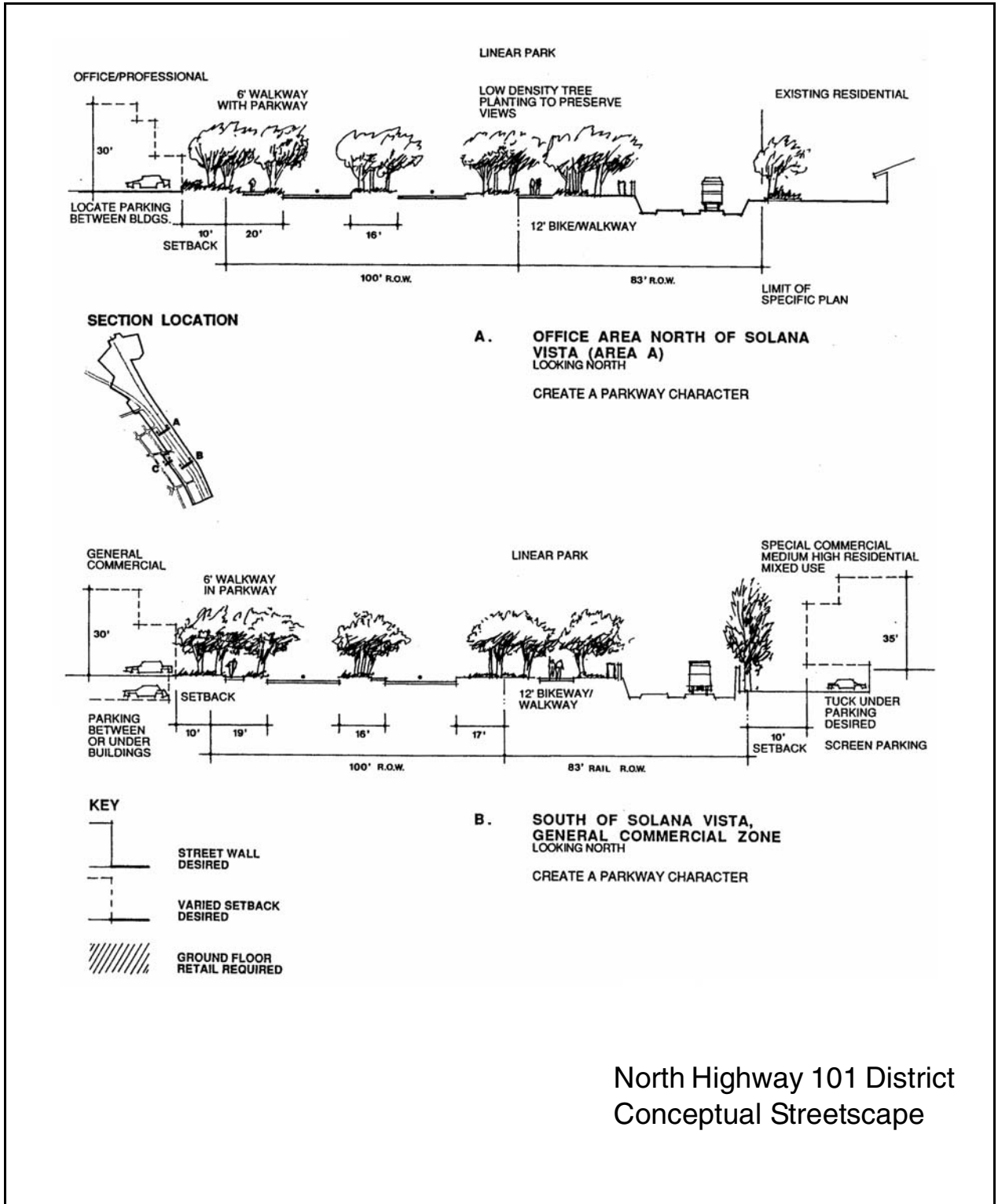
Appendix C

Conceptual Streetscape

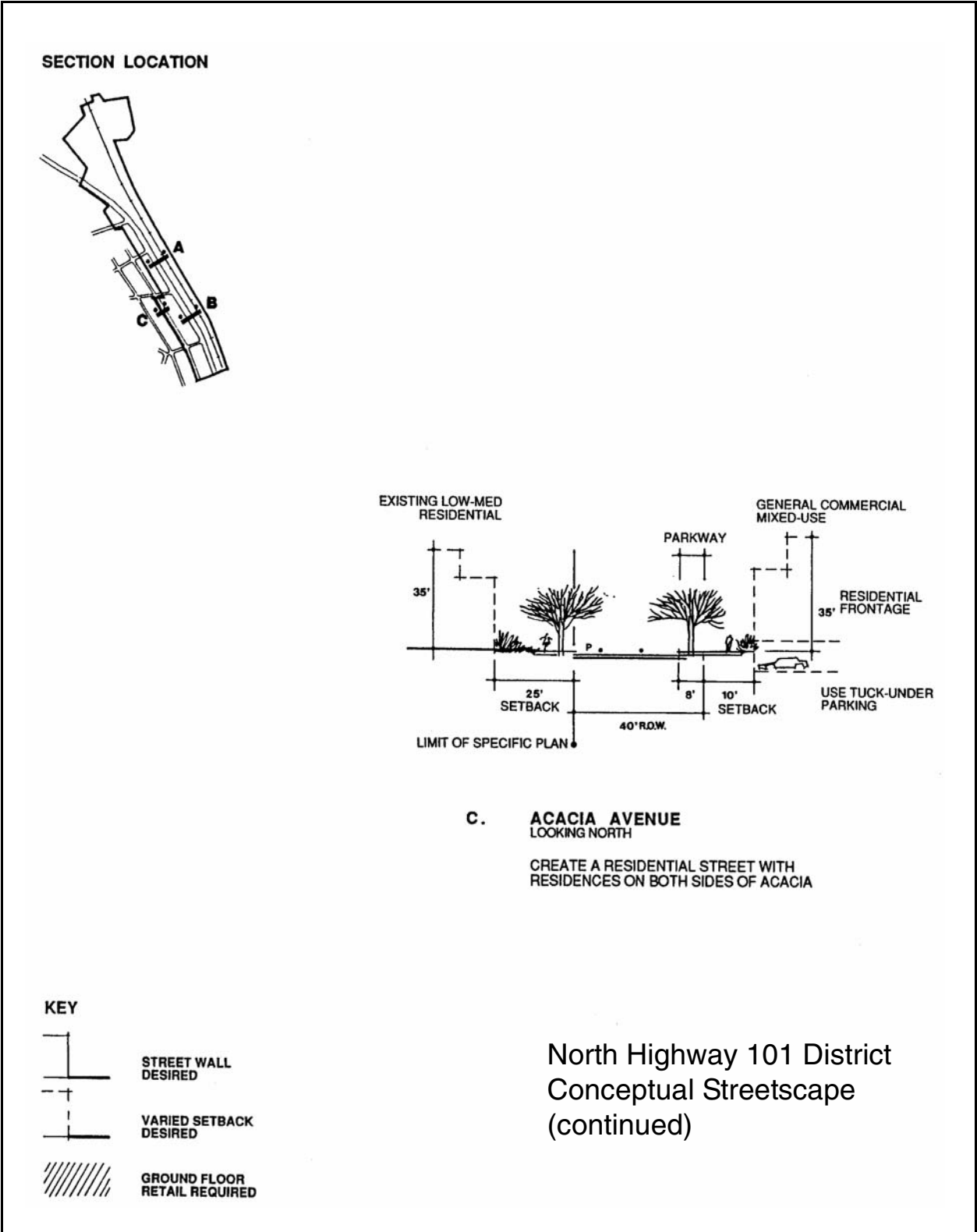


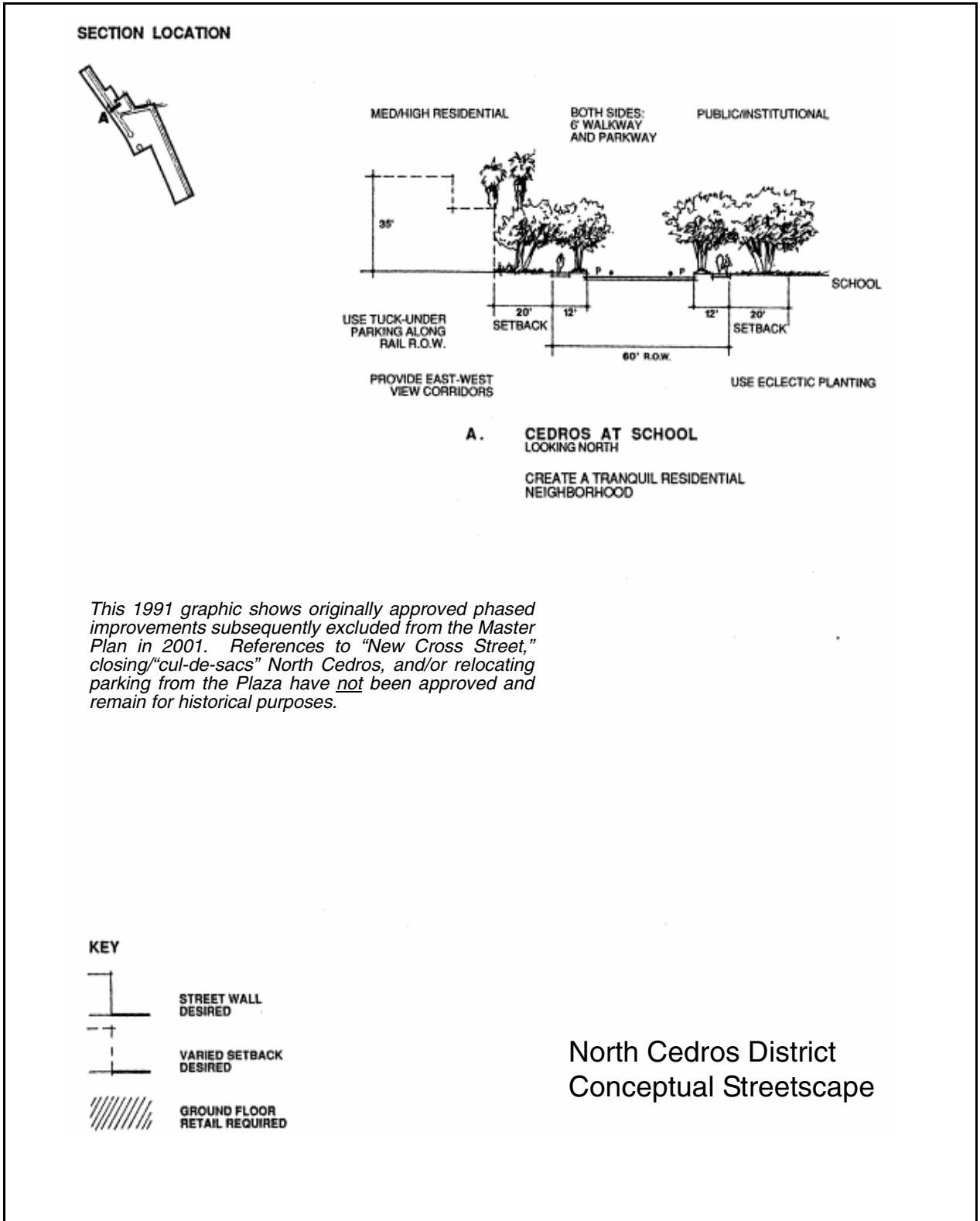
This appendix provides graphic depictions of concepts for area-wide lighting and streetscapes for each district within the Highway 101 Corridor Specific Plan. These concepts are general in nature and may be modified to address specific constraints or safety factors if the City determines that the modifications are consistent with the Specific Plan Vision, Urban Design Concepts, and design guidelines.

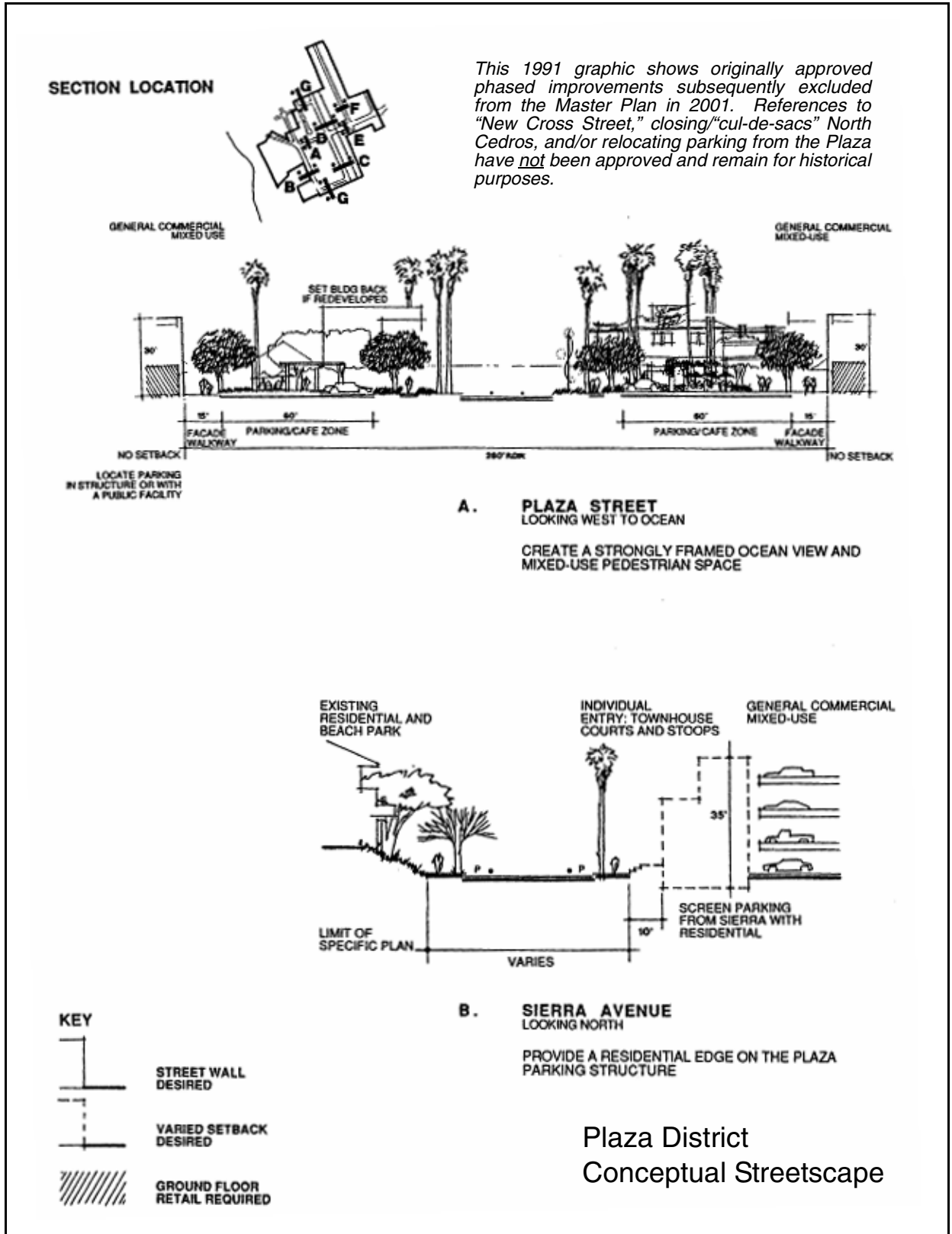


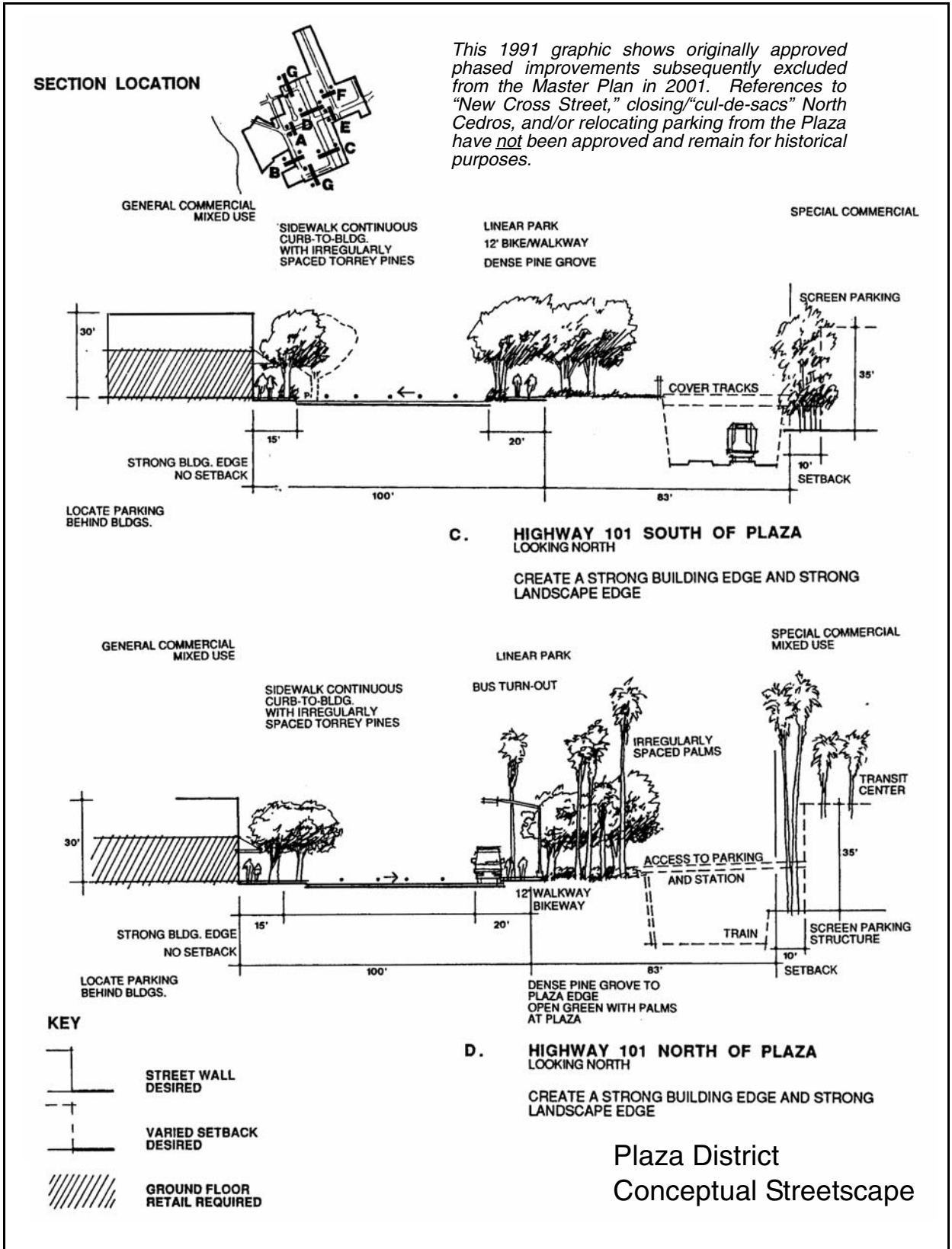


North Highway 101 District
 Conceptual Streetscape

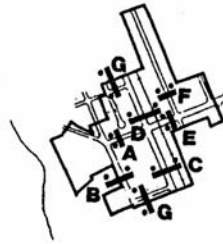




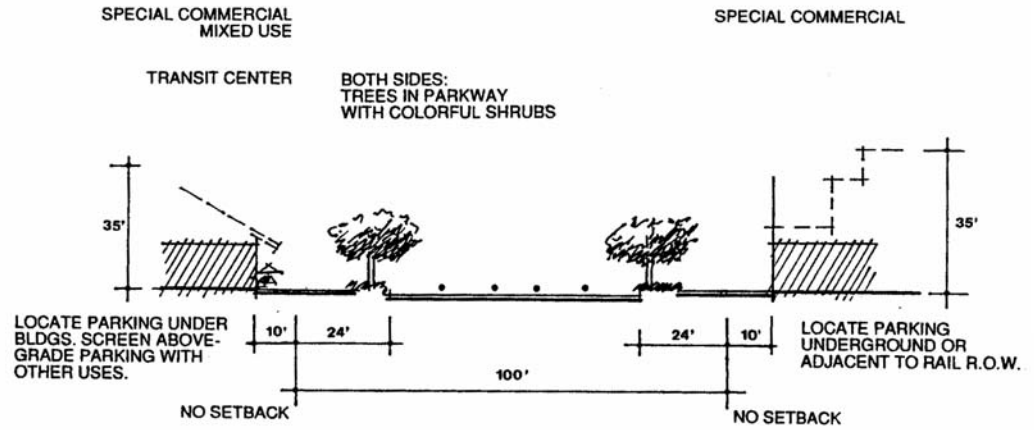




SECTION LOCATION

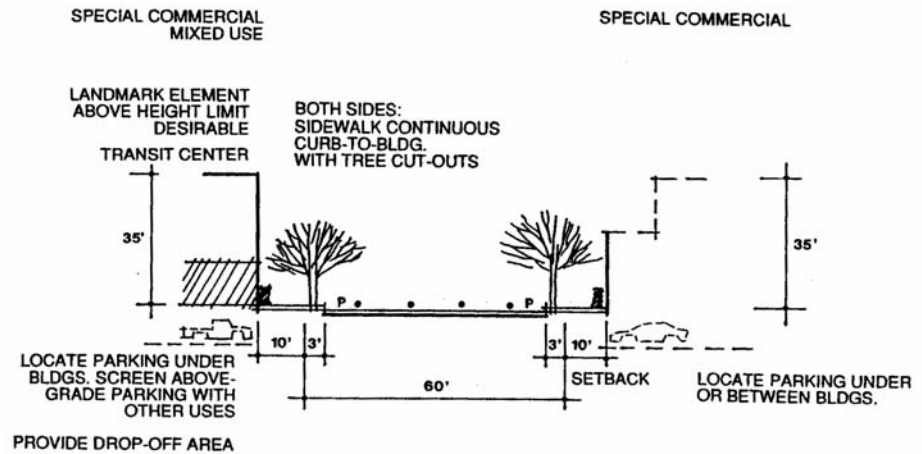


This 1991 graphic shows originally approved phased improvements subsequently excluded from the Master Plan in 2001. References to "New Cross Street," closing "cul-de-sacs" North Cedros, and/or relocating parking from the Plaza have not been approved and remain for historical purposes.



**E. LOMAS SANTA FE DRIVE
WEST OF CEDROS
LOOKING EAST**

CREATE AN URBAN BOULEVARD



**F. NORTH CEDROS AT TRANSIT CENTER
LOOKING NORTH**

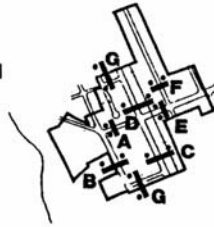
CREATE AN URBAN STREET

KEY

- STREET WALL DESIRED
- VARIED SETBACK DESIRED
- GROUND FLOOR RETAIL REQUIRED

Plaza District
Conceptual Streetscape

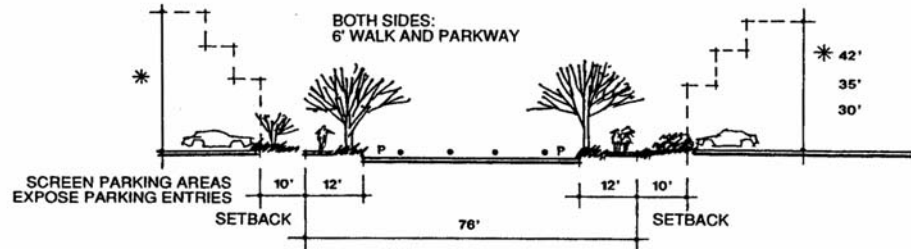
SECTION LOCATION



This 1991 graphic shows originally approved phased improvements subsequently excluded from the Master Plan in 2001. References to "New Cross Street," closing/"cul-de-sacs" North Cedros, and/or relocating parking from the Plaza have not been approved and remain for historical purposes.

GENERAL COMMERCIAL
MIXED USE

GENERAL COMMERCIAL
MIXED USE



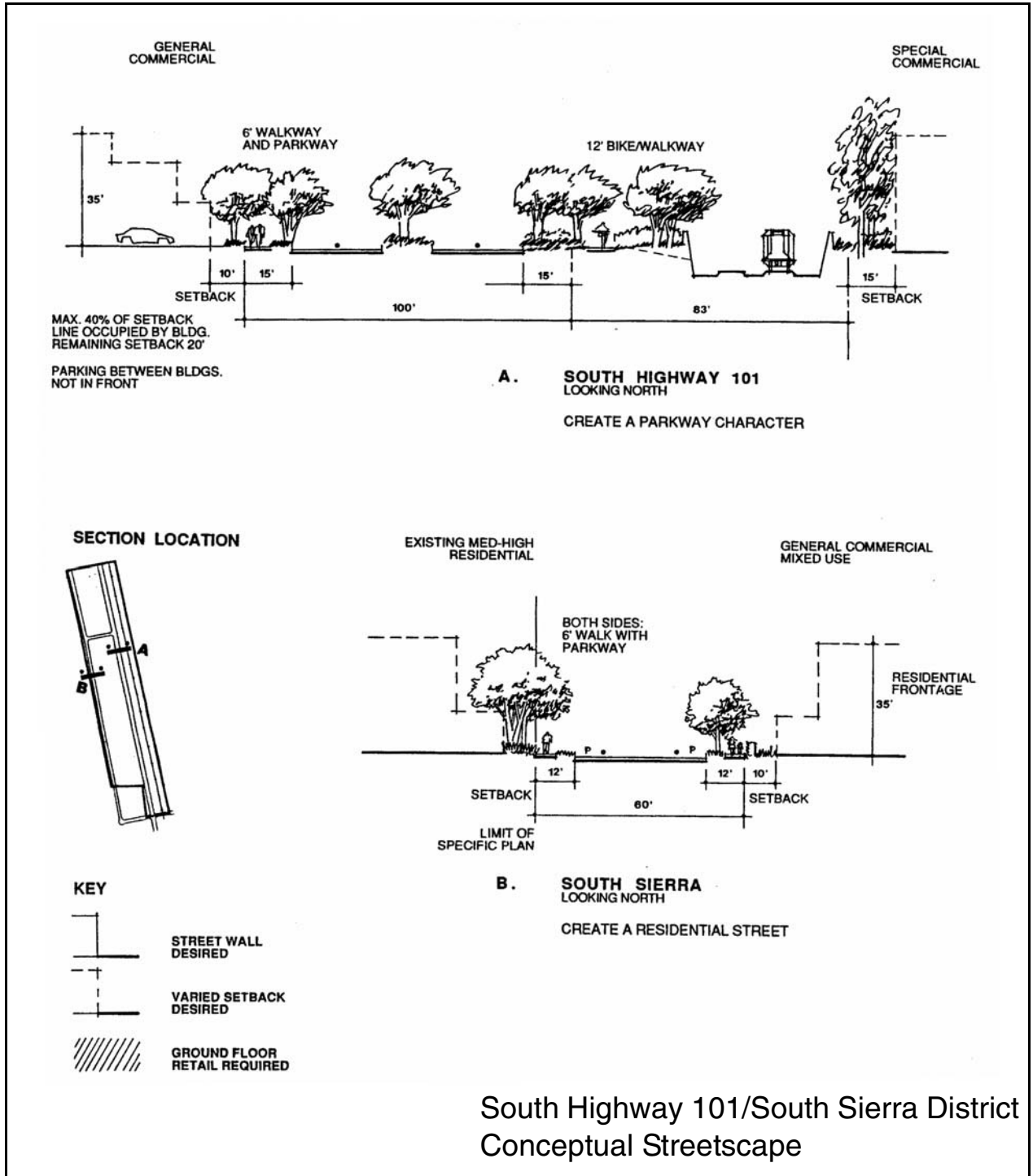
* NORTHERN CROSS STREET
BUILDING HEIGHT - 35' WITH 30' EXCEPTIONS
SOUTHERN CROSS STREET
BUILDING HEIGHT - 35' WITH 42' EXCEPTIONS

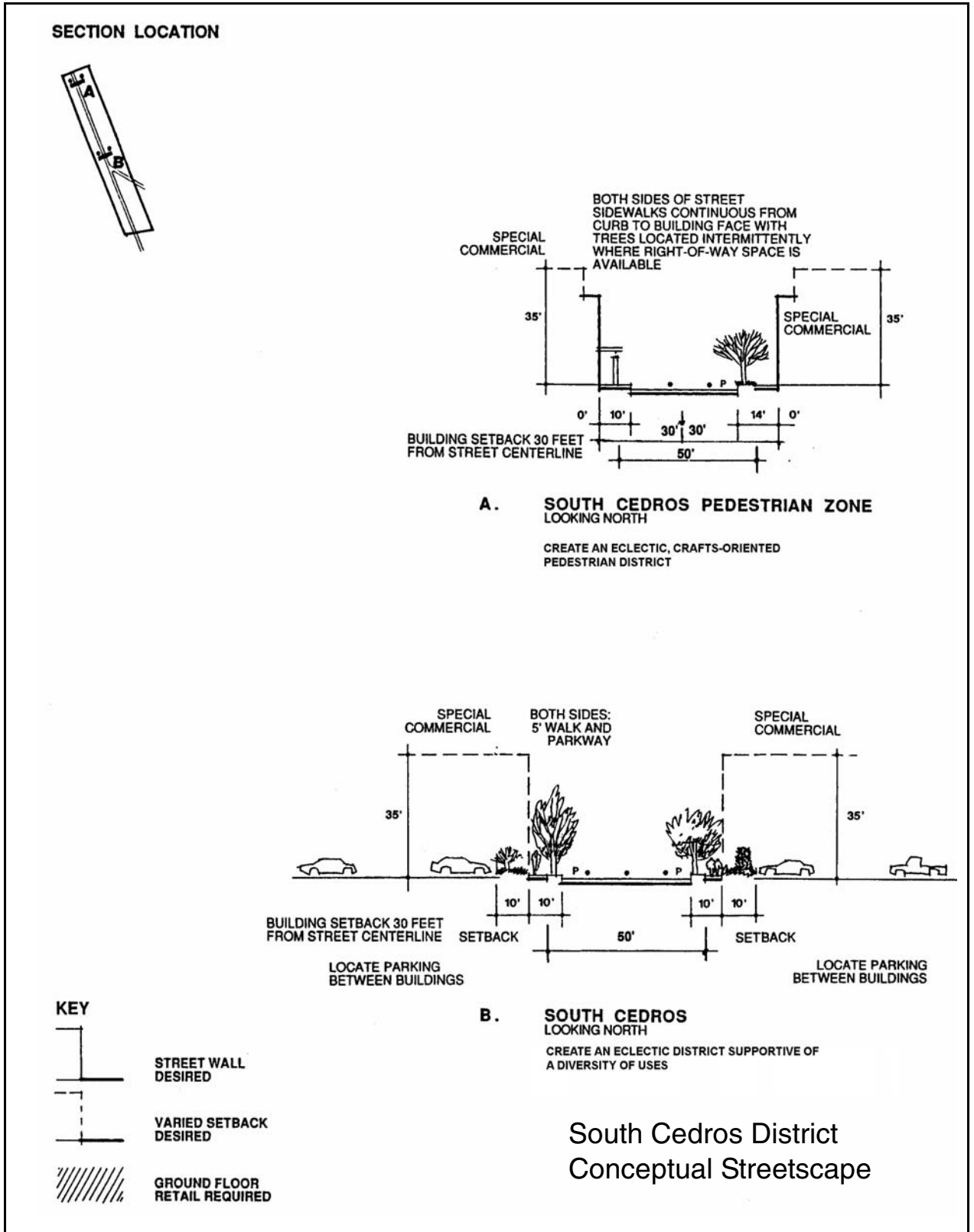
**G . NEW CROSS STREET / NORTH & SOUTH OF PLAZA
LOOKING WEST
CREATE A GATEWAY TO PARKING AREAS**

KEY

- STREET WALL DESIRED**
- VARIED SETBACK DESIRED**
- GROUND FLOOR RETAIL REQUIRED**

Plaza District
Conceptual Streetscape

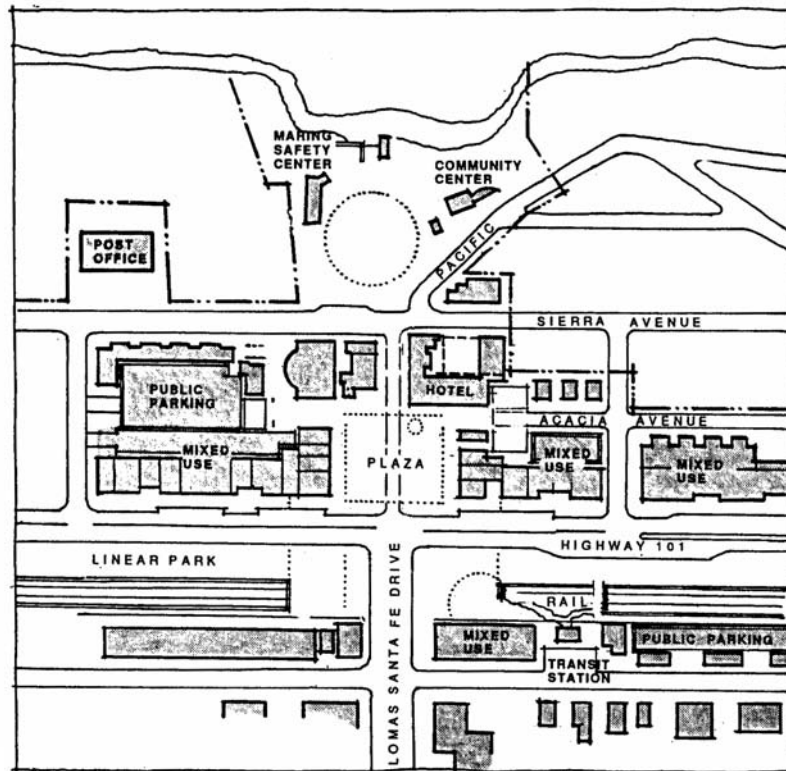




Appendix D Fletcher Cove/Plaza/ Circulation Phasing



Community consensus was accomplished only for “Phase One” which focuses on the Beach Park and does not include changes to circulation nor changes to the Plaza (three phases of implementation were considered during the early planning stages of the Highway 101 Specific Plan and Fletcher Cove Master Plan). Phases Two and Three, considered previously, have been excluded from these Plans. The conceptual planning ideas for future improvements associated with the Beach Park have been included for reference only. Implementation of future improvements will require additional review and public input, compilation into a Master Plan (or Master Plan Amendment) and subsequent environmental review subject to the California Environmental Quality Act. Refer to Appendix F of the Fletcher Cove Master Plan for a description and visual depiction of conceptually considered future improvements.



Plaza area plan showing potential development not adopted

Fletcher Cove/Plaza/Circulation Phasing Appendix

The Fletcher Cove Master Plan focuses on replacing the existing park buildings and the introduction of new and replacement landscaping. Implementation elements of Phase One are:

1. Build new Marine Safety Center and public washrooms;
2. Demolish existing Marine Safety Building, public washrooms, and trash enclosure;
3. Retain all existing Plaza parking;
4. Relocate up to 75 parking spaces from park site to “Old Distillery” site. Reorganize remaining on-site parking to maintain up to 15 spaces;
5. Install replacement landscape and irrigation at upper park area (Overlook Terrace);
6. Install new landscape at westerly portion of lower park area (Coastal Terrace);
7. Construct accessible ramps connecting upper and lower park areas and beach;
8. Build stairway connecting upper and lower park;
9. Improve existing beach access ramp; and
10. Construction of new basketball half-court and tot lot/playground.

The existing Community Center Building will remain in its current location.

Appendix E

Architectural and Signage Qualities



Architectural Qualities

In the design of buildings and outdoor spaces, several qualities can collectively affect people's choices. Some of these qualities and their effects include:

Accessibility: Where people can and where they cannot.

Variety: The range of uses available to people.

Legibility: How easily people can understand the opportunities a place offers.

Robustness: The degree by which people can use a place for different purposes.

Appropriateness: The degree by which a place is compatible within its physical context.

Richness: How a place can affect people's sensory experiences.

Personalization: The extent by which people can put their own stamp on a place.

Accessibility

In order to be accessible, the public edge of a building should house activities which benefit from interaction with the public space, and can contribute to the life of the public space itself. Entrances should be located such that the comings and goings are directly visible from the public space. Uses which could spill out into the public space, such as cafes and stores, should be provided on the ground floor. If there are animated activities that occur within, they should be located adjacent to the public space.

Legibility

People need to understand a building's use. The clear identification of elements such as doors and windows characterize a place, and define its accessibility. Legibility invites approachability as well as uninhibited movement between inside and outside.

Variety and Robustness

To increase variety and robustness, the edge between building facades and public spaces should be designed to enable a range of indoor activities to co-exist in close proximity with a range of outdoor activities. One of the most common activities in public spaces is people watching. This mostly happens at

the edge of the public space, which offers a sense of refuge, as well as a prospect of what is going on. The usefulness of the edge in this manner is greatly increased by the provision of places to sit. There may be benches, window ledges, niches or low walls.

The edge potential is still improved if parts of it are protected from the weather. Recessing a portion of the building facade or providing awnings accomplishes this. Arcades are ideal for this purpose when used in enclosing a courtyard area.

Appropriateness

Appropriateness is the degree by which a place is compatible with its physical context or surroundings. In terms of the physical context, visual cues can be identified in terms of the adjacent buildings and landscape and in terms of the surrounding townscape. The adjacent context considers similar elements in similar relationships: vertical rhythms, horizontal rhythms, materials, colors, patterns, details, windows, and doors. The surrounding context contributes to the understanding of the overall image and meaning of the place.

In Solana Beach, three definitive relationships and opportunities exist. First, in areas where buildings are visually insulated from each other by setbacks and landscaping, a wide variety of designs may occur without damaging the context of other buildings. Second, in areas of transition where buildings are without merit, or are slated for redevelopment, the opportunity arises to create a new context. And third, in areas where buildings of merit exist, the opportunity arises to use these qualities as a reference for new development, while enforcing the community's sense of identity and continuity.

Richness

Experiencing a place can be intensified through the variety of sensual experiences provided. This quality refers to the richness of a place. Richness should be communicated through motion, smell, sound, touch and sight. Kinetic richness is gained through movement, and implies the variety of experiences which are discovered when one moves through a space. The flickering light seen when walking under a trellis or the effects of a turbulent water feature are examples of kinetic richness. Our sense of smell can also communicate meaning and an olfactory richness. The smells of freshly baked bread will notify us that a bakery is nearby. Aural richness, appealing to our sense of hearing, can be achieved in, and confined to, small spaces, too, further adding to the variety of a place. The sense of touch is stimulated through the richness of surface texture. A range of tactile experiences contributes added meaning to a place.

Vision, however, is the dominant sense in terms of providing information. Visual richness is dependent upon the presence of contrasts. Contrasts can be effectively achieved by differences in color or tone on a two-dimensional surface, or by three-dimensional variations of the surface itself. Light will sharpen the contrasts in a three-dimensional surface, whereas color or tone will enhance flat surfaces. Visual richness, however, depends primarily on the number of visual elements present in each surface, and the relationships between them.

Personalization

Users should be allowed to personalize their environment. Personalization allows folks to achieve an environment that expresses some of their own tastes and values. It also adds to the explicitness of each use. Personalization should be limited to landscape amenities, signs, awnings, and window treatments.

Signage Qualities

The difference between the districts of the 101 Corridor Specific Plan and a typical highway commercial zone is pace. Traffic in highway commercial zones reaches speeds of 45 to 50 miles per hour. In contrast, speeds in the 101 Corridor will be 25 to 35 miles per hour. A highway commercial zone does not promote pedestrian areas, whereas the 101 Corridor does.

The pace of the observer is a major factor in the design of signs. Traditionally, businesses vying for the attention of the fast-paced motorist have opted for a larger, more flamboyant sign to capture interest.

On the other hand, the slower-paced, pedestrian-oriented business district requires a legible but less pronounced sign program. The pleasant, uncluttered business district attracts more people; customers linger, and return more often. The main attraction is the total experience of the “street.”

Area-wide General Concepts

Signs should be so designed as to interact with the pedestrian, but should also be legible to vehicular passers-by.

Legibility

The object of the sign is to clearly communicate a message. Signs should not provide more information than is necessary to identify the business. Sign lettering should be easily readable, but creative.

Quantity

Usually one sign is sufficient to identify a business. Cluttering a facade with signs is confusing to the viewer. However, sometimes more than one sign is appropriate. In the case of pedestrian-oriented areas, one main sign may identify the business through its orientation towards the street, while a less prominent “blade” or projecting sign may be oriented perpendicular to the course of pedestrian traffic.

Appropriateness

Each individual sign’s design and placement should consider its relationship to the entire facade. The purpose and personality of the sign should be in concert with the building. Placement of signs is important and they should not cover architectural elements. Find the logical place for the sign. The size of the sign should relate to the pedestrian and the scale of the facade.

Variety and Richness

A diversity of styles make an area unique. They add visual richness and personality to the whole experience of the street. There is enormous range of acceptable approaches. Plaque signs, awning signs, blade signs, panel signs, individual letter signs, neon signs, painted wall signs, tiled signs, and window signs are all appropriate. Materials such as wood, stained glass, painted glass, sandblasted glass, metal, ceramic tile, and neon are all acceptable in modest applications. Plastic signs are discouraged.

