

SP18-002 8/5/19

THE DEL MAR PLAZA SPECIFIC PLAN
As Amended in Specific Plan Amendment SP18-002

November 4, 1986

Original Del Mar Plaza Specific Plan submitted to and approved by the electorate of Del Mar, California

February 9, 1987

STATE OF CALIFORNIA)

COUNTY OF SAN DIEGO) ss

CITY OF DEL MAR)

I, MARY A. CARLSON, City Clerk of the City of Del Mar, California, DO
HEREBY CERTIFY that the attached is a true and correct copy of:

The Del Mar Plaza Specific Plan as
approved by the electorate of Del Mar,
California, on February 3, 1987.

(SEAL)



MARY A. CARLSON, City Clerk
Del Mar, California

DATED this 16th day of March, 1989

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Reports

Del Mar Plaza Redevelopment Preliminary
Engineering Analysis (Under Separate Cover)

Traffic Report and Supplemental Study (Under Separate Cover)

Environmental Impact Report ("EIR")

Development Agreement

The acknowledgments listed below and on the following pages correspond to the 1987 review and approval of the Original Specific Plan

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Ms. Veronica Delaney, Deputy Mayor
Mr. Scott Barnett, Council member
Ms. Brooke Eisenberg, Council member

Planning Commission:

Mr. Lewis Dominy
Mr. Ray Jung
Ms. Julie Pinney
Mr. Paul Ross
Mr. Elliot "Zeke" Woolley

The Village Committee

Mr. Harvey Herzburg, Chairman
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This document is prepared for the City of Del Mar and The Del Mar Partnership by the Jerde Partnership with input from consultants and citizens.

Amendment SP18-002

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SECTION 1 - INTRODUCTION¹

INTENT

This document implements and details the Plaza-Hotel Specific Plan contained and authorized in the Del Mar Community Plan. The Del Mar Partnership, Inc., on behalf of Del Mar Plaza Ltd., Ivan C. Gayler and David J. Winkler, General Partners (“Owner”) is seeking approval of this Del Mar Plaza Specific Plan (“Plaza”, “Plaza project” and “Specific Plan”) in order for the subject parcels to be transformed from a 1960’s strip shopping center at the northeast corner of 15th Street and Camino del Mar (“Plaza Site”) and an old Mobil gas station site located at the southeast corner of 15th Street and Camino del Mar (“Corner Site”), (Exhibits 1 and 2) into an environmentally sensitive, community commercial core. The proposed project parameters include 89,000 square feet of building area and 340 parking spaces at the Plaza Site; 5,600 square feet of building area and 19 parking spaces at the Corner Site and the existing residences on the residential lot.

The Specific Plan process is utilized to create a better project through zoning flexibility. Development bonuses are requested in exchanges for extraordinary public benefits provided by the property owners. A partial list of benefits to be provided through the adoption of this Specific Plan include:

1. Creation of a large view-oriented plaza next to the food market² and smaller plazas for public use.
2. The commitment to retail uses with a minimal office component.
3. A community retail-oriented tenant mix including a food market, and others such as a liquor store, barber, beauty salon, fabric shop, bank, clothing stores, art gallery and a dry cleaners. The owners will commit to having a food market at the Plaza site for a minimum of twenty-five years under the Specific Plan zoning.
4. Net revenue to the City of Del Mar is estimated to be in excess of \$140,000 for the first year of operations.
5. Off-street covered parking, naturally lit in part and well ventilated.
6. Installation of a new signalized intersection to enhance the pedestrian environment in the village and create a gateway to the heart of the village.
7. Maintaining the level of traffic service at 15th Street and Camino Del Mar.
8. Pedestrian oriented environment throughout the Specific Plan area.
9. Limitation of the primary building height envelope to preserve and enhance views from contiguous properties and public spaces.

¹The information in this INTRODUCTION Section relates solely to the Original Specific Plan and the development of the project as contemplated by the Original Specific Plan. The language in this Section 1 is retained for historical perspective, but nothing in this Section 1 shall impose any obligation or restriction on, nor shall it serve as guidance for, the Del Mar Plaza. All substantive requirements for the Specific Plan are now included solely in Sections 4 and 5. If any conflict exists or arises between the language in this Section and Sections 4 and 5, Sections 4 and 5 are controlling.

²The Original Specific Plan’s requirement to maintain a food market at the Plaza expired in 2012. All references in this Specific Plan to the food market shall be deemed to be references to the general retail and commercial uses permitted or conditionally permitted by Section 4. All references to the “plaza area” next to or adjacent to the “food market” shall mean that plaza area depicted on Exhibit 11-b as Terrace Level North.

10. Creation of a streetscape design and implementation program which can be carried throughout the central commercial area.
11. Participate in the undergrounding of utility lines.
12. A lush landscape buffer around the project to enhance the residential interface.
13. Development of landscaped “gateway” to the residential area along 15th Street.
14. Very high-quality architectural design and quality building materials.
15. Landscaping of the eastern portion of Paseo de las Flores to create open space.
16. Drainage control along the Paseo de las Flores right-of-way 15th Street and Camino del Mar.
17. Capacity for permanent and rotating art exhibits as well as other community related cultural events.
18. 24-hour security provided on-site.
19. Covered service area out of public view and away from pedestrian and vehicular traffic.
20. Closing Stratford Way to increase pedestrian safety in the adjacent residential neighborhood and improve pedestrian access.
21. Bicycle parking area.
22. Undergrounding or screening of service equipment.
23. Bringing 15th Street to current design standards.

PROCESS

This document with accompanying exhibits and reports is the proposed zoning for the Del Mar Plaza Specific Plan area. Once approved, this Specific Plan will bind the properties in the PSP Zone as defined in Section 4 below. Approval of this Specific Plan will not set any precedents whatsoever in relation to the Hotel Del Mar or any other parcels in Del Mar. This is due to the unique topography, location, uses and other characteristics of the specific properties associated with the Specific Plan.

The original Specific Plan was reviewed, reduced in size and approved by the Planning Staff, Planning Commission, and City Council. The Project has been further reduced in size and scope and is now subject to additional review by the Department of Planning and Community Development and the City Council. Subsequent to City Council approval of this Specific Plan, as amended, the City Council will direct City Staff to set the Del Mar Plaza Project for a public vote pursuant to the terms of Measure B.

As part of the Specific Plan, the Public Facilities Improvement Drawing (Exhibit 9) shows, along with the Development Agreement, public improvements and mitigation measures. The Development Agreement details the extent of and manner in which the public improvements and mitigation measures will be implemented. The Development Agreement also states measures to insure performance by the Property Owner.

The Specific Plan establishes height and massing of the proposed structures. Review of the design by the Design Review Board shall consist of a determination of compliance with this Specific Plan. Review shall address architectural detailing, materials, and appearance of the building exteriors and landscaping.

It is the intent of the Owners to encourage a diversity of storefronts and signage. The criteria for these elements will be established in the "Tenant Design Manual"³. The Manual will limit materials, sizes, location, and types for signage and storefronts. This Manual will be reviewed by Staff and the Design Review Board upon its completion.

³ All references in this Specific Plan to the "Tenant Design Manual" or the "Manual" shall be treated as references to the Plaza Design Manual described in this Specific Plan. Any applicable requirements established by the former Tenant Design Manual are now incorporated into the Plaza Design Manual.

SECTION 2 - REQUIREMENTS⁴

This section identifies the issues that have been addressed in numerous pre-planning meetings. The proposed redevelopment offers appropriate solutions to goals provided in the Community Plan.

A. LAND USE ELEMENT

The land use component of the Specific Plan addresses several issues related to the image of the community and the compatibility of the uses with contiguous commercial and residential land uses. The following land use solutions are contained in the planned redevelopment.

1. Land Use Composition – Community oriented tenant uses with a less important visitor component are proposed for both the Plaza and Corner Sites. The mixed-use approach provides an excellent opportunity to enrich the community and, in particular, the retail base of the Village Center. A minimum of sixty percent (60%) of the bulk floor area in the Specific Plan will be zoned for retail uses only. The Owner will use all efforts to increase the amount of retail space resulting in a commensurate reduction in office space.
 - A. Community Retail and Food Market – The Del Mar Plaza will provide retail uses which principally serve the residents. This includes a 9,000 square foot food market. The space will be designated for use only as a food market for twenty-five (25) years. The food market, along with the required parking and servicing is constructed and operated at great expense to the owner. Markets typically pay a maximum rent in San Diego County of 35 to 40 cents per square foot per month when fair food market value in Del Mar for the same space is nearly six times these rents.
 - B. Retail/Restaurants – The Del Mar Plaza will be predominantly a retail center. This should help to establish a critical mass of retail; improving the economic viability and social vitality of the Village Center. Retail/restaurant zones have been designated in Exhibit 3. The street level on both the corner site and main Plaza site, market level, and portions of the plaza level at the main Plaza site are restricted to retail/restaurant use. No offices, except those pertaining to the retail space, shall be permitted within this zone without a Conditional Use Permit. Net revenues to the City received from retail businesses and the conveniences associated with retail uses are significant benefits to the community.
 - C. Office – Office use will be limited by zoning to forty percent (40%) of the project or less. Generally, office space will not be located in areas dominated by pedestrians. The leasing of office space is important to the economic viability and overall tenant mix of the Plaza. It is an appropriate use in certain areas of the project due to the building configurations and proximity to residential area.
 - D. Corner Site - The old Mobil gas station has been demolished. A new two-story building shall be constructed. The street level shall contain retail uses and a small restaurant; while the upper level shall house office and financial uses. The financial institution shall initially be California First Bank.
 - E. Uses Allowed - The types and location of uses on the Plaza and Corner sites are detailed in Section 4 – Zoning Regulations are shown in Exhibit 4. In general, the uses will consist of retail, food market and office tenants typically found in a small community.

⁴ The Specific Plan, as amended in SP18-002, does not modify the fundamental character and nature of the Del Mar Plaza and continues to conform to the Del Mar Community Plan. The information in this Section 2 relates solely to the Original Specific Plan and the initial development of the project as contemplated by the Original Specific Plan. All substantive requirements for the Specific Plan are now included solely in Sections 4 and 5. The language in this Section 2 is retained for historical perspective, but nothing in this Section 2 shall impose any obligation or restriction on, nor shall it serve as guidance for, the Del Mar Plaza. If any conflict exists or arises between the language in this Section and Sections 4 and 5, Sections 4 and 5 are controlling.

F. Outdoor Dining - Outdoor dining shall be allowed on terraces associated with a restaurant space provided an equivalent amount of interior restaurant square footage is not used during service of outdoor diners. Total interior and exterior dining areas in use shall not exceed 14,400 square feet. Tables and chairs may be placed in no more than twenty-five percent (25%) of the public plaza areas which are not designated as restaurant spaces. These tables shall not be served by restaurants.

2. Project Relationship - The Plaza redevelopment solves important land use relationships:

A. Hillside Residential - The area on the north and east fringes of the Plaza site is a landscape buffer which separates the commercial area from the residential neighborhood. Building facades are designed with windows and relief so that the project does not present a “back” to the neighborhood. Instead it has a low-scale, highly articulated image, which is residential in character with lush landscaping. There will be no vehicular or pedestrian access to the Plaza site along Luneta except for emergency purposes.

B. Commercial Use Along Camino del Mar - The existing retail and services uses along Camino del Mar are important to the sense of the village. The Del Mar Plaza will provide retail frontage and uses along Camino del Mar to establish the Plaza project as a continuation of the center of town. These retail uses will blend the activities and the low-scale village character of the project into the existing village. In addition, a pedestrian connection that does not currently exist between the Plaza and the shops along Camino del Mar will be created.

C. Project Density - The Specific Plan recognizes the project’s limitation of height, bulk and mass; unique topography; sensitivity to views; and design characteristics. The floor area ratio (FAR) of the Plaza Specific Plan is .619 including the entire Specific Plan area: both the commercial properties (shopping center and corner properties) as well as the residential properties on Luneta and the Paseo de las Flores right-of-way. This also includes the entire square footage of the commercial/retail space for the Plaza and corner structures as well as the 5,000 square feet of residential building which will remain but does not include the parking area. If the Paseo de las Flores right-ow way is not included, FAR is .654.

The average FAR between 13th Street and 15th Street on the west side of Camino del Mar, is .76, based on actual building and land measurement as shown by the table below. The Plaza FAR is in keeping with existing FARs in the village center and is less than one-half as dense as Stratford Square which has FAR of 1.63. The density of the Plaza is low compared with the core of other village centers. For example, Rancho Santa Fe was building at an average FAR of approximately 1.00. With the tremendous costs associated with the food market, covered parking, excess parking, and the list of other public benefits, the FAR proposed is required in order for this project to be economically feasible.

COMMERCIAL FLOOR AREAS

DEVELOPED LOTS

West side Camino del Mar
 13th to 15th Streets and
 15th Street between Camino del Mar and Stratford Court

<u>ADDRESS</u>	<u>LOT AREA</u>	<u>FLOOR AREA</u>	<u>FAR</u>
215-117 15TH	3,125	2,489	.80
221 15 TH	6,250	2,500	.40
1438-54 CDM	9,375	15,261	1.63
1302 CDM	6,119	6,576	1.08
1310 CDM	3,557	1,664	.47
1312 CDM	7,114	3,250	.46
1328 CDM	3,557	1,726	.49
1330-32 CDM	3,557	3,232	.91
1340 CDM	3,557	675	.19
1342 CDM	3,557	3,706	1.04
1404 CDM	3,557	3,736	1.05
1412 CDM	3,557	4,602	1.29
1414-18 CDM	3,557	1,843	.52
201 15TH	3,125	2,025	.65
207 15TH	3,125	636	.20
211 151H	3,125	696	.22
1424-36 CDM	<u>7,114</u>	<u>4,071</u>	<u>.57</u>
TOTALS	<u>76,928</u>	<u>58,712</u>	Av <u>.76</u>

- D. Relationship to Del Mar - Virtually every plan for the City of Del Mar states that the Intersection of 15th Street and Camino del Mar is to be the focal point, the heart of commercial activity for the City of Del Mar. For retail shops to succeed they could be conveniently located in relation to each other since the size of the commercial area in Del Mar is small, this is all the more reason for the focus on a pedestrian oriented retail center. The Plaza will help provide a centralized destination where one can park and walk to shop rather than drive from place to place. The central commercial core will become vitalized with attractive architecture and retail shops. Building in environmentally sensitive locations such as the lagoon area is unwise. It is more logical to emphasize and encourage the existing commercial core so as to insure its economic viability, while surrounding areas are preserved for open space as much as possible.
- E. Relationship to the Greater Del Mar Area - By creating a viable heart to the community, the need for residents to make trips to retail establishments outside of Del Mar should be reduced significantly. Some of the overall benefits in this regard include decreasing outbound traffic, increasing the conveniences for residents and leaving tax dollars in the City instead of exporting important revenues to other jurisdiction. This is all in addition to the social benefits associated with having a vital community retail core.

B. TRAFFIC ELEMENT

The traffic impacts associated with the originally proposed 122,600 square foot Plaza project and with a hypothetical 175 room hotel with ancillary retail on the site at the northwest corner of 15th Street and Camino del Mar, are contained in the Traffic Report and Supplemental Study, and Environmental Impact Report which are appended. Reference should be made to the EIR for a detailed discussion of traffic generation rates, mitigation measures, and the resultant net impacts.

Several items presented conceptually during Village Committee meetings are a part of the traffic analysis. These factors included no change to the basic street pattern, installation of a new traffic light and intersection at Paseo de las Flores, closing of Stratford Lane and coordination of the new light with the 15th Street traffic light.

Fifteenth Street is redesigned to provide a partially landscaped entrance into the residential area to the east and a drop-off point on the north side contiguous to the Plaza. This partially landscaped entry will discourage non-resident *from* proceeding into the residential area.

These improvements are noted conceptually in the Traffic Pattern Plan (Exhibit 5) and detailed in the Public Facilities Improvement Drawing (Exhibit 9). Implementation of the traffic mitigation measures is provided in the Development Agreement.

To determine the net increase in traffic by the Plaza and Hotel projects, the existing patterns and uses were analyzed and compared with the new traffic demand to determine the marginal increment. Analyses were prepared by Urban Systems Associates and Willdan Associates. The analyses assumed peak summer vehicular and pedestrian traffic loads as a baseline. The highest generators of the traffic are the food market, bank and other community retail uses. The capture of existing residential based shopping trips which currently leave Del Mar and the capture of non-resident through-trips by intercepting traffic currently on the road are very important, but were not factored into the calculations. Multi-destination single trips were also not given any credit for reducing traffic.

Based on the foregoing analyses, with the inclusion of certain mitigation measures, the level of traffic services at all intersections in Del Mar will not change as a result of the construction of the Del Mar Plaza as originally proposed and a hypothetical hotel of 175 rooms with ancillary services.

C. SERVICES ELEMENT

Impacts on City services and the provision for tenant services for the Del Mar Plaza project have been addressed carefully. The Plaza project will not impact existing services and will in fact, improve the delivery of retail products to the food market and other commercial tenants. In addition, direct services to the Plaza have been carefully considered so as to preclude negative impacts on the local streets and neighbors.

1. Telephone, Gas and Electric Utilities (Exhibit 6) – Calculations and investigations have shown that no upgrading to the telephone, gas and electric utility network will be required.
2. Wet utilities – Investigations and calculations have shown that the existing facilities will handle sewage from the project. Water pressure and line sizes are adequate. A sufficient supply of water is available to serve the project. See the appended report entitled “Del Mar Plaza Redevelopment Preliminary Engineering Analysis”.
3. Delivery Services and Trash Collection – The provision for delivery service and trash collection is designed to avoid impact on-site and in the public right-of-way. One major and two minor service areas are proposed. The main Plaza loading area and trash pick-up for the food market and restaurants is near the Paseo de las Flores entrance. This area will be screened and enclosed completely under and behind the structure. It will not be accessed by the public. The design buffers noise from this area as well (Exhibit 7).
 - a. A secondary Plaza service area for trash pick-up and short-term deliveries will be on the 15th Street at the mid-point of Camino del Mar and Luneta. This area is for trucks delivering small packages to the offices and retail shops on the upper levels.

- b. Trash removal will be arranged with a private collection company and is to be paid for by the owners.
- c. Service to the structure on the Corner site will be to two on-site locations, one at the rear off of Maiden Lane and one off Camino del Mar.
- 4. Drainage – Drainage along the northern edge of the property through Paseo de las Flores will be accomplished with the installation of an underground drain pipe. This will handle on-site drainage as well as solve several drainage problems in existence on the periphery of the project. The canyon is currently eroding because drainage from the hill runs through it. The owner will expend considerable funds for engineering and installation of this drainage line which solves a pre-existing problem which the City would otherwise be obligated to address. See the appended report entitled “Del Mar Plaza Redevelopment Preliminary Engineering Analysis.”
- 5. Police Protection – The owners will provide 24-hour on-site security to cover the entire Specific Plan Area. Police protection will be provided by the San Diego County Sheriff’s Department.
- 6. Fire Protection – Fire protection is currently provided by the City of Del Mar to the subject parcels. This will continue to be the case after the redevelopment is completed. The structures will have sprinkler systems, fire extinguishers, and other appropriate fire protection measures as required by the City of Del Mar to insure adequate safeguards. See the appended report entitled “Del Mar Plaza Redevelopment Preliminary Engineering Analysis”.

D. PEDESTRIAN ELEMENT

The pedestrian activity along Camino Del Mar and 15th Street is an essential ingredient to the Plaza project and the City as a whole. Increasing pedestrian orientation by establishing a safer, more comfortable, and more accessible environment is a primary goal and benefit of the Del Mar Plaza project (Exhibit 8).

1. Camino Del Mar – The continuation of pedestrian activity along Camino Del Mar north of 15th Street is accomplished by constructing a series of one and two-story village scale buildings at streetside. A wide promenade will be featured along the storefronts similar to what exists now between 13th and 15th Streets along the west side of Camino del Mar. This pedestrian walkway will tie into the new intersection at the north end of the Plaza which connects with the site at the northwest corner of 15th Street and Camino Del Mar, the site for a possible hotel (“Hotel Site”).
2. Intersections – The new intersection at Paseo de las Flores will provide a way of crossing Camino del Mar of 15th Street; however, the 15th Street and Camino del Mar intersection will remain the most significant pedestrian intersection. In order to establish a safe, efficient and comfortable crossing, coordinated signal lights and a streetscape design (Exhibits 9 and 10) will be installed at both intersections.
3. Access into the new structures – One objective of the Del Mar Plaza is to continue the pedestrian activity along Camino del Mar up to the view-oriented plaza. The design is the antithesis of the existing 1960 strip center. Instead of being a barrier, the project becomes a natural extension of the existing village. The principal pedestrian access point to the Del Mar Plaza occurs at the northeast corner of Camino Del Mar and 15th Street. The design orients to this corner with a terracing down of project elements to physically and symbolically invite pedestrians to enter. A combination of wide gradual steps, pedestrian ramps, water features and plazas invite the pedestrians to move from street level to the second level where the food market and a view oriented public plaza are located. This level leads to an open quasi-public space on the “Plaza Level”. “Plaza Level” is approximately at the level of the existing center. Commanding views to the northern white water, blue water, horizon, and sunsets, as well as, retail shops, restaurants and pedestrian scale space draw the pedestrian to the market and plaza levels. From these spaces one can enjoy a panoramic view from an observation area. The canyon areas can be viewed and enjoyed from the northeast corner of the plaza level.

Other major access points to the Plaza include: (1) a mid-block connection on 15th Street; (2) a connection along Camino del Mar below the food market to the plaza; and (3) direct access from the parking area on grade with Camino del Mar and the market level and (4) stair or elevator access to other levels.

4. Access to the Corner Site – Access onto the Corner site from Camino del Mar is enhanced by a newly created plaza space on the corner. This terrace area becomes a foreground entrance to the second-floor tenants. In addition, a grade level entrance is provided from Maiden Lane to the second level of the Bank building.

E. VIEW ELEMENT

Several important view opportunities are available from the subject properties. The designs have given maximum consideration to this amenity from both the redeveloped sites and the surrounding properties.

1. Views – The project is designed to orient toward the blue water views to the west and the whitewater views to the north. Plaza areas in front of the food market and elsewhere are quasi-public spaces from which these views can be enjoyed. The view that is experienced from the existing parking lot will be improved by elimination of building mass, utility wires, cars and asphalt in the foregrounds. The view and food market space becomes the focal point about which the entire project revolves. Views across the Hotel site, North Beach and down 15th Street are of major importance to this project and the citizens of Del Mar. Any interruptions in this view require tremendous care in their orientation and design.
2. Height and Massing – The Del Mar Plaza has been designed according to the owner-imposed restrictions. This significant height restriction imposes a terracing to the hillside, insures view preservation and is quite limiting. The building fits into a limited height envelope as shown in Exhibits 4 and 11.
3. Architectural Design – The owners of the Plaza will screen mechanical equipment or machinery on the roof of the project. This shall be subject to Design Review Board review.

Exhibit 4 (Site Plan) and Exhibit 11 (Building Heights) stipulate the approved height, massing and building locations for the Plaza project. Development Plans shall be submitted to the Design Review Board and Planning Staff for compliance with these Exhibits. Minor penetrations of the height envelope shall be allowed at the discretion of the Planning Department and the Design Review Board.

F. VILLAGE FACE ELEMENT

The design of the Village Face of the Plaza is to evoke a comfortable, simple architecture. The character is highly landscaped and timeless in response to the hillside site and existing character of the village. Complete development plans will be submitted to the staff of the City Department of Planning and Community Development (“Staff”) and the Design Review Board. In addition to this, a Tenant Design Manual will be submitted to the Staff and Design Review Board for approval to preclude the need for individual reviews of each tenant space. The site plan, building locations, height and massing for the Plaza project shall be according to Exhibit 4 and Exhibit 11.

- A. Spatial Enclosure and Village Face Extension – Siting buildings near the property line at Camino Del Mar creates a continuous edge and defines the space within the village. Scale and intimacy are designed into the façade by the articulation of windows, facades, awnings and major entrances. There will be a compatible diversity of form, material and scale without an artificial interpretation of past styles.
- B. Land Use – As important as the image of the Village Face is the land use. Retail, restaurant, and services which attract pedestrian activity will be located at the street level. The food market is located at the northern end of the Plaza project one level above Camino Del Mar with retail services planned for the remaining frontage along this intermediate market level.
- C. Parking – All of the required parking is contained in hidden structures with the exception of ten spaces at the Corner site. The Property Owner will spend nearly four times as much for covered and underground spaces than for surface parking. The principal benefit is that the site of vehicles and open asphalt lots are removed from the village face. This results in a greatly improved aesthetic appearance, more public space and landscaping, as well as a better flow and vitality of pedestrian activity through the environment. The emphasis is on the pedestrian, not vehicles.
- D. Tenant Design Manual – Criteria for tenant storefront and signage shall be included in the Plaza Tenant Design Manual. This manual will be submitted and reviewed by City Staff and Design Review Board after approval of this Specific Plan. The criteria established will require design detailing from each store architect and encourage diversity throughout the project.
- E. Lighting – Site lighting for streets, walkways, parking and landscaped areas shall be unobtrusive, shielded to reduce glare, and place don low profile standards. Lighting which highlights architectural features of the structure shall be permitted. Such lighting shall be designed so as not to affect adjacent property. Lighting standards, locations and fixture types shall be coordinated throughout the development to ensure design uniformity and harmony with the desired setting appropriate to the architectural character and concept of the project.

- F. Signage – All signs shall conform to an overall signage design program, coordinated throughout the project, which will control color, material, illumination, shape, size and content of signs. Signage will be limited in placement, size and aesthetics to complement the design of the project and not distract from it. Special signage guidelines for specific uses will be described in the Tenant Design Manual.

- G. Irrigation – An irrigation shall be installed in accordance with San Diego Area Regional Standard Drawings, and shall conform to the City of Del Mar standards. All shrub, groundcover, slopes and lawn areas shall be permanently irrigated. The irrigation system shall be fully automatic. Low precipitation sprinkler heads and other water conserving devices will enable the system to distribute water in an efficient manner while maintaining the vigorous health of all plant materials.

G. STREETScape ELEMENT

The Streetscape Element consists of the proposed landscape design, street improvements, curb realignments, facility improvements, and bonding or other security requirements.

All changes and encroachments in the existing public right-of-way are shown on the Public Facilities Improvement Plan (Exhibit 9). Landscaping and hardscape details are shown in Exhibit 10. The Owner shall bond or provide other security satisfactory to the City for all improvements and encroachment permits prior to the granting of the Building Permits.

The landscape design and selection of materials and street furniture shall be reviewed by the Design Review Board and City staff for “compliance” with the Specific Plan. The design may be utilized to set the tone and standard of future improvements along Camino del Mar.

H. PARKING ELEMENT

Nearly all of the required parking for the project is hidden from public view in covered and underground structures. Entrances and driveways are shown on Exhibits 4 and 10.

1. Parking Provided – The total number of parking spaces will be based on the final proportions of use and the following ratios. All public spaces will be 8-1/2' wide and 18' long with 24' aisles. Dimensions include column widths. Spaces adjacent to walls shall be 9-1/2' wide and 18' long.

Parking Standards

Total Restaurant at 1 space/100 sq. ft.

Total Retail at 1 space/300 sq. ft.

Total Market at 1 space/250 sq.ft.

Total Office at 1 space/300 sq.ft.

Total Bank at 1 space/300 sq.ft.

When the application of this chapter requires a fractional part of an automobile parking space, a remaining fraction of one-half space or more shall be construed as one space; a remaining fraction of less than one-half space shall be disregarded.

2. Additional Public Parking – At the option of the Owner, additional parking spaces may be provided along the eastern side of Camino del Mar in front of the food market and other community retail uses.
3. Restaurant square footage for purposes of parking calculations includes all interior and exterior dining space, and restaurant service area. “Dining space” is defined as areas cordoned off, where food service is being provided and patrons are being served by a restaurant. “Restaurant service areas” are defined as all interior restaurant space and exclusive of dining space.
4. Paid Parking – For as long as possible parking will be free. If the main plaza garage becomes occupied by non-customers of Plaza tenants it may become necessary to have a period of free parking with validation by merchants for additional time. A fee for parking may be charged in parking garages provided there is a validation system in place for patrons of the retail shops. Initiation of a fee structure is subject to review and approval by the Planning Commission upon a showing of either financial need or to protect parking spaces for the use of established on-site businesses.
5. Natural Ventilation – To as great extent as physically and financially possible, parking on the Plaza site shall be naturally ventilated according to the 1982 Edition of the Uniform Building Code. Parking areas on the Plaza site will also be naturally lit to create a very pleasant environment. Instead of looking at walls, people arriving by car will see greenery and an open more natural environment.
6. Bicycle Parking – Parking for twenty-four (24) bicycles will be provided.
7. Handicapped Spaces – Parking for disabled persons will be provided on each site. The size and design guidelines will comply with state requirements.

I. CONSERVATION ELEMENT

Energy

Energy conservation measures have been incorporated into all features of the design to reduce energy demand. The incident solar radiation will be diminished through careful shading of building fronts accomplished with fixed and movable awnings as well as landscaped arbors. Windows will be openable when feasible and oriented for maximum natural ventilation.

The buildings will be oriented to minimize solar insolation during the warmer months, while having the capacity to utilize passive solar heating during the winter months.

Some of the parking will be naturally lit and ventilated thereby precluding the energy required to operate mechanical equipment in those areas.

In addition to building designs, by helping to provide a critical mass of retail in the heart of the village, fewer vehicle trips will need to be made outside of the community for goods and services. This will reduce energy consumption by the cars that would otherwise make these trips.

Natural Resources

Rather than depleting natural resources in the area, the Plaza will actually preserve existing resources, increase their availability in certain instances, and increase public and private access to those resources. Trees around the site such as the Torrey Pines on the west and south edges of the Plaza property will be preserved. More trees with lower lush landscaping will be planted throughout the project, especially in the canyon area to the North. People will be able to view the canyon from the edge of the arboretum area as well as from the north side of the building spaces. Water drainage in this canyon area and throughout the project in general will be improved with the potential of increased water quality.

The site is not designated as a mining and resource site and no valuable resources are known to exist.

During grading siltation catch basins will be utilized on site. Exported excavated material may be deposited at the Del Mar Fairgrounds only in the infield lake to the level of the surrounding terrain or at another acceptable landfill area. Any deposits of soil at the Racetrack will be made so as to avoid siltation of the San Dieguito Lagoon.

Water

Onsite use of water will be minimized as much as possible through efficient design of all aspects of the plumbing system. Flow constrictors will be used and fountain water will be recirculated.

SECTION 3 – DEL MAR PLAZA SPECIFIC PLAN
CONFORMANCE WITH THE COMMUNITY PLAN
(GENERAL PLAN)⁵

A. The Del Mar Plaza Specific Plan conforms to and meets the goals, objectives, policies, and requirements of the Community Plan as follows:

“GOAL 1

Objectives and Policies:

“D. INSURE THAT ALL FUTURE DEVELOPMENT BE SUCH AS TO PRESERVE AN ATMOSPHERE OF OPENNESS, PRESERVE SCENIC VISTAS...”

The building project envelope has been restricted to preserve and in certain instances enhance views from contiguous properties. Innovative design has created public open spaces on the Plaza site in the center of the village.

“GOAL 2

MINIMIZE THE IMPACT OF THE AUTOMOBILE ON THE CHARACTER OF DEL MAR AND EMPHASIZE A MORE PEDESTRIAN ORIENTED ENVIRONMENT, SAFER SIDEWALKS, LANDSCAPED BUFFER ZONES,”

“OBJECTIVES AND POLICIES:

“A. ENCOURAGE A PEDESTRIAN-ORIENTED, NON-MOTORIZED COMMUNITY BY DEVELOPING A SYSTEM OF BICYCLE RIGHTS-OF-WAY AND PEDESTRIAN PATHS, AND DISCOURAGING HIGH SPEED TRAFFIC ALONG CITY STREETS.” (Page 48)

“1. improve the safety of Camino del Mar pedestrian crossings, particularly in the north and south ends of the community...”

“B. FACILITATE THE MOVEMENT OF TRAFFIC IN A SAFE AND UNCONGESTED MANNER CONSISTENT WITH A PEDESTRIAN-ORIENTED COMMUNITY...”

“D. REDUCE THE LEVEL OF NOISE CREATED BY MAJOR TRANSPORTATION ROUTES IN THE COMMUNITY. LIMIT THE SPEED OF VEHICULAR TRAFFIC ALONG CITY STREETS, PARTICULARLY CAMINO DEL MAR.” (Page 48)

The new intersection at Paseo de las Flores will diminish the amount of future traffic at the intersection of Camino del Mar and 15th Street and in the village center. Southbound traffic and service vehicles will enter the Project at the new intersection before ever reaching 15th Street. Driver wanting to make a U-turn back to the north will also avoid the 15th Street intersection. Cars will be able to enter or exit the Plaza parking area from the north and exit or enter on 15th Street east of the main intersection to preclude these trips through the 15th Street intersection. The level of service at the 15th and Camino del Mar and other intersections in town will be maintained. Bicycle paths will be maintained along Camino del Mar.

The new intersection at Paseo del las Flores creates a gateway to the pedestrian center of the village. Noise levels

⁵ The Specific Plan, as amended in SP18-002, does not modify the fundamental character and nature of the Del Mar Plaza and continues to conform to the Del Mar Community Plan. The information in this Section 3 relates solely to the Original Specific Plan and the initial development of the project contemplated by the Original Specific Plan. The language in this Section 3 is retained for historical perspective, but nothing in this Section 3 shall impose any obligation or restriction on, nor shall it serve as guidance for, the Del Mar Plaza. All substantive requirements for the Specific Plan are now included solely in Sections 4 and 5. If any conflict exists or arises between the language in this Section and Sections 4 and 5, Sections 4 and 5 are controlling.

should be reduced from north of the new intersection through to the south to 15th Street since cars will proceed at a slower rate of speed. Reduced vehicle speeds will occur on Camino del Mar and on 15th Street due to the proposed landscaping and narrowing of the street.

The bus stop located on the east side of Camino del Mar, north of 15th Street will be retained or replaced to encourage public transit. Covered parking is provided to avoid surface lots. The streetscape plan will emphasize landscaping and sidewalks to create a greatly improved pedestrian environment. Sidewalks will be provided for pedestrians arounds and through the Plaza Projects.

A landscape buffer will surround the Project. This will insulate the residences from the commercial area of town.

"GOAL 2
SPECIFIC RECOMMENDATIONS

“Bicycle Parking Areas – It is recommended that the following areas, among others, should have permanent parking racks with facilities for locking bicycles: the Del Mar Plaza...” (Page 51)

A total of twenty-four (24) bicycle parking spaces will be provided on the Plaza and corner sites.

“GOAL 3
OBJECTIVES AND POLICIES: ...

“B. INSURE THAT FUTURE DEVELOPMENT, WHETHER COMMERCIAL OR RESIDENTIAL, DOES NOT DETRACT FROM HIGH QUALITY VISTAS AND TERRAIN, EITHER BY BLOCKING VIEWS OR DISTURBING NATURAL TOPOGRAPHY, MATURE TREES, OR NATIVE GROWTH.

1. Strengthen height controls to protect scenic vistas from both private and public areas. Construction in areas of view sensitivity should require design approval to insure protection, in an equitable manner, of the right to view scenic vistas from both near and far.” (Page 58)

The Project contours to the natural topography site. The bulk and mass is mitigated by stepping up the hillside. Views from adjacent properties have been largely preserved or enhanced.

Mature trees around the perimeter of the property are to be maintained, including the large Torrey Pine on Camino del Mar, and those trees along 15th Street. Any mature existing trees which are not incorporated in the design will be replanted or replaced.

"GOAL 3

OBJECTIVES AND POLICIES:

- C. ADOPT STRONG POSITIVE CONTROLS TO PREVENT FUTURE COMMERCIAL DEVELOPMENT WHICH IS INCOMPATIBLE WITH THE EXISTING RESIDENTIAL CHARACTER OF THE COMMUNITY.

The residential character of the community will be affected positively by the Plaza project since 1) it is a redevelopment of an existing commercial site in the heart of the commercial area; 2) buffer zones surrounding the project insulate the residential from the commercial area; and 3) the character of the architecture is residential in scale and type.

"GOAL 3

OBJECTIVES AND POLICIES:

- F. PROTECT AND ENHANCE HUMAN SCALE, WARMTH, CHARM, INTEREST, TEXTURE, PEDESTRIAN INVOLVEMENT AND LANDSCAPING.

1. Encourage harmonious development which is in scale with the character of existing development.” (Page 59)

The Plaza design relates well to the surrounding landscaping, the residences to the north and east sides of the Project, and the architecture in the village center. At streetside the storefronts will vary to appear as a series of buildings. Storefronts, public areas, and pavers will be of natural materials. The pedestrian environment is emphasized. The design is such that one and two story elements will be located along Camino del Mar and one-story elements will be located at Plaza level. The buildings along Luneta Drive will be less than one story above the street. These height limitations enhance the human scale of the Plaza improvements.

“GOAL 3

OBJECTIVES AND POLICIES:

- “F.2. Initiate a tree planting and maintenance program along major city streets.” (Page 59)

The Streetscape Plan provides a design which includes planting trees and other landscaping and inclusion of paving materials along the public right-of-way.

GOAL 3

OBJECTIVES AND POLICIES:

- “F.4. Initiate a continuous program of replacing overhead utility distribution equipment with an underground system.” (Page 59)

In cooperation with the City, the Owner shall underground adjacent overhead utilities by selecting one of the following options:

- A. The Owners will voluntarily perform trenching, backfilling, compaction and reconstruction necessary for undergrounding utilities from 100 feet north of 15th Street to approximately 200 feet north of Paseo de las Flores for a total of approximately 550 feet.

The City shall initially pay for the entire cost of undergrounding. The Owner shall execute a secured agreement to reimburse the City for one-half the cost. The amount owed shall bear interest at the rate of ten percent (10%) compounded yearly commencing at the time of the City's initial payment of construction costs/ The amount owed shall be paid to the City in equal monthly installments and shall be all due and payable five years from the date of the City's initial payment of construction cost.

“GOAL 4

FOCUS MAJOR RETAIL AND OFFICE ACTIVITY INTO AN ECONOMICALLY VIABLE, PEDESTRIAN ORIENTED, AND ATTRACTIVE AREA THAT SERVES THE NEEDS OF BOTH RESIDENTS AND VISITORS AND IS WELL INTEGRATED INTO THE RESIDENTIAL FABRIC OF THE COMMUNITY.”

(Page 60)

The Project will concentrate retail at the principal intersection in Del Mar, 15th Street and Camino del Mar. With the retail focused, a person can park their car and walk to shops rather than drive from place to place. The retail will serve residents principally and visitors to a limited extent.

The interface with the residential area consists of a wide landscape buffer, the narrowing of 15th Street and the closure of Stratford Way at the request of the adjacent residence owners to prevent speeding vehicles from entering this neighborhood.

“GOAL 4

OBJECTIVES AND POLICIES:

A. ENCOURAGE QUALITY RESIDENT-ORIENTED BUSINESSES WHICH SERVE THE CULTURAL, SOCIAL, RECREATIONAL AND MATERIAL NEEDS OF THE LOCAL COMMUNITY.” (Page 60)

“ 1. Encourage retail oriented commercial uses within the downtown area.” (Page 60)

The Plaza will commit a minimum of sixty percent (60%) of the total square footage to retail uses. The success of the individual tenants will depend upon the desires and needs of the local community.

“GOAL 4

OBJECTIVES AND POLICIES:

C. CREATE A PEDESTRIAN ORIENTED DOWNTOWN WHICH GROUPS RETAIL SERVICES WITH FACILITIES FOR CIVIC AND COMMUNITY ACTIVITIES.” (PAGE 60)

The pedestrian sidewalks and plazas throughout the Plaza Project and along the public right of ways will enhance the pedestrian environment. People will be encouraged to walk from the nearby neighborhoods, the adjacent

commercial areas, or after parking their vehicles. Pedestrian access will be improved from the community in general.

The public plazas will provide space for art shows, events, and other gatherings. Community activities should continue to center around this new marketplace.

“GOAL 4
Objectives and Policies:

C.1. Maintain commercial uses composed primarily of retail sales and service establishments and offices which primarily serve local residents.” (Page 60)

The Project will contain space zoned for a food market and a minimum of 60% retail uses only. The types of uses permitted by this Specific Plan are those which typically serve local residents.

“GOAL 4
Objectives and Policies:

C.2 Discourage commercial uses which are automotive oriented (such as drive-in establishments).” (Page 60).

There will be no drive-in establishments permitted at the Plaza.

“C.3 Encourage developments which provide social, cultural and recreational activities.” (Page 60)

The public plaza and food market place will provide opportunities where people can socialize and get to know local merchants. Cultural activities like art displays, photography exhibits, and other public events can occur in the public spaces. The Project will have areas to walk and bicycle lanes with parking areas.

“GOAL 4
Objectives and Policies:

C.4 Develop a pedestrian network which ties all parts of the downtown together in a way which reduces conflicts with the automobile. (Page 60)

The Streetscape Plan includes landscaping and paving materials along the perimeter of the Plaza and corner sites. A pedestrian circulation pattern has been incorporated into the internal design of the Project.

“GOAL 4
OBJECTIVES AND POLICIES:

“D. MAINTAIN ARCHITECTURAL DESIGN AND LOW MASS-INTENSITY SCALE WITHIN THE DOWNTOWN AREA THAT IS IN KEEPING WITH THE TRADITIONAL VILLAGE CHARACTER OF THE COMMUNITY.” (Page 60)

Project heights have been limited. Structures will be one and two stories along Camino del Mar terracing up the hillside. The architectural character, subject to review by the Design Review Board, will be similar to what currently exists in Del Mar. The Plaza is intended to emulate the area between 13th and 15th Streets

along the west side of Camino del Mar.

“GOAL 4

Objectives and policies:

D.1. Promote informality of design with varied and interesting setbacks.” (Page 60)

The Project has been designed using a pluralistic approach. Varied setbacks have been incorporated in the Project. The design is subject to final review by the Design Review Board to insure conformance with these guidelines.

“GOAL 4

Objectives and Policies:

D.2 Encourage floor areas and require building siting which provides ocean views and open space.” (Page 60).

The Project design is based on the floor area ratio permitted by zoning. Additional floor area has been approved in exchange for extraordinary public benefits which include: retention of the food market, large public plaza areas, parking hidden from view, participation in the undergrounding of wires, areas zoned for retail only, etc. The total retail allowed will help create a sufficient number of stores to allow retail to be viable in Del Mar. The benefits of the Project overall and the conformance with the other goals in the Community Plan warrant the permitted floor area.

The plaza areas and most tenant spaces have been oriented to the white-water views to the northwest and blue water views to the west.

“GOAL 4

Objectives and Policies:

D.3 Limit the height of structures to preserve view corridors while encouraging low mass intensity structures.” (Page 60)

The design of the Project limits the building height to one and two stories along Camino del Mar and lower than one story along Luneta.

“GOAL 4

Objectives and Policies:

D.4 Encourage building designs and uses that utilize the advantages of Del Mar’s warm, sunny climate.” (Page 60)

The outdoor plazas, canyon terraces and interior gallery will provide areas for walking, dining, sitting, and meeting.

“GOAL 4

Objectives and Policies:

“E. INITIATE A BEAUTIFICATION PROGRAM FOR THE DOWNTOWN AREA.” (PAGE 60)

E.1. Provide benches, mini-parks, and street trees, and require extensive landscaping of private open space and parking areas.” (Page 60)

The Project and streetscape elements of the design incorporates benches, trees and other amenities. Sitting areas and extensive landscaping are planned throughout the Project. The DRB will review the final streetscape and landscape plan to insure conformance with the Community Plan.

“GOAL 4
Objectives and Policies:

E.2. Require undergrounding of utilities, and the use of low intensity lighting.” (Page 60)

Approximately 550 feet of power lines along Camino del Mar will be undergrounded. The Project lighting will be subject to approval by the DRB to insure conformance with the Community Plan.

“GOAL 4
Objective and Policies:

E.3. Require the removal of inappropriate or out-of-scale signing and encourage signing which is well integrated into building or site design” (Page 60)

The existing plastic monument signs at the Plaza will be removed. A strict signage control system and tenant design criteria controlled by the Plaza owners is subject to approval by the DRB to insure conformance with the Community Plan.

“GOAL 4
Objectives and Policies:

“F. ENCOURAGE THE IMMEDIATE DEVELOPMENT OF A PRECISE PLAN FOR THE DOWNTOWN AREA THAT INCLUDES CAMINO DEL MAR CIRCULATION, PARKING, ARCHITECTURAL DESIGN, AND WALKWAYS.” (Page 60)

The Plaza-Hotel Specific Plan is the precise plan or specific plan for the portion of the downtown area under consideration. The Plaza Project is part of this overall plan.

“GOAL 5
PRESERVE THE ECONOMIC INTEGRITY OF THE COMMUNITY.” (Page 61)

The Plaza redevelopment is estimated conservatively by Laventhol and Horwath to generate in excess of \$140,000 revenues to the City of Del Mar

during the first year of operation. The economic integrity of the other businesses in town should improve with sufficient retail in the Village center. This will result in additional revenue to the City. Over sixty businesses in Del Mar support the originally proposed Project.

"GOAL 5

Objectives and Policies:

- A. MAINTAIN A BALANCED PHILOSOPHY TOWARD COMMERCIAL GROWTH WHICH PERMITS THE CITY'S INCOME TO KEEP PACE WITH ITS EXPENDITURES WHILE INSURING COMPATIBILITY WITH ALL OTHER GOALS AND OBJECTIVES OF THE COMMUNITY PLAN.
- B. PROMOTE THOSE USES OF THE COMMERCIAL AREA WHICH WILL BE OF GREATEST ECONOMIC BENEFIT TO THE COMMUNITY WHILE INSURING COMPATIBILITY WITH ALL OTHER GOALS AND OBJECTIVES OF THE COMMUNITY PLAN." (Page 61)

The Plaza is an environmentally sensitive development which will help create a vital downtown commercial area. The retail will provide goods and services with considerable revenues to the City.

As the findings herein indicate, the Project conforms with other goals and objectives of the Community Plan as related to commercial development.

"GOAL 6

VILLAGE CENTER DISTRICT (DOWNTOWN)

"To provide a central commercial area within the Village Center District, Del Mar's principal retail and professional zone is recommended to extend along both sides of Camino del Mar from 8th Street on the south, to 15th Street on the north, including at its northern extremity the Plaza Shopping Center..." (Page 63)

The Plaza Project is situated at 15th Street and Camino del Mar, the principal intersection in Del Mar where commercial activity is appropriate.

"GOAL 6

VILLAGE CENTER DISTRICT (DOWNTOWN)

"Usage of Commercial Space – In order to facilitate resident demand for more goods and services, policies have been developed to better utilize the commercial space within the boundaries established above. These policies include encouraging small individually-owned shops, discouraging unusually large single purpose businesses, franchise operations, businesses catering to an automotive public (drive-in banks, food stands, etc.) and an imbalance of office uses." (Page 63)

No large-scale purpose tenants are proposed for the Project except for the 9,000 square foot food market. The balance of retail and restaurant tenants will be smaller. No more than forty percent (40%) of the Project may be office space. No automobile-oriented businesses like drive-in restaurants or drive-in banks are allowed. Excluding franchise operations may be illegal; however, no fast food operations serving warm meals prepared within five minutes are permitted.

"GOAL 6

VILLAGE CENTER DISTRICT (DOWNTOWN)

Specific: Recommendations

“The Plan recommends that commercial activity within the Village Center shall, above all else, be compatible with the cultural, social, recreational, and material needs of the Community. While trade from visitors and neighboring communities is obviously necessary to the success of many individual businesses, future development in the Village Center District should attempt to favor retail enterprises whose primary purposes are to satisfy the needs of the Del Mar community and enhance the style and quality of life in Del Mar.” (Page 63)

The Project is planned to provide goods and services which will serve the needs of local residents. The food market, bank, dry cleaners, apparel shops, bakery, barber shop, toy store, shoe store, household goods, framing studio, stationery store, and liquor store are examples of the tenants planned to occupy the leased spaces. Some visitors to the community will enjoy the restaurants and possibly goods and services of other establishments. Public events, art shows, permanent art on display and art incorporated into the structure are planned.

"GOAL 6

VILLAGE CENTER DISTRICT (DOWNTOWN)

Specific: recommendations

Physical Character – The physical characteristics of Del Mar’s village center should be developed so that citizens and visitors of every age will feel comfortable and at home. To achieve this character the village center should include, in addition to a variety of commercial businesses, a civic center, attractive walkways and landscaped areas, and a variety of commercially owned open spaces such as courts and landscaped areas. To increase retail use and enjoyment, efforts should be made to encourage developments which emphasize pedestrian orientation. Sidewalk sitting facilities in the front of stores and other innovative developments which encourage social interaction and pedestrian use should be favored to create a strong community identity. Refreshing views of the ocean, trees and vegetation should be preserved by limiting the massiveness and siting of construction on some or all of the remaining vacant lots in the downtown area west of Camino del Mar. Individual businesses should be encouraged to hold cultural, social, or recreational events in keeping with their facilities and according to community interests.

Future structures within the Village Center District should be in keeping with the pedestrian scale and village character of the community. Architectural solutions should strive for an informal feeling utilizing non-massive shapes, pitched roofs, and preserving ocean views and an atmosphere of open space.” (Page 64)

The Plaza will include: design which is typical of Del Mar architecture relative to height, mass and style; the building forms will be designed to appear non-massive with varied heights, setbacks, pitched roofs and other village like design characteristics; one and two story buildings will terrace up the hillside; a diversity of commercial establishments; a large open plaza with smaller minor plazas in the other areas; planned pedestrian elements; landscaping along the periphery as well as inside the Project; park benches in the plazas and along the streetside; exceptional white and blue water view opportunities; and areas where cultural events can be held.

"GOAL 6

VILLAGE CENTER DISTRICT (DOWNTOWN)

“The charm of the Del Mar community is, to a large degree, dependent upon the creation and preservation of a lively pedestrian environment, with attractive and stable retail shops and convenient parking and transportation systems to serve those shops. The conversion of a pedestrian-oriented retail area to “non-pedestrian” offices is largely due to a lack of patronage, as well as parking and circulation inconveniences, and lack of critical mass of the retail uses. It is important to the City, in terms of both retail sales income and community character, to

promote and preserve the retail base of the community.” (Page 63)

The pedestrian environment will consist of wide sidewalks, plazas and shops within close proximity. The Project will be zoned for 60% retail thus precluding conversion to office space. A sufficient amount of retail is proposed to help provide a critical mass of retail in the community. Adequate parking is to be built. It will be conveniently located to service the retail.

“GOAL 6
VILLAGE CENTER DISTRICT (DOWNTOWN)
Traffic and Parking. . .

Attempts should be made to consider solving the shortage of parking spaces within the area between 13th and 15th Streets on Camino del Mar.” (Page 64)

At the option of the Owner, additional parking may be provided on Camino del Mar for public use. Further, the public parking at the Plaza, in and of itself, will help to dilute the parking problem.

"PLAZA-HOTEL SPECIFIC PLAN

PURPOSE & INTENT

To coordinate the planning and development of major commercial properties located north of and/or adjacent to 15th Street, including the Amtrak Station, so as to achieve compatibility and design consistency.”

The Plaza and Hotel property owners have coordinated the major design components of the Plaza and Hotel sites including pedestrian and vehicular circulation, design attitude, view considerations, uses, the promenade down 15th Street, and streetscape consistency. The Village Committee held hearing on the Specific Plan as a joint effort intended to produce complementary designs for the two Projects.

"PROVISIONS:

The plan shall provide for:

1. Pedestrian orientation land uses, recognizing that the subject properties are the focal point of the City.”

The Plaza Project contains pedestrian oriented uses of retail, food market and other tenant types which, when combined with the pedestrian plan, emphasize the pedestrian orientation of the Project.

2. Land use should include retail and hotel development, including possible hotel accommodations within the adjacent condominium buildings, with minimum floor area devoted to office or non-pedestrian use;”

The Plaza is zoned for a minimum of sixty percent (60%) retail.

3. Common traffic ingress/egress and parking;”

The Plaza northerly entrance at Paseo de las Flores will also serve the Hotel site Project.

4. Preservation of view corridors from adjacent properties and from northbound Camino del Mar.”

The view corridors from adjacent properties are largely preserved or enhanced due to restriction of the building height envelope. There are no views over the Plaza Project from northbound Camino del Mar.

5. The incorporation of pedestrian plazas and a 15th Street “promenade” linking the development site with Seagrove Parke.”

A promenade down 15th Street is located contiguous to the main Plaza site to the south.

The Specific Plan may specify building heights, floor area, land use, etc. not otherwise permitted by the underlying zones, provided that any such increases beyond what zoning specifies be offset by the provision of public amenities that could not otherwise be required. For instance, the floor area ratio might be increased, contingent upon parking being placed underground and/or the provision of other public benefits; height restrictions might be modified, contingent upon preservation of public view corridors encumbering other portions of the Project; etc. Full design review shall be required. Implementation and the level of established detail contained in the Plan may be phased, consistent with the differences in development timing resulting from individual and separate ownerships within the Planning area. The Specific Plan is subject to the California Environmental Quality Act review, public hearings and approval by the City Planning Commission and City Council.”

The building heights, floor area, and use, etc. for the Plaza Project are specified under Section 4 of the Specific Plan entitled “Zoning Requirements.”

The redevelopment is largely consistent with existing zoning except for locating part of the parking structure on a portion of on two small residential lots and an increase in the allowable floor area ratio. In exchange for these bonuses the owners of the Plaza will provide public amenities to Del Mar. These benefits are as follows:

- Creation of view-oriented plazas and smaller plazas for public use.
- Zoning the property for a minimum of sixty percent (60%) retail uses with a minimal office component.
- A community retail-oriented tenant mix including a food market, and others such as a liquor store, barber, beauty salon, fabric shop, bank, clothing stores, art gallery and a dry cleaners. The Project will be zoned for a 9,000 square foot food market at the Plaza for a minimum of twenty-five years under the Specific Plan zoning.
- Net revenue to the City of Del Mar is estimated to be in excess of \$140,000 for the first year of operations.
- Off-street covered parking hidden from public view.
- Installation of a new signalized intersection to enhance the pedestrian environment.
- Participation in the undergrounding of utility lines.
- Limitation of the building height envelope to preserve and enhance views from contiguous properties and public space.
- Creation of a streetscape design and implementation program which can be carried throughout the central commercial area.
- A landscape buffer around the Project to enhance the residential interface.
- Development of landscaped “gateway” to the residential area along 15th Street.
- Landscaping of the eastern portion of Paseo de las Flores to create open space.
- Improvement to public right of ways including, but not limited to; installation of a new drainage line along Paseo de las Flores; a new drain line halfway across Camino del Mar as needed; installation of new fire hydrants, etc.

B. The Del Mar Plaza Specific Plan complies with other planning guidelines for the community, including Measure B. Based upon the contents of this Specific Plan and all accompanying documents and other evidence submitted to the City of Del Mar, as well as reports of the Planning Staff, the Planning Commission and the City Council, the following is indicated:

a. With respect to floor area and uses proposed in the Plan:

The total floor area of the Project is 69,000 square feet at the main Plaza site and 5,600 square feet at the Corner site. The existing residences with approximately 5,000 square feet of floor area will remain on the two lots contiguous to and east of the Plaza.

The tenant mix will be principally resident oriented retail with a smaller office component. The initial square foot allocation is as follows: food market 9,000 square feet; retail 32,000 square feet; office 16,000 square feet; restaurant 14,400 square feet; and bank 3,200 square feet.

b. with respect to requirements to ensure the retention of a community grocery store and other retail businesses serving local residents;

The Project contains 9,000 square feet of space zoned for 25 years as a food market thereby insuring retention of this community serving retail. A minimum of sixty percent (60%) of the Project is zoned for retail only. The retail is planned and intended to serve residents of Del Mar principally with tenants such as the food market, a barber, liquor store, toy store, music shop, framing shop, clothing and shoe stores, bakery, etc.

c. with respect to preservation of important view corridors as vistas;

No important view corridors or vistas will be interrupted to any significant extent. Building heights and setbacks will preserve and enhance views from contiguous properties and public space. Minimal view loss will occur from 15th Street to the northwest. This is not considered significant since the views are partially obstructed at present due to blockage by trees and existing structures. The enjoyment of these views in this area is limited to viewing from vehicles over short distances.

d. with respect to traffic studies, including a comprehensive analysis of projected traffic generation and circulation from all existing and proposed commercial projects in the Downtown Commercial Area addressing among other issues the cumulative effect of existing and projected traffic on Camino del Mar and other local streets;

A comprehensive analysis of projected traffic generation and circulation from all existing and proposed commercial projects in the Central Commercial Zone was undertaken in three separate studies: The City of Del Mar Traffic Safety Enhancement Program, September 1985 prepared by BSI and Associates, Inc.; the Traffic Analysis of the Del Mar Plaza Specific Plan, as supplemented and prepared by Willdan and Associates as Appendix 1 of the Environmental Impact Report for the Del Mar Plaza Specific Plan, for Nasland Engineering at the direction of the City of Del Mar; and the Del Mar Plaza Traffic impacts with Supplemental Report prepared by Urban Systems Associates, Inc. for the Del Mar Partnership, Inc. These studies examined the cumulative effects of existing and project traffic on Camino del Mar and other local streets. Traffic impacts have been adequately mitigated to maintain the existing levels of traffic service at the principal intersections of Camino del Mar and 4th, 9th, 11th, 13th, 15th, 23rd, 27th Streets and Paseo de las Flores. Other mitigation measures are required, including, but not limited to: intersection improvements such as restriping for new turn lanes and coordination of signal lights; restrictions on the location of automatic teller machines; creation of a bus turnout; and other measures listed in Exhibits D and E of the Development Agreement and incorporated herein by reference. The

costs associated with the traffic improvements are to be paid by the Property Owner.

e. with respect to public facilities, services and economics addressing the availability and adequacy of public facilities and services, individually and cumulatively, for the development Project take together with the demands of other existing and proposed development, and addressing the cost to the public, direct and indirect, for providing such facilities and services to the Project;

A public facilities services and economic analysis thereof was prepared Walden and Associates and was reviewed by the City Engineer and Planning Department staff of the City of Del Mar which addressed the availability and adequacy of public facilities and services, individually and cumulatively, for the proposed Project and others currently proposed, take together with the demands of other existing developments, and addressing the cost to the public, direct and indirect, for providing such facilities and services to the Projects. In the City of Del Mar there is adequate sewer, water and electrical capacity to service the proposed Plaza Project. The property owner will pay for all connections to such service and all onsite improvements related to the respective utilities systems.

The property owner will install additional public facilities improvements at no expense to the City. These improvements listed in Exhibits D and E of the Development Agreement include, but are not limited to: drainage control along the Paseo de las Flores right-of-way; installation of a new intersection at Paseo de las Flores and Camino del Mar; development and implementation of a streetscape design program contributing to the undergrounding of utility wires on Camino del Mar; closing of Stratford Way to increase pedestrian access; improvements to 15th Street to discourage non-resident traffic from the area; bicycle parking areas; agreeing to contribute to future assessments for traffic lights and a bus turn-out. The economic analysis of the project indicates additional benefits to the City of Del Mar by providing revenues to the City in excess of \$140,000 per annum and by vitalizing existing businesses in the village center.

f. with respect to the manner in which retail uses have been encouraged on the ground floor of projects:

The Plaza Project contains an overlay zone which restricts ground floor uses to retail. This overlay zone guarantees that a minimum of sixty percent (60%) of the Project will be retail only. This includes 9,000 square feet for use solely as a food market for a period of twenty-five (25) years.

g. with respect to provision for open space within the Project;

Quasi-public plaza areas will be available for public use. These areas will be located principally on the Plaza site. The canyon area to the north of the Plaza site will be largely preserved.

h. with respect to the adequacy of parking within the Project and the visual impact of parking structures proposed as a part of the Project;

The parking within the Plaza Project meets the requirements of the Del Mar Plaza Specific Plan. The visual impact of the parking structures will be minimized due to building facades consisting of retail shops and landscaping to minimize the visual impact of the naturally ventilated portions of the parking structure.

i. with respect to the extent to which the downtown commercial area has been enlarged by the conversion of non-commercially zoned property to commercial designations;

The extent to which the downtown commercial area has been enlarged by the conversion of non-

commercially zoned property to commercial designations is limited to the use of approximately 7,500 square feet of land area from R1-10 residential lots on which there will be no commercial bulk floor area.

The conversion of residentially zoned land to commercial use is not considered significant. The Community Development Element of the Community Plan and accompanying map includes the two residential lots in the Plaza-Hotel Specific Plan area. The residential lots are in part for parking; natural ventilation; part of the landscape buffer zone to insure a better transition to the surrounding residential area; and to create a better overall master plan for the land area bounded by Camino del Mar; 15th Street, Luneta Drive, and Paseo de las Flores.

j. with respect to increases in floor area density and other development bonuses in excess of that which is authorized by zoning is justified by exceptional public benefits to be provided by the Specific Plan;

The Specific Plan recognizes the project's limitation of height, bulk and mass; unique topography; sensitivity to views; and design characteristics. The floor area ration (FAR) of the Plaza Specific Plan is .619 including the entire Specific Plan area: both the commercial properties (shopping center and corner properties) as well as the residential properties on Luneta and the Paseo de las Flores right-of-way. This also includes the entire square footage of the commercial/retail space for the Plaza and corner structures as well as the 5,000 square feet of residential buildings which will remain, but does not include the parking area. If the Paseo de las Flores right-of-way is not included, FAR is .654.

The average FAR between 13th Street and 15th Street on the west side of Camino del Mar, is .75 based on actual building and land measurement. The increase in floor area is justified by exceptional public benefits to be provided by the Project. These exceptional public benefits include, but are not limited to: retention of a food market with rent subsidies and accompanying increased building costs; provision for public parking to help relieve the parking problem in the center of Del Mar; creation of open quasi-public plaza spaces and smaller plazas; undergrounding, covering and hiding parking at great expense; a legally binding commitment to retail uses; and significant improvements to the public rights-of-way; and participation in the undergrounding of utility lines.

SECTION 4 – ZONING REGULATIONS

Section 4 presents zoning regulations resulting from design and project solution discussions presented in Sections 2 and 3 of this document. Any development, use or operation within the Del Mar Plaza and Corner Site must conform to the requirements imposed by this Section. For purposes of evaluating compliance with the Specific Plan, this Section 4 is controlling and the only source of substantive requirements or guidance. Where a conflict exists or develops between the provisions of this Section and Sections 1 through 3 of the Specific Plan, the provisions of this Section shall prevail. Those other sections have been retained solely for the purpose of historical perspective and not to impose obligations or restrictions or provide guidance.

XX.X.010 Boundaries. The Plaza Specific Plan Zone (“PSP Zone”) including both commercial and residential parcels is bounded by and includes: a point beginning with the intersection of the centerline of Luneta Drive and the northerly edge of Paseo de las Flores, westerly along the northern edge of Paseo de las Flores to the centerline of Camino de Mar; then south along the centerline of Camino del Mar to one hundred and one feet south of the southerly side of 15th Street; then east along the property line of the Corner site to the centerline of Maiden Lane; then north along the centerline of Maiden Lane to the centerline of 15th Street then east along the centerline of 15th Street to the centerline of Luneta Drive; and then north along the centerline of Luneta Drive to the northerly edge of Paseo de las Flores to the point of beginning.

The commercial land area includes the entire PSP Zone area described above exclusive of the residential land area. The residential land area is bounded by and includes: a beginning point approximately 15 feet West of intersection of the centerline of Luneta Drive and the southerly edge of Paseo de las Flores, westerly along the southerly edge of Paseo de las Flores approximately 96 feet; then South parallel to Camino del Mar approximately 167 feet; then Southeast 12 feet along existing CC property line; then approximately 66 feet Northeast to the westerly edge of Luneta Drive; then North along the westerly edge of Luneta Drive to the point of beginning.

XX.X.020 Purpose and Definitions.

A. The purpose of this zone is to regulate development and use of the land area within the PSP Zone. The terms listed below shall have the following meanings:

1. Del Mar Plaza Specific Plan, Plaza Specific Plan, or PSP mean The Del Mar Plaza Specific Plan, as adopted by the Del Mar City Council on November 4, 1986 and approved by the electorate of Del Mar on February 9, 1987, and as amended by Specific Plan Amendment SP 18-002, along with any other, subsequently approved amendments.
2. Original Specific Plan means The Del Mar Plaza Specific Plan as adopted by the Del Mar City Council on November 4, 1986 and approved by the electorate of Del Mar on February 9, 1987.
3. Corner Site or corner site means the property at the southeast corner of Camino Del Mar and 15th Street (APN 300-030-82-00), as conceptually on depicted on Exhibit 3 hereto.
4. Commercial Center Site or the Plaza means the property at the northeast corner of the intersection of Camino del Mar and 15th Street containing a mixed-use commercial center (APN 300-030-86-00), as conceptually depicted on Exhibit 3 hereto.
5. Del Mar Plaza means the Commercial Center Site.
6. DMMC means the Del Mar Municipal Code.

XX.X.030. Allowed Uses

A. The following categories of uses and activities are allowed:

1. Community Service
2. Cultural
3. Offices, including, without limitation, Professional, Medical, Dental and Real Estate
4. Personal Services, including without limitation, Hair Salons, Day Spas, Health and Fitness Studios, Pet Groomers, Child Day-Care Facilities and Banks and Financial Institutions, including Automatic Teller Machines (ATMs)
5. Retail
6. Restaurants/Bars With Table Service
7. Restaurants/Bars Without Table Service
8. Any use, other than one listed in this Section, that is included in the list of uses allowed by right in the Central Commercial Zone, as such list may be amended from time to time.

XX.X.031. Conditionally Allowed Uses

A. The following uses and activities are allowed with the receipt of Conditional Use Permit issued in accordance with provisions of the DMMC:

1. Commercial Mobile Radio Service Facilities—Minor (Wireless Communications Facilities)
2. Hotels and Motels
3. Motion Picture and Performance Theaters
4. Veterinary Clinics
5. Private Clubs, Fraternal Organizations

XX.X.032. Definitions of Allowed Uses

A. For purposes of this Section the following terms shall apply:

1. *Community Service Use* means any use where 51% or more of the use or activity involves the provision of or distribution to the general public of information from a visitor-information organization;
2. *Cultural Use* means where 51% or more of the use or activity involves the sale or exhibition of art, photography or cultural items and the provision of cultural and/or entertainment opportunities. Permitted uses include those allowed in the Central Commercial Zone.
3. *Office Use* means the activity where the business of a commercial or industrial organization, or of a professional person, is conducted including, without limitation, those uses authorized by Section XX.X.030(3).
4. *Personal Service Uses* means any use where 51% or more of the use or activity involves the face-to-face provision of services to individual customers. Permitted uses include, without limitations, those allowed in the Central Commercial Zone
5. *Restaurant/Bar Uses* means commercial establishments where the preparation and sale of food and/or beverages for on-site consumption. Permitted uses include those allowed in the Central Commercial Zone. As used in this Section, the term Restaurant/Bar is further subdivided into the subcategories described below.
 - a. *Restaurant/Bar With Table Service* means a Restaurant/Bar use where orders are taken at and

delivered to an individual patron's table by employees.

- b. *Restaurant/Bar Without Table Service* means a Restaurant/Bar use that does not qualify as a Restaurant/Bar With Table Service.
6. *Retail Store Uses* means any commercial establishment where the sale of goods and/or commodities stored and sold, on site, in face-to-face transactions constitutes 51% or more of the establishment's activity. Permitted uses include, without limitations, those listed in the DMMC's Central Commercial Zone

XX.X.033. Allowed Accessory Uses

Accessory uses customarily incidental to the uses allowed per XX.X.031 above.

XX.X.034. Commercial Kiosks and other outdoor sales. Commercial kiosks and outdoor sales for the vending of retail goods, food or beverages, or the provision of personal services may be operated at the Commercial Center Site and Corner Site, provided they meet all of the following:

- A. Individual structures or vending areas shall not exceed one hundred square feet in area.
- B. Structures shall have one or more open air sides.
- C. At any one time, there shall be no more than eight Commercial kiosks located at the Commercial Center Site, and no more than one at the Corner Site, in addition to the existing small structure at the northwest corner (formerly the Flower Stand).
- D. At any one time, there shall be no more than one Commercial Kiosk located at any of the Commercial Center Site's Quasi-public Spaces.

XX.X.035 Limitation on Office Uses. At the Commercial Center and Corner Sites, no office uses shall be located at the lower level, fronting Camino del Mar.

XX.X.040. Bulk Floor Area. The maximum permitted bulk floor area is 74,600 square feet of commercial floor area and approximately 5,000 square feet of existing residential floor area as an aggregate over all of the subject parcels. The maximum bulk area shall be 5,600 square feet on the Corner Site, with the balance of the bulk floor area on the Commercial Center Site.

"Bulk floor area" is defined as the total horizontal area, expressed in square feet, of all floors below a roof having any portion of the floor's perimeter within the walls of a building, calculated from the outside face of those walls and where there is no wall, then from the floor area under the roof.

Bulk floor area excludes:

- A. Floor areas covered by a roof of open construction, such as a trellis, sunscreen or lattice work, where the total square footage of the open spaces of the covering is 60 percent or more of the total square footage of the floor area below.
- B. Floor area whose walls are of open construction, such as trellis, sunscreen, lattice work, or partial wall where 45 percent or more of the total square footage of the vertical planes on all sides surrounding the bulk floor area is open.
- C. Floor area which has less than five feet of head room between the floor and the ceiling.
- D. Floor area where the finished ceiling over such floor area is not more than two feet above its adjacent natural or finished grade, whichever is lower.
- E. Floor area of an underground or covered parking structure and floor area of mechanical and service areas.

F. Floor area used solely for the capture, distribution or storage of solar energy.

XX.X.041. Standards for Outdoor Dining Area Temporary Enclosures

- A. Notwithstanding the provisions of Section XX.X.040 regarding Bulk Floor Area, the outdoor dining area of a restaurant which does not meet the definition of Bulk Floor Area, may be partially or wholly covered and/or surrounded by a temporary enclosure(s) in accordance with this Section.
- B. The area partially or wholly covered or surrounded by a temporary enclosure shall not be included in the calculation the Maximum permitted commercial bulk floor area, provided that, together, the floor area and temporary enclosure(s) meet all of the following criteria:
 - 1. The floor area is a lawfully-established component of a restaurant use;
 - 2. The temporary enclosure(s) is constructed of durable material, including but not limited to: glass panel(s), canvas or vinyl; and is designed and installed so as to be retractable to its non-covering or enclosing position through the operation of not more than two persons in a period of not more than 30 minutes using equipment permanently available on site;
 - 3. The design of the temporary enclosure(s) is deemed by the Planning Department to be in compliance with the Design Review/Use Section of Plaza Design Manual and the provisions of this Specific Plan Section; and
 - 4. The extent of use of the temporary enclosure(s) shall be in accordance with the DMMC.
- C. The installation of a temporary enclosure, as defined and regulated in this Section shall not be deemed an intensification of use of a lawfully-established restaurant area for the purpose of calculating the off-street parking requirements of this Section.

XX.X.045 Utilization of Bulk Floor Area

- A. Notwithstanding the provisions of this section, the entirety of the upper level floor area of the Corner Site may be used as office space. For the remaining area of the Commercial Center and Corner Sites, cumulatively, office space shall not comprise more than forty percent (40%) of the total bulk floor area.
- B. Allowed uses other than office space as the primary use shall not comprise less than sixty percent (60%) of the total bulk floor area.
- C. Restaurant use shall be allowed, without a maximum cap on square footage, subject to the provision of off-street parking as required per this Specific Plan.
- D. Residential uses are permitted on the two parcels within the plan area of Specific Plan located immediately to the east of the Del Mar Plaza Site (APNs 299-280-53-00 and 299-280-54-00), as depicted on Exhibit 4-c, with such use regulated by the provisions of the Del Mar Municipal Code R1-10 Zone standards.

XX.X.050 Lot Standards

- A. Minimum lot size. 10,000 square feet commercial lots. 5,800 square feet residential lots.
- B. Minimum lot dimension. Fifty-foot width, ninety-foot depth.
- C. Minimum street frontage. Thirty-five (35) feet.

XX.X.060 Construction Standards

- A. Setbacks. No minimum side yard and set back dimensions except for the landscape buffer zone on the

main Plaza parcel as shown in Exhibit 4. These dimensions are a minimum and shall be strictly enforced.

- B. Coverage. Maximum coverage shall be as shown on Exhibit 4. Coverage shall exclude parking garages and plaza/terrace space.
- C. Maximum height. Twenty-six feet for building spaces along Camino del Mar and twenty feet above “Plaza Level” on the remainder of the site with penetrations for specific design elements. Heights shall not exceed those shown on Exhibits 4 and 11.
- D. Residential lots per the Del Mar Zoning ordinance R1-10 standards.

XX.X.070 Requirement to Provide Parking Spaces. The minimum parking requirements shall be based on the standards below:

- A. Sizes. Parking stalls shall be 8.5’ wide and 18’ deep with 24’ drive aisles. Stalls adjacent to a wall or obstruction shall be 9.5’ wide and 18’ deep. Dimensions include column widths.
- B. Number of Spaces Required. The number of off-street parking spaces required shall not be less than as set forth in this Section.
 - 1. Unless otherwise allowed by B-3, or other applicable DMMC process or regulations, the number of off-street parking spaces required for each use shall not be less than that set forth below:
 - a. Total Retail at 1 space/300 sq.ft.
 - b. Total Office at 1 space/300 sq.ft.
 - c. Residential per Del Mar Zoning Ordinance R1-10 standards.
 - d. Total Community Service/Cultural at 1 space/300 sq. ft.
 - e. Total Personal Service at 1 space/300 sq. ft.
 - f. Except for Quasi-public Space Outdoor Cafes, as regulated in Appendix A, total Restaurant/Bar with table service at 1 space per 100 sq. ft. of total interior space and exterior dining space.
 - g. Those portions of Restaurants/Bars Without Table Service at 1 space/300 sq. ft.
 - h. For purposes of this Section, the activities authorized by XX.X.034 require one space per kiosk.
 - 2. Calculation of required Parking for Restaurant/Bar Mixed-Use Establishments. A single establishment may contain areas that qualify as a Restaurant/Bar and areas that qualify as a different type of allowed use with a different parking ratio. The off-street parking requirement for such an establishment shall be calculated based on the amount of square footage dedicated to each individual type of allowed use and the corresponding parking ratio applicable to those individual uses. For such establishments, the separate areas shall be clearly demarked.
 - 3. Del Mar Plaza Parking Management Plan.
 - a. As an alternative to the methodology for calculating off-street parking requirements specified in subsections B-1 and B-2 above, the amount of required off-street parking for the Commercial Center and Corner Sites may instead be determined and satisfied by the Del Mar Plaza Parking Management Plan, a mechanism which, amongst other measures, applies the use of a blended off-street parking ratio for the different uses within the Commercial Center and Corner Sites’ mixed-use development.
 - b. The Del Mar Plaza Parking Management Plan is included as Appendix B to this Specific Plan.
 - c. The Del Mar Plaza Parking Management Plan may be modified by resolution of the City Council. Such modification shall not require, or be deemed to be, an amendment to this Specific Plan.
- C. Additional Parking. In addition to the parking spaces required in Section XX.X.70, subsection B, up to ten (10) additional off-site parking spaces may be provided on Camino del Mar.

- D. Bicycle Parking. Provide twenty-four (24) bicycle parking spaces and racks in the PSP Zone area.
- E. Parking Fee. As authorized by, and subject to compliance with the conditions of, previously approved Conditional Use Permit No. PC-93-13, a fee for parking may be charged in the parking garage.
- F. Shared use may be permitted between office/retail/restaurant uses on parcels in the PSP zone and for church related uses up to 75% of Church requirements on parcels within three hundred feet (300') of the PSP Zone.
- G. Valet parking, as authorized by the City Council on July 27, 2009, or by subsequent City Council action, or as part of an approved Site-Specific Parking Management Plan, may be used to satisfy the off-street parking requirements of this Section.

XX.X.080 Requirements for Design Review/Use of the Plaza Design Manual.

- A. Review by the Design Review Board of the design of any newly proposed building shall consist of a determination of compliance with this Specific Plan. That review shall be limited to architectural detailing, materials, and appearance of the building exteriors and landscaping in accordance with the City's Design Review Ordinance. However, Design Review Board review shall not include analysis of or changes to structural location, height or massing, which are established by this Specific Plan.
- B. The Plaza Design Manual (PDM), as approved and modified from time to time by the Design Review Board, at the request of an owner of the Plaza, shall be the governing document for the review of individual storefront improvements, signage, and improvements to common areas of the Plaza. The Plaza Design Manual shall describe and control the following:
 - Storefront and signage design
 - Storefront and signage types
 - Common area signage and design
 - Storefront and signage location and materials
- C. Applications required by the Plaza Design Manual shall be submitted to the Planning Director, or designee, for an administrative determination to insure conformance with the Plaza Design Manual.
- D. Those storefront, signage or common-area improvement proposals that do not qualify for review under the Plaza Design Manual review process shall be subject to review under the City of Del Mar Design Review, Administrative Design Review or Administrative Sign Review Ordinances, as applicable.

XX.X.090. Requirements for Development Plans.

- A. Development Plans shall be submitted to the Planning Director for administrative determination to insure conformance with the Specific Plan.
- B. Development Plans shall include the following:
 - Building floor plans
 - Building elevations and all exterior architecture
 - Building sections
 - Parking plans
 - Landscape and hardscape plans
 - Site grading, elevations and drainage
 - Storage and service areas
 - Lighting
- C. With approval by the Director of Planning and Community Development final construction documents

may be submitted to a private building inspection contractor for approval of a building permit. This shall be done in coordination with the County of San Diego Building Department. Separate Building Permits may be secured at different times for the Corner Site, Plaza grading and garage, and Plaza buildings.

XX.X.100 Outdoor Storage. Outdoor storage of merchandise, material or equipment shall be permitted only during loading and unloading periods, otherwise all materials shall be stored behind exterior walls of the buildings.

XX.X.101 Mechanical Equipment. Rooftop mounted mechanical equipment shall not be allowed except for screened ventilation equipment.

XX.X.102 Access along Luneta Drive. There shall be no vehicular or pedestrian access to the main Plaza site from Luneta Drive, except for emergency purposes.

XX.X.103 Operation and Uses within Quasi-public Spaces. Uses and activities in Quasi-public spaces shall be in accordance with the provisions of Appendix A of this Specific Plan

XX.X.104 Public Improvements by Property Owners. If the Property Owner proposes to construct substantially different public improvements than those originally approved and constructed for the Del Mar Plaza, the Property Owners shall submit plans and specifications for those public improvements, which may include public utilities, public streets, rights-of-way, storm drains, drainage inlets, channels, and structures, new and modified traffic signals, incidental public structures, and all off-site improvements as specified in this Specific Plan Said plans and specifications shall, without limitation, provide for and be subject to the following:

- A. Grading Plan and Soils Report.
- B. Hydrology (Drainage) Plan.
- C. Water and Sewer Systems Plan.
- D. Improvement plans for all public streets, alleys, and easements including Camino del Mar 15th Street, Luneta Drive and Paseo de las Flores.
- E. Signing and striping plans for all affected streets and intersections.
- F. Traffic signal design for Camino del Mar/Paseo de las Flores, and signal modifications for Camino del Mar/15th Street, and Camino del Mar/Del Mar Heights Road/4th Street.
- G. In conjunction with the original development of the Del Mar Plaza, the Property Owners made the following improvements:
 1. Streets.
 - a. Northbound Camino del Mar shall be improved from 100' south of 15th Street to a point of 150 feet north of Paseo de las Flores plus transition length as necessary, to include a minimum section of two 11-foot travel lanes and a minimum 5-foot bicycle lane. In addition, a 6-foot wide and 40-foot long bus stop turnout shall be provided on northbound Camino del Mar northerly of the intersection with 15th Street as per City of Del Mar City Engineer Specifications. Where required, Camino del Mar shall be provided with new curb, gutter, asphalt overlay, seal coat and/or sidewalks per City standards. The streets along the construction truck route and in the project vicinity shall be cleaned, washed, repaired, resurfaced, and/or seal-coated to the satisfaction of the City Engineer for any incremental damage caused by construction related activities, exclusive of pre-existing conditions. Restriping and signing shall be provided in accordance with City standards. At the option of the Owner, additional may be provided on the east side of Camino del Mar from the bus turnout north to no closer than within 100 feet of Paseo

del las Flores.

b. The existing raised center medians at Camino del Mar shall be extended to provide southbound turn lanes 100 feet long approaching Paseo de las Flores.

c. A new fully actuated traffic signal shall be installed at the intersection of Camino del Mar and Paseo de las Flores. A type-170 traffic controller shall be installed with five phases that can be directly coordinated (direct underground conduit) with the existing signal at Camino del Mar and 15th Street. The existing type-90 controller at 15th Street shall be replaced with a new type-170 controller or equivalent equipment approved by the City Engineer.

d. Street parkway hardscape improvements shall be constructed in accordance with the Del Mar Plaza Specific Plan Streetscape Plan (Exhibit 10) subject to approval by the Planning Department and the City Engineer.

e. The Existing paved turnout to Stratford Way located just northerly of Paseo de las Flores shall be closed.

The existing asphalt improved roadway surface shall be removed retaining a six foot (6') wide pedestrian path with handicap access from Camino del Mar. An eight-inch (8") AC berm shall be constructed along the Camino del Mar frontage where necessary to pass drainage across the abandoned roadway. Erosion control landscaping shall be provided in areas where surfacing has been removed and in all disturbed areas.

f. The Property Owners shall prepare and execute an encroachment permit with the City of Del Mar for construction of the private entry drive to be located on Paseo de las Flores. Standard City encroachment permits shall be utilized.

g. Fifteenth Street, between Camino del Mar and Maiden Lane, shall be reconstructed to provide two 12-foot wide westbound traffic lanes and three eastbound traffic lanes, a 10-foot left turn, a 12-foot through lane, and a 10-foot right lane. New curb, gutter, and sidewalk shall be provided where necessary to provide adequate width for the developed street or where the existing improvements are distressed.

h. Fifteenth Street, between Maiden Lane and Luneta Drive, shall be reconstructed to provide a minimum travel lane width of 33 feet with an additional minimum 6-foot wide raised, landscaped and irrigated median on the north side and new curb, gutter, and sidewalk shall be provided on the north side. Adequate transitions must be provided for 25 m.p.h. design speeds. The Property Owners shall be permitted to construct a one-way passenger loading and unloading area consisting of a standard driveway cut and non-asphalt surface in order not to confused through public traffic. Adequate transitions must be provided for 25 m.p.h. design speeds.

i. To prevent parking on the north side of 15th Street between Camino del Mar and Luneta Drive adjacent to the subject properties, the street shall be signed and striped in accordance with City standards.

j. All new and existing raised median on 15th Street along the project frontage shall be provided with new irrigation systems and landscaped in accordance with the City of Del Mar standards. Six-inch high PCC curbing shall be installed, separating all paved areas from all landscaped and sidewalks areas.

k. Handicapped access ramps shall be provided at all intersections and pedestrian crossings.

l. Street lighting shall be provided at all driveways subject to Design Review Board and City Traffic Engineer approval.

l. The traffic signal at the intersection of Camino del Mar and Del Mar Heights Road shall be improved to include overlap phasing for right turns from westbound Del Mar Heights Road to northbound Camino del Mar; will include new signal heads, as required, and will provide free right-turn lane 200 feet in length striped for northbound Camino del Mar to eastbound Del Mar Heights Road.

m. Rolled PCC gutter shall be provided on the southbound Luneta Drive commercial frontage with no parking permitted along the west side. Alignment of the gutter shall be as required by the City Engineer to provide a minimum improved street width of 22 feet. Luneta shall be restriped and signed in accordance with City Standards.

n. Property Owners shall prepare and execute a City of Del Mar standard encroachment permit for any retaining wall tie-backs which may extend into the public rights-of-way.

o. Subject to review and approval by a Director of the Department of Planning and Community Development Department, the Property Owners shall provide a 4-foot wide pedestrian walkway on private property from the entire length of the west side of Luneta Drive frontage, and shall prepare and execute a pedestrian access easement along this walkway.

q. To prevent parking on Luneta Drive the street shall be signed and striped in accordance with City standards.

r. All design (horizontal and vertical curves, and stopping sight distance for all driveways and intersections) along Camino del mar shall be provided at 40 m.p.h. design speed in accordance with standards provided by the City Engineer.

s. All design criteria for other public streets adjacent to project site shall be provided for a 25-m.p.h. design speed.

t. All levels of underground parking shall be interconnected.

u. All driveways and entrances must provide a minimum of 20-foot distance from any sidewalk to any interior aisles or parking spaces, subject to Planning Department review.

2. Undergrounding of Overhead Utilities.

In cooperation with the City, the Owner shall underground adjacent overhead utilities by selecting one of the following options:

a. The Owners will voluntarily perform trenching, backfilling, compaction and reconstruction necessary for undergrounding utilities from 100 feet north of 15th Street to approximately 200 feet north of Paseo de las Flores for a total of approximately 55 feet.

b. The City shall initially pay for the entire cost of undergrounding. The Owner shall execute a secured agreement to reimburse the City for one-half the cost. The amount owed shall bear interest at the rate of ten percent (10%) compounded yearly commencing at the time of the City's initial payment of construction cost.

3. Drainage Improvements.

a. The property Owners shall construct a new 24-inch reinforced concrete pipe storm drain in the Paseo de las Flores right-of-way extending from the existing curb inlet at Luneta Drive to the existing reinforced concrete box culvert at Camino del Mar. Where required, Property Owners shall obtain and prepare storm drainage easements where the pipeline

alignment will not be within the existing public right-of-way. Drainage inlet structures and cleanout structures shall be provided in accordance with City standards.

b. A new curb inlet drainage structure shall be provided on Camino del Mar, just northerly of Paseo de las Flores.

c. A drainage system shall be constructed on 15th Street between the driveway entry into the Plaza on the north side of Fifteenth Street located approximately 120 feet west of Luneta Drive down to Camino del Mar. The drainage system shall include a new drainage inlet at the southeast corner of the driveway entrance into the Plaza and reconstruction of the existing inlet at the northeast corner of Camino del Mar and 15th Street. A reinforced concrete pipe storm drain shall be constructed along the north side of 15th Street extending from the new drainage inlet to Camino del Mar and shall be adequately sized to handle all drainage flows. The Property Owners shall prepare hydrology and hydraulic studies to establish the size of all pipes and drainage structures.

d. Hydrology and hydraulic calculations shall be prepared to establish the capacity of the existing storm drainage pipelines crossing Camino del Mar at the north side of 15th Street. Should the capacity of the existing pipeline be insufficient, or the pipelines be in deteriorated condition, the Property Owners shall provide to the City security in a form acceptable to the Director of Planning and Community Development in an amount sufficient to cover the cost of replacement of the portion of the pipe laying east of the centerline of Camino del Mar.

e. On-site storm drainage runoff shall be piped to existing or new storm drainage facilities.

4. Water System.

a. Four new fire hydrants shall be constructed by the Property Owners. They shall include two hydrants on Camino del Mar north of 15th Street and one hydrant on the west side of Luneta Drive mid-block between 15th Street and Zuni Drive. A minimum 6-inch diameter water main shall be provided to serve each single hydrant, and an 8-inch diameter water line shall be provided to serve two hydrants. Looped water lines shall be required to serve in excess of two fire hydrants. Detector check valves and by-pass meters per City standard shall be provided for all fire service water connections. The specific design and location of such connections shall be approved by the Del Mar Fire Department and Engineering Department.

b. Backflow prevention devices shall be provided on all water service required by municipal code or by the Public Works Department.

c. All water system improvements shall be constructed in accordance with City of Del Mar standards.

5. Sewer System

a. The existing 6-inch sewer main in Paseo de las Flores shall be replaced with a new 8-inch diameter sewer and required manholes extending from Camino del Mar to Luneta Drive where extending below retaining wall or other structures, the new sewer shall be constructed within a steel pipe casing per the requirements of the City Engineer.

b. On-site private sewer laterals shall be constructed to drain the project site to the new 8-inch sewer to be constructed at Paseo de las Flores. Grease traps shall be provided on all sewer laterals where required by City ordinance or by the Public Works Department.

6. Grading

a. Complete grading plans shall be prepared by a licensed Civil Engineer for all on-site and off-site grading and earth work. Adequate erosion and dust control protection shall be provided in accordance with City Municipal code.

b. The Property Owners are required to grade and place necessary retaining walls on the private properties located north of Paseo de las Flores in accordance with grading plans to be submitted to the City. Property Owners shall obtain written permission to grade from the affected private parties. The Property Owners shall provide the City with an agreement indemnifying and holding the City harmless for any grading performed on private property, in a form acceptable to the City Attorney.

H. Fire Hydrants

Four (4) new hydrants will be required as improvements to the project and are to be in place prior to major construction as follows:

1. One (1) hydrant at the center of the east side of the property along Luneta Drive.
2. Two (2) hydrants located on Camino del Mar drawing.
3. One (1) hydrant located on Camino del Mar south of 15th Street.

I. Fire Department Connections

1. One (1) Fire Department connection shall be located at 15th Street and the entrance to the underground parking.
2. One (1) Fire Department connection shall be located at the entrance to the parking area on Camino del Mar.
3. One (1) Fire Department connection shall be located at 15th Street and Maiden Lane for the proposed parking structure.
4. Wet standpipes with hose cabinets may be substituted for a Fire Department connection if approved by the Fire Department.

J. Fire Alarm System

1. The fire alarm system shall consist of water flow, pull boxes, and smoke detector, and will be terminated at the Fire Department.

K. Sprinkler Requirements

1. All structure shall be sprinklered, a required, and post indicator (P.L) valves shall be installed with tamper switches tied to the alarm system when required by local ordinance or Fire Department.
1. All interior trash enclosures shall be sprinklered.
2. Sprinkled system shall be subject to Fire Department approval.

L. Building Access

1. There shall be emergency access to buildings from the east side of the complex on Luneta Drive.

M. Exit Signs

1. All exits shall have lighted exit signs installed.

N. Fire Department Appliances

1. Wet standpipes with hose cabinets shall be placed as required by the Fire Department and here allowed, may be substituted for Fire Department connection.

XX.X.105 Mitigation Measures. The following mitigation measures served to render the environmental impacts of the Del Mar Plaza Specific Plan to a level of insignificance. In conjunction with the original development of the Del Mar Plaza, the Property Owners implemented the following mitigation measures

A. Traffic

1. Overlap phasing is to be provided for right turns from westbound Del Mar Height Road and a free right turn lane striped for northbound Camino del Mar at the intersection of Camino del Mar and Del Mar Heights Road/4th Street.
2. A bus turnout is to be provided for the bus stop on northbound Camino del Mar, north of 15th Street to avoid blockage of the right lane and queueing of vehicles.
3. No on-street parking should be allowed along the north side of the east leg of 15th Street. Signage is to be provided to inform vehicles of the parking access and discourage through traffic on eastbound 15th Street that is not for the residences.
4. The entrance to the project from 15th Street is very close to the intersection in order to be aligned opposite Maiden Lane. Due to this proximity there is not enough room to provide for a left turn lane eastbound into the project and one for westbound traffic at the intersection. Adequate storage for vehicles entering the project is to be provided to prevent backups. This intersection is to have one westbound through plus left turn lane and one right turn lane. The eastbound lanes on the east leg of 15th Street will provide for one left turn only lane and one through lane.
5. The new intersection of Paseo de las Flores and Camino del Mar will extend the raised median on Camino del Mar. Left turn pockets are to be provided for both north and southbound traffic. The southbound left turn pocket should have adequate length to provide storage for six cars (120 feet), due to left turns into the project. The new signal should be interconnected with the existing signal at Camino del Mar and 15th Street.
6. The segment of 15th Street east of Camino del Mar is to consist of two eastbound lanes and two westbound lanes with an option left turn pocket. On-street parking on 15th Street in this location will not be permitted. The section of 15th Street opposite Maiden Lane is to be painted with "KEEP CLEAR" striping.
7. Signs for the project entrance shall be installed to allow driver sufficient time and roadway to prepare for turns.

8. If the bank is to have an automatic teller, it is not to be located on the west side of the building so that users will not be tempted to park illegally on Camino del Mar on 15th Street and block traffic.
9. The Property Owner agrees to participate in any equitable assessment district proposed by the City to signalize traffic along Camino del Mar in the Village Center area as defined by the Community Plan.
10. No required parking space located within the Del Mar Plaza Specific Plan area are to be leased to businesses outside of the Specific Plan area, for purposes of allowing additional floor area to be built outside of the Del Mar Plaza Specific Plan area.

B. Construction Related Impacts

1. Construction traffic shall cease before the evening peak hour, preferably before 4:00 p.m.
2. No stacking of trucks shall occur at or near the intersection of Camino del Mar and 15th Street due to the bus stop and heavy pedestrian traffic.
3. Construction traffic shall be routed northward away from Del Mar Center.
4. Construction personnel shall park on the site or arrangements be made for them to have day use of the church parking lot.
5. Except under extenuating circumstance determined by the City Manager no work shall be allowed on Saturday and Sunday and should truck needs extend into the racing season, the situation will be reviewed to ensure major conflicts will not occur with race track traffic.
6. Except under extenuating circumstances determined by the City Manager earth vehicles shall not operate during racing season or the annual Fair.
7. Although there is sufficient room on Camino del Mar to allow temporary queueing of construction vehicles, they shall park onsite as soon as practical.
8. A separate lane for slow moving vehicles shall be temporarily marked off on southbound Camino del Mar during the months when construction traffic would be heaviest (grading and concrete pouring).
9. The Del Mar Noise Ordinance shall be adhered to. Strict time limits should be enforced; no construction activity should occur outside the hours of 7 a.m. and 6 p.m. Use of certain heavy equipment, as defined in Section 15 of the Del Mar Noise Ordinance, will be limited to the times between the hours of 8:00 a.m. and 5:00 p.m. Night-time construction can be conducted if the City Manager makes certain findings including a finding that the public health and safety will not be impaired.
10. All construction equipment to be equipped with residential or hospital grade mufflers.
11. A temporary desilting basin to be built in the existing canyon north of the site and a filter to be placed over the entrance to the outlet culvert.
12. Provided soil is deposited at the Fairgrounds it is to be deposited only in the infield lakes to the level of the surrounding terrain.
13. The option to deposit soil at Powerhouse Park expansion shall be made available.

14. Compaction operations to begin as soon as earth is dumped.
15. Minimal stockpiling is permitted.
16. The area being worked is to be kept to the minimum practical size.
17. Perforated standpipe with overtopping screens or similar structure are to be installed as approved by the City Engineer to insure proper desilting of storm water.
18. The disposal operation should avoid the wet period (November to April) to the extent possible and operations should be completed in the minimum possible time.
19. Dust control measures required by the City Grading Ordinance and Building Code, which include watering down the excavation areas and earth-moving trucks, will be adhered to.
20. The streets will be periodically cleaned along the construction route and in the vicinity of the project as required by the City Engineer of the City of Del Mar.

C. Public Services

1. The Property Owner will provide the water, sewer and storm drain facilities required as indicated in XX.X.104.

D. Land Use

1. To preclude activities on the quasi-public plaza areas which could be considered incompatible with the General Plan, at the direction and discretion of the Planning Director, the Property Owner is required to ensure that this remains as a quasi-public space which will allow the public access and use, seating areas, and other amenities. In addition, the Property Owner will maintain and keep this area secure. The Property Owner agrees to indemnify the City as to any injury or liability on the plaza except for City-sponsored events.
2. To preclude access to the residential area, the Project will be designed such that only emergency access is available to the Project from Luneta Drive.

E. Visual Quality

1. To prevent obtrusive signs from being built, the Property Owner agrees that only major tenants, as defined by the Del Mar Plaza Specific Plan, and shops with street frontage will be permitted to have signs along the streetfront. All sign would contain only the names of the establishments. No advertising will be permitted on the sign. Additional signage standards would be defined in the Tenant Design Manual which must be approved by the Design Review Board.⁶

F. Archaeology/Paleontology

1. A qualified paleontologist monitor should be present at the pre-grade meeting to consult with grading and excavation contractors. A qualified paleontological monitor, such as a geologist, should be present at all times during the original cutting of previously undisturbed sediments of the Torrey and Del Mar formations.
2. The paleontological monitor should be allowed to temporarily direct, divert or halt grading to

⁶ The Plaza Design Manual authorizes a modified signage program that ensures signage will not be intrusive and that new signage will not result in significant adverse visual impacts under the California Environmental Quality Act.

allow recovery of fossil remains.

3. The occasional use of machinery on the site may be required to ensure timely removal of fossil remains.
4. Remains collected should be deposited in a scientific institution with paleontological collections such as the San Diego Museum of Natural History.

G. Air Quality

1. Cooking odors should be collected and dispersed at roof level near the Camino del Mar side of the Plaza project in an airstream directed upward as strongly as possible.

XX.X.106 Reimbursement for Public Improvements.

In order to finance capital facilities on that Property Owners will not be placed in an unfair, disadvantageous or noncompetitive situation, the City of Del Mar will use its best efforts to reimburse the Property Owners for the cost of constructing public improvements on public property by assessing the developer of property benefited by those public improvements.

X.X.X.107 Covenant to Maintain and Secure the Premises and Indemnify the City.

The owner of the Plaza site shall execute a covenant which runs with the land in favor of the City agreeing that the Plaza owner shall maintain and provide 24-hour security and be responsible for monitoring all activities in and on quasi-public spaces. The Plaza property owner shall indemnify the City of Del Mar and agree to hold the City harmless from any injury or liability which occurs in or on quasi-public spaces, except for City sponsored events for which the City shall provide insurance for the City and property owner.

SECTION 5 – IMPLEMENTATION

5.030 Amendments to the Del Mar Plaza Specific Plan. As with any land use document, future amendments may be necessary and appropriate, either to modify a policy or regulation of this Specific Plan or to clarify its language or exhibits. This subsection sets forth the review processes for amendments to the Del Mar Plaza Specific Plan.

5.031 Process for Adoption of Specific Plan Amendments. Amendments to this Specific Plan shall be adopted by ordinance of the City Council.

5.032 Classification of Specific Plan Amendments: The review processes for an amendment(s) to this Specific Plan varies, depending on the extent of the modification to, or deviation from, the Specific Plan. Amendments are categorized as Tier One, Two or Three Amendments, as follows:

A. Any of the following constitute a Tier-One Amendment:

1. A modification to the Specific Plan which triggers the requirement for a Community Plan Amendment.
2. Increases in building height in excess of the existing Specific Plan allowances.

B. Any of the following constitute a Tier-Two Amendment:

1. A change to the geographic boundaries of the Specific Plan, other than to correct typographical or mapping errors.
2. A change to the applicability of a portion or portions of the Specific Plan to reflect changes in circumstances since the Specific Plan's adoption.
3. An increase in the allowable Floor Area Ratio or Lot Coverage maximums identified in the Specific Plan.
4. A change to the categories of uses listed as being allowed in the Specific Plan, or a change to limitations or requirements regarding the extent, mix or location of uses, as identified in the Specific Plan.
5. A modification to incorporate and apply Municipal Code regulations or standards which the City Council has already adopted and applied to the adjacent Central Commercial Zone.
6. A modification of the manner in which the amount of required off-street parking otherwise regulated in the Specific Plan, is calculated, provided or utilized.
7. A modification of the signage regulations identified in the Specific Plan, other than those established or modified in the Plaza Design Manual.
8. Any other modification that does not qualify as a Tier-One or Tier-Three Amendment, or as an Exemption, as identified in this Section.

C. Any of the following constitute a Tier-Three Amendment:

1. A modification required to satisfy an amendment(s) to municipal ordinances mandated by Federal and/or State law.
2. A modification required to satisfy a Coastal Commission requirement(s) for certification of any future Local Coastal Program amendment(s) applicable to the Specific Plan.
3. A modification to the designation, design or implementation strategies for public improvements identified in this Specific Plan.
4. A modification to clarify the intent or meaning of the narrative or exhibits contained in one or more sections of the Specific Plan.

5. A decrease in the Floor Area Ratio, building height, or lot coverage maximums identified in this Specific Plan's zoning regulations.

5.033 Approval Requirements for Tier-One, Tier-Two and Tier-Three Amendments.

- A. Approval of a Tier-One Amendment shall require an affirmative super-majority (4/5) vote of the Del Mar City Council.
- B. Approval of a Tier-Two Amendment shall require an affirmative simple majority (3/5) vote of the Del Mar City Council.
- C. Approval of a Tier-Three Amendment shall require a resolution by the Del Mar City Manager, or designee, after a public hearing, supported by written findings as to consistency of the proposed amendment with the goals and objectives of the adopted Specific Plan and with such determination posted for public notice at Del Mar City Hall and subject to the Appeal process identified in Chapter 1.12 of the DMMC.
- D. The Planning Commission shall review and make a written recommendation to the City Council on all proposed Tier-One and Tier-Two Amendments.

5.034 Specific Plan Amendment Application Requirements. An application for amendment to the Specific Plan shall include a completed application with graphics, statements, or other information as may be required to support the proposed amendment.

5.035 Public Noticing Requirements for Amendments to the Specific Plan. All amendments to the Specific Plan shall be subject to the applicable public noticing requirements of State law and of the DMMC, in effect at the time of the amendment request.

5.036 Exemptions from Requirements for a Specific Plan Amendment. The following actions are exempt from the requirement for an amendment to the Specific Plan:

- A. Corrections of typographical or administrative errors found in the Specific Plan
- B. Minor modifications to a Specific Plan's area boundaries that respond to more accurate or recent data or actual on-site conditions.
- C. Minor modifications to the architectural or landscape elements that do not increase the allowable building height envelope or floor area ratio limitations, as identified in an approved Specific Plan's zoning regulations. Although exempt from a Specific Plan Amendment, such modifications shall be subject to compliance with applicable provisions of the City's Design Review Ordinance.
- D. Updating of a Specific Plan's maps, exhibits and/or text to accurately reflect changed or previously unknown conditions. Adoption or modification of the Specific Plan's Plaza Design Manual or set of Implementing Guidelines, each of which shall be subject either to the review process identified in the respective Specific Plan, or, where no such process has been adopted, to City Council approval.

5.037 Exemption from Requirement for Concurrent Community Plan Amendment. Unless otherwise required based on its content, an amendment to a Specific Plan shall not, in and of itself, trigger a requirement for a concurrent Community (General) Plan or Local Coastal Program Amendment.

5.038 Interpretations/Determinations. In instances where any section, subsection, sentence, clause, phrase, or exhibit contained within this Specific Plan is undefined, unclear or vague, the Director of Planning and Community Development (Director) shall have the authority to make a determination as to its meaning and intent. The Director, or applicant, may elect to forward any such interpretation or determination to the Planning Commission for review in accordance with the DMMC

5.039 Specific Plan as Prevailing Document. Where there is a conflict or inconsistency between the provisions of the Del Mar Plaza Specific Plan and the Del Mar Municipal Code, the provisions of the Specific Plan shall prevail. Where there is a conflict or inconsistency between Sections 4 and 5 of this Specific Plan and any other sections of this Specific Plan, the applicable provisions of Sections 4 and 5 shall prevail. Notwithstanding the foregoing, in the event of a conflict or inconsistency between the Del Mar Specific Plan and a uniform building code requirement, or State law, established to protect public health and safety, that uniform building code, or State law, requirement shall prevail.

5.040 Enforcement.

- A. The Director of Planning and Community Development shall have authority to review development proposals and activities for compliance with the Specific Plan. Compliance with the Specific Plan as adopted, and with any environmental mitigation measures, shall be monitored at these stages, as appropriate:
 1. During the review and approval of development entitlements and other permits as appropriate.
 2. During the review of construction documents, and prior to the issuance of grading or building permits.
 3. Prior to the issuance of a certificate of occupancy for any building within the Specific Plan area.
Enforcement of the Plan shall be in accordance with the Enforcement and Penalty provisions of the DMMC.

5.041 Design Review. Unless otherwise provided in this SECTION 4 of this Specific Plan, or in the Plaza Design Manual⁷ approved pursuant to this Specific Plan, all development shall be subject to the provisions of the City's Design Review Ordinance.

⁷ Previously termed the Tenant Design Manual

SECTION 6 – APPENDICIES

APPENDIX A

I. Del Mar Plaza Specific Plan Quasi-public Spaces.

A. **Intent and Purpose.** It is the intent of this Appendix to more precisely identify the location of Quasi-public Spaces at the Central Commercial Site. This Appendix is also intended to enhance and activate the quasi-public spaces with public and private uses to better serve the community.

B. **Location of Quasi-public Spaces.**

The Del Mar Plaza contains the four Quasi-public Spaces listed below.

1. The Ocean View Deck
2. The Canyon Garden
3. The Terrace Level North Deck
4. The Terrace Level South Deck

The location and area of each of the Quasi-public Spaces is shown in Exhibit 4-b.

C. **Ownership and Maintenance Responsibility.** Quasi-public Spaces are owned by the Plaza property owner. The property owner is responsible for their security, insurance, repair, and maintenance.

D. **Definitions.** For purposes of this Appendix, the terms below shall have the following meanings:

1. Community Event - shall mean an event sponsored by a non-profit organization and open to attendance by the general public, whether free of charge or through payment of an admission fee.
2. Limited Access Event – shall mean a scheduled activity authorized by the owner or manager of the Del Mar Plaza, where access to the event is exclusively limited to attendees who are invited and/or have paid admission to access the Event.
3. Seasonal Quarter shall mean - The four portions of the calendar year corresponding to the following: January, February, and March (Quarter #1); April, May, and June (Quarter #2); July, August, and September (Quarter #3); October, November, and December (Quarter #4)
4. Quasi-public Space Outdoor Café shall mean an area located in a Quasi-public space that serves as an adjunct part of a restaurant at the Del Mar Plaza.

E. **Use of Quasi-public Spaces**

1. On a daily basis during the Commercial Center Site's normal business operating hours, each of the Quasi-public Spaces shall be available for general use as a Quasi-public space except when programmed in accordance with this Specific Plan for Community Events, Limited Access Events, or as Quasi-public Space Outdoor Café(s).
2. At all times, a during the Commercial Center Site's normal business operating hours, at least one of the Quasi-public Spaces shall remain free of Limited Access Events and/or Community Events.
3. By way of example, the phrase "general use as a Quasi-public Space" includes, without limitation, enjoyment by individuals and/or by groups of people of activities where such activities are (a) advertised as being for the general public; (b) sponsored by the Commercial Center Site's owner or manager for uses such as a farmer's markets, entertainment, cultural events or holiday celebrations; (c) conducted in accordance with the terms of the Specific Plan; and (d) conducted such that a member of the general public may participate without invitation or paid admission.
4. For each of the Quasi-public Spaces, Limited Access Events shall occur on no more than 45 days per each seasonal quarter.
5. For each of the Quasi-public Spaces, the property owner shall make the spaces available for use for Community Events for up to six events during each seasonal quarter. If a local non-profit organization and any other non-profit organization request usage for a Community Event on the same

date and time, scheduling priority for that date and time shall be given to the non-profit that completed the application process first. In the event non-profits complete the application process on the same day, any local non-profit organization shall have scheduling priority over other non-profit organizations.

6. The property owner shall make reasonable efforts to make non-profit organizations aware of opportunities to conduct Community Events. Any usage for Community Events shall be subject to prior approval of, as well as reasonable insurance, cost reimbursement and other requirements imposed by the property owner. As used herein, reasonable efforts mean posting information on the Del Mar Plaza website and furnishing information to City for posting on its website or distribution, as the City deems appropriate, to the public or community organizations.
7. While the property owner shall make Quasi-public Spaces available for Community Events, this Section does not require the property owner to ensure that non-profit organizations avail themselves of the opportunity to hold Community Events.
8. The Quasi-Public spaces shall be operated at the discretion of the property owner in a manner consistent with the terms of this Appendix.

F. Ocean View Deck Viewing Area

1. To preserve an area for ocean and sunset viewing, there shall be maintained a 20-foot-long by 10-foot-wide area parallel to and along the western edge of the Ocean View Deck (“Ocean Viewing Area”). The Ocean Viewing Area shall be located within the larger area identified on Exhibit 4-d as the potential location(s) for the Ocean Viewing Area. Except as otherwise provided for in this Section, Limited Access Event, Community Event or Quasi-public Space Outdoor Café shall not be located within the Ocean Viewing Area.
2. The location of the Ocean Viewing Area shall be identified by signage at all applicable times.
3. The boundaries and location of the area depicted on Exhibit 4-d as the potential locations for the Ocean Viewing Area may be modified by resolution of the City Council. Such modification shall not require, or be deemed to be, an amendment to this Specific Plan.
4. Notwithstanding the requirements of this Section, the Ocean View Area may be used for Limited Access or Community Events up to a maximum of eight times per calendar year.

G. Quasi-public Space Furnishings and Amenities. Quasi-public Spaces shall be equipped with furnishings, and amenities, such as tables and chairs and a public address system, to facilitate Community Events and enjoyment by the general public.

H. Quasi-public Space Outdoor Cafés.

1. Location. Quasi-public Space Outdoor Cafés may be located and operated in accordance with the provisions of this Section.
 - a. On a daily basis, during the Commercial Center Site’s normal business operating hours, the Terrace Level South Deck may be used for a Quasi-public Space Outdoor Café(s).
 - b. On a daily basis, during the Commercial Center Site’s normal business operating hours, the Ocean View Deck may be used for Quasi-public Space Outdoor Cafés, provided that not more than 60% of the total area of the Ocean View Deck is used for a Quasi-public Space Outdoor Café(s).
2. Operation. Quasi-public Space Outdoor Cafés shall be operated in accordance with the following parameters:
 - a. All seating areas in a Quasi-public Space Outdoor Café shall be available for the reasonable use and enjoyment of the general public, including persons who are not patrons or employees of the applicable restaurant.
 - b. All Quasi-public Space Outdoor Cafés shall include conspicuously posted signage notifying members of the public, patrons and employees of the public’s right to use and enjoy the seating in the Quasi-public Space Outdoor Café.

- c. The operator of the Quasi-public Space Outdoor Café shall provide training to staff to ensure that they are aware of the public's right to use and enjoy the seating in the Quasi-public Space Outdoor Café without any requirement or expectation that users will purchase food or beverages, or otherwise pay for use of the seating. Additionally, a reservations system shall not be used for Quasi-public Space Outdoor Café seating.
 - d. Quasi-public Space Outdoor Café operators shall comply with all applicable laws and regulations regarding the sale and service of food and beverages to the public.
 - e. All aspects of the Quasi-public Space Outdoor Café shall be designed and maintained to comply with applicable State and Federal laws regarding the provision of access for disabled persons.
 - f. A Quasi-public Space Outdoor Café operated in a manner consistent with the provisions of this Section shall not be required to provide off-street parking spaces.
 - g. The area of each Quasi-public Space Outdoor Café shall be limited primarily to seating and tables, but may include areas for busing and/or bartender/waitperson service stations, provided that, together such areas do not exceed 20% of the total area of that Quasi-public Space Outdoor Café.
3. The boundaries of Quasi-public Space Outdoor Cafés shall be clearly delineated through the use of floor/pavement markings and/or vertical barriers.

I. Master Temporary Use Permit Program – Process and Standards of Review. The provisions of this Section of Appendix A shall serve as the Master Temporary Use Permit Program for the Commercial Center Site. Provided that a Limited Access or Community Event will be conducted in accordance with the provisions of this Section, a separate City of Del Mar Temporary Use, or other similar permit, shall not be required.

1. To qualify as being consistent with, and authorized under, this Master Temporary Use Permit Program, a Limited Access or Community Event shall comply with all of the following performance standards:
 - a. The owners of the Commercial Center Site shall identify a contact person and dedicated after-hours telephone line for fielding and responding to complaints about noise or other nuisances. The contact information shall be conspicuously posted at the site of the event and kept on file with the City.
 - b. There shall be no amplified music after 10:00 p.m. daily.
 - c. There shall be no amplified music on the Canyon Garden.
 - d. Any temporary lighting (lighting installed or a duration of five days or less) shall comply with DMMC lighting requirements.
 - e. At any one time, attendance at the Limited Access Event or Community Event shall not exceed 150 persons.
 - f. The Event shall comply with any applicable requirements of the California Building Code with regard to ingress egress and accessibility.
 - g. Events shall be planned and conducted to accommodate a safe pedestrian path of travel.
 - h. Within 36 hours of the conclusion of an Event, any improvements installed for the Event shall be removed.
 - i. Tents, shade structures or similar improvements installed for an Event shall either be in compliance with a pre-approved design for such, as contained in the Plaza Design Manual, or, shall be subject to receipt of an individual Temporary Use Permit, and/or building Permit, as applicable, per the DMMC.
2. The required performance standards of the Master Temporary Use Permit Program contained in this Section may be modified by resolution of the City Council. Such modification shall not require, or be deemed to be, an amendment to this Specific Plan.

J. Compliance with City's Noise Ordinances. Activities in Quasi-public Spaces shall comply with the noise regulations of the DMMC.

K. Lighting. Lighting in the Quasi-public Spaces shall be compliant with the Plaza Design Manual. Where proposed lighting is not specified in the Plaza Design Manual, that lighting shall be in compliance with the DMMC lighting requirements.

APPENDIX B

Del Mar Plaza Parking Management Plan

BACKGROUND AND SUMMARY

The Del Mar Plaza (“the Plaza”) is a mixed-use development located at 1555 Camino Del Mar in Del Mar, California. Brixton Capital (“Brixton”), a private real estate investment firm, acquired the Plaza in 2017.

The Plaza currently consists of 68,767 square feet (sf) of bulk floor area and an additional 7,194 sf of restaurant patio space. The “Corner Site,” which is not owned or controlled by Brixton, but which is contained within the Del Mar Plaza Specific Plan, consists of 5,600 square feet and an additional 1,200 of patio space. Within the overall square-footage, the Plaza has six (6) vacant suites totaling 7,504 sf. The vacant suites are configured for a mix of restaurant, retail, and office tenants.

The Plaza has a three-level parking facility with 381 parking spaces, 11 motorcycles spaces, and an additional eight (8) Camino del Mar on-street parking spaces, plus 19 spaces at the Corner Site, for a total parking capacity of 419.

This Parking Management Plan (PMP) applies to the Del Mar Plaza Specific Plan (PSP) and addresses: 1) the list of existing and anticipated tenants, square-footages, and uses for the Plaza and “Corner Site;” 2) a parking inventory to demonstrate the ability of the Plaza’s parking supply to meet the Plaza’s demand for parking as specified in the PSP; 3) PMP administration, monitoring, and reporting; and 4) a toolbox of additional parking strategies to further reduce parking demand at the Plaza, if required.

KEY FINDINGS

- A blended parking rate of 1 space per 300 square feet shall be applied to the permitted uses of the Plaza (e.g. retail, restaurant, office, residential, personal service, and community service/cultural).
- The Plaza’s blended parking supply of 1 space per 201 square feet complies with the minimum blended rate of 1 space per 300 square feet and complies with section 30.80.095(A) of the City of Del Mar Municipal Code discussing Site-Specific Parking Management Plans (SSPMP).
- Del Mar Plaza will enter into an annual parking monitoring program with the City, to measure the effectiveness of the parking management plan and make adjustments as necessary over time.
- Del Mar Plaza will add additional bike racks to meet current Specific Plan requirements.
- Several transportation/parking demand management strategies noted herein could potentially further reduce parking demand at Del Mar Plaza.

PSP PARKING MANAGEMENT PLAN PURPOSE AND INTENT

The purpose of this parking management plan is to provide a framework for operating and managing the parking supply at Del Mar Plaza in order to support a mix of complementary land uses and on the site. Recognizing that the different uses in a mixed-use development have different parking needs at different times of the day, the PSP allows for a reduction in the PSP required parking for the Del Mar Plaza's integrated, mixed-use shopping center via an approved Parking Management Plan (PMP).

The intent of the site-specific parking management plan is to provide parking management strategies and monitoring suggestions that will help to ensure that the Plaza's parking supply can adequately serve the needs of the Plaza both today and in the future.

METHODOLOGY

This memorandum provides the parking analysis to assist in the justification of parking requirements that are in between what would be required based on calculation of individual uses at Plaza Specific Plan Amendment rates and the minimum allowable blended ratio of 1 parking space per 300 square feet pursuant to the City's Local Coastal Program. This memorandum also discusses how those findings and the analysis of other data informed the calibration of the Parking Management Plan. The recommendations within this Parking Management Plan are based on review and use of available parking planning tools and City and regional policies, including the Plaza Specific Plan Amendment and City of Del Mar zoning code requirements and allowances, including the use of blended parking ratios for multi-tenant developments.

CURRENT AND ANTICIPATED CONDITIONS

The Plaza currently consists of 68,767 square feet (sf) of bulk floor area and an additional 7,194 sf of restaurant patio space. The "Corner Site," which is not owned or controlled by Brixton, consists of 5,600 square feet and an additional 1,200 of restaurant patio space. Presently, the Plaza has six (6) vacant suites totaling 7,504 sf. The vacant suites are configured for a mix of restaurant, retail, and office tenants; a portion of the vacant suites would be reconfigured and leased as restaurant space.

PARKING SUPPLY AND DEMAND

Table 1 summarizes the parking inventory of the Plaza garage by level and by space type.

Table 1: Del Mar Plaza Parking Inventory by Level, June 2018

LEVEL	SPACE TYPE	INVENTORY
LOWER	Unreserved*	77
	Disabled (ADA)	1
	Motorcycle	2
STREET	Unreserved*	152
	Disabled (ADA)	4
	Motorcycle	5
MARKET	Unreserved*	123
	Valet	16
	Disabled (ADA)	4
	Motorcycle	4
	Timed	4
	Bicycle	3
INVENTORY SUMMARY	Unreserved*	352
	Valet	16
	Disabled (ADA)	9
	Motorcycle	11
	Timed	4
	Bicycle	3
PLAZA TOTAL PARKING SPACES**		381

*Figure includes all numbered spaces, yellow striped spaces, and green and white striped spaces.

** Figure excludes motorcycle and bicycle spaces.

Source: *Walker Consultants*

The Del Mar Plaza has a three-level parking facility with 381 parking spaces, 11 motorcycle spaces, and an additional eight (8) Camino del Mar on-street parking spaces, plus 19 spaces at the Corner Site, for a total parking capacity of 419. The PSP counts motorcycle parking at a 4:1 ratio, meaning that the 11 motorcycle spaces receive a credit of three (3) on-site parking spaces, reducing the code-compliant parking capacity to 411 spaces ($419 - 8 = 411$ total parking space allocation). The PSP also allows the Plaza to count up to 10 on-street spaces along Camino del Mar, where eight (8) on-street spaces exist presently.

With 68,767 square feet of leasable space (including 7,194 square feet of restaurant patio space), Del Mar Plaza has a blended parking rate of 1 space per 201 square feet, which complies with the blended rate of 1 space per 300 square feet required by this PMP.

On a typically busy day, the Plaza's current parking supply of 381 spaces would be adequate to accommodate the projected parking demand at the Plaza. Generally, the retail, office, and personal service uses are busy until 6:00 PM, when the parking surplus increases for evening-time restaurant uses. The parking demand is projected to be at its highest level at 7:00 PM on weekdays (Thursday and Friday). However, when also considering the Corner Site's land uses and parking supply, the projected parking surplus further increases since the main land use on the corner parcel, the Chase Bank, is a daytime use that is not an activity during Del Mar Plaza's overall 7:00 PM weekday peak.

PSP PARKING MANAGEMENT PLAN FOR DEL MAR PLAZA

The Del Mar Plaza plans to implement this Parking Management Plan to help achieve both its transportation and parking goals as well as broader regional transportation goals. The results of the parking analysis indicate that, after a modest reallocation of retail space to restaurant space, Del Mar Plaza's current parking supply of 381 striped spaces, will continue to be more than adequate to accommodate typical daily parking demands. Attached is a Parking Use Allocation Matrix for the Del Mar Plaza and Corner Site.

The subsequent sections of this PMP define potential tools that the Plaza can use to manage its parking supply if needed in the future, and suggestions for a monitoring program to provide the City of Del Mar with information regarding the progress and effectiveness of the PMP.

PARKING MANAGEMENT PLAN MONITORING AND REPORTING

A primary purpose of the PMP is to continue to promote SANDAG's Smart Growth principles and shared parking principles to ensure that Del Mar Plaza's parking supply continues to adequately serve the needs of the Plaza both today and in the future.

Del Mar Plaza will implement a monitoring program to provide the City of Del Mar with information regarding the progress and effectiveness of the PMP. An effective, up-to-date monitoring program should allow the Plaza to quickly gauge whether there is adequate parking available to support future changes in the tenant mix from what is identified in the exhibit to this PMP. The monitoring program should also allow the City of Del Mar to more quickly respond to requests for land use changes from the Plaza. Ownership understands that any amendments to the PSP Parking Management Plan is subject to review and approval by the appropriate City of Del Mar entities.

PARKING MANAGEMENT STRATEGY TOOLBOX

The Del Mar Plaza will also consider, if the annual monitoring and reporting demonstrate additional measures are needed, implementation of some of the following transportation/parking demand management (TDM) recommendations to potentially further reduce parking demand at Del Mar Plaza.

- Identify a TDM coordinator. Someone associated with Del Mar Plaza's property management company will assume responsibility for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City will be notified of the name and contact information of the newly designated TDM coordinator.
 - The TDM coordinator will be a point of contact for employee and customer questions related to alternative forms of transportation and will be responsible for ensuring that employees in particular are aware of all transportation options.
 - The TDM coordinator will provide employees/guests with information on request including information about public transit services and bicycle maps. Alternatively, this information could be posted on a TDM bulletin board/information kiosk somewhere on the Del Mar Plaza premises.
 - Provide information on trip planning resources such as Shift San Diego or MTS's trip planner.

- Designate a transportation network company (TNC – i.e. Uber/Lyft) pick-up/drop-off area.
 - Curb space is a hot topic these days, and more jurisdiction and neighborhood ‘hot spots’ have been moving towards designated TNC drop-off/pick-up zones, either on a permanent basis, or during certain times. The most well-known example of this in San Diego County is Fifth Street in the Gaslamp District of Downtown San Diego being a continuous loading zone on Friday and Saturday evenings. While the observed TNC activity around Del Mar Plaza in June 2018 may not warrant it, TNC usage should be monitored in case it become prevalent enough to consider converting on-street spaces on Camino Del Mar to a loading zone during certain hours.
- Implement a previous City-approved valet program in times of high demand for an additional allotment of up to 58 spaces (valet program no longer operational due to lack of demand)
- Increase on-street parking from 8 spaces (existing) to 10 spaces as allowed by the PSP
- Continue paid parking, as needed, in the Plaza parking garage to minimize the “poaching” of free parking by non-Plaza patrons, provided a parking validation system is in place for Plaza patrons
- Explore other opportunities for shared parking agreements, such as at City Hall and the “Church site”
- Create additional bicycle parking facilities/amenities for employees
- Consider working with a commute management company to build tools and solutions promoting alternative means of transportation for employees such as:
 - Rideshare Matching
 - Commute Logging
 - Bike pooling
 - Public and Private Transportation Incentive Programs

Attachment: Parking Management Plan Del Mar Plaza Parking Use Allocation Matrix (July 2019)

PROPOSED DEL MAR PLAZA

Parking Requirement Calculation - BLENDED RATE 1/300

COMMERCIAL CENTER SITE

Suite	Tenant	Total Interior Footage	Total Exterior/Patio	(7) TOTAL	Parking Required	Use
102	The Rendezvous	1,987	300	2,287	7.62	Restaurant
105	Folio Design, LLC	1,461		1,461	4.87	Retail
106	Made in Earth	578		578	1.93	Retail
107	Banana Republic	5,924		5,924	19.75	Retail
112	Lorna Jane	2,357		2,357	7.86	Retail
114	Urban Beach	1,267		1,267	4.22	Retail
115	Urban Girl	1,042		1,042	3.47	Restaurant
116-118	Moose Group	3,159	1,100	4,259	14.20	Restaurant
201	Shimbashi	1,452	497	1,949	6.50	Restaurant
202	Haim Salon	838		838	2.79	Retail
203-205	Salon Republic	10,579		10,579	35.26	Retail
206-207	Union Bank	2,480		2,480	8.27	Retail
209	Pacifica Breeze Café	1,168		1,168	3.89	Restaurant
301	Il Fornaio Restaurant	5,183	1,406	6,589	21.96	Restaurant
304	Gary's Studio	3,168		3,168	10.56	Retail
307	Kitchell Development	1,400		1,400	4.67	Office
308	Momma's Medi Spa	1,404		1,404	4.68	Retail
309	VACANT	890		890	2.97	Retail
310	VACANT	2,056		2,056	6.85	Retail
312	Kim Kelly Fit	1,300		1,300	4.33	Retail
313	Jana Ann Bridal	1,430		1,430	4.77	Retail
314	VACANT	2,332		2,332	7.77	Retail
315A	Del Mar Nails	910		910	3.03	Retail
315B	Management Office	225		225	0.75	Office
315C	VACANT	1,380		1,380	4.60	Office
317	Compass Properties	500		500	1.67	Office
318	Sea Biscuit	1,010		1,010	3.37	Retail
320-321	Pacifica Del Mar	5,520	1,516	7,036	23.45	Restaurant
322	Social Syndicate	3,700	2,375	6,075	20.25	Restaurant
324	Loghman Jewelers	614		614	2.05	Retail
325A	VACANT	423		423	1.41	Retail
325B	VACANT	423		423	1.41	Retail
327	Enoteca Del Fornaio	607		607	2.02	Restaurant
TOTAL		68,767	7,194	75,961	253	

CORNER SITE						
Suite	Tenant	Total Interior Footage	Total Exterior/Patio	(7) TOTAL	Parking Required	Use
	Starbucks	792	300	1,092	4	Restaurant
	Craft Burrito	1,308	900	2,208	7	Restaurant
	Chase Bank	3,500		3,500	12	Retail
TOTAL		5,600	1,200	6,800	23	

Parking Location	General Stalls	Handicap Stalls	Valet	(9) Motorcycle	Total Provided
Market Level Garage	127	4	16	1	148
Street Level Garage	152	4		1	157
Lower Level Garage	77	1		1	79
(4) Corner Site	19				19
(8) CDM Street	8				8
(6) Valet					-
Total Parking	383	9	16	3	411

Summary	Count
Total Kiosk Spaces Required	9
Total Commercial Required	253
Total Corner Site Required	23
Total Parking Required	285
Total Parking Provided	411

Commercial Center Site Uses	Square Footage	Space per SF (1/300)
Restaurant	31,012	103
Office	3,505	12
Retail	41,444	138

(1) Assumes blended rate of 1/300sf

(2) Excludes Quasi-Public Space and Outdoor Café Seating

(3) Includes Corner Site Uses and Onsite Parking Supply

(4) Corner Site does not include the add'l 11 offsite/shared parking per P-17-001

(5) Required parking includes 1 stall per kiosk (9 total)

(6) Valet Allowance of 58 stalls, approved by City in 9/2009, is not included

(7) Restaurant parking calculation includes total interior and exterior patio square footage

(8) Street parking allowance of 8 spaces is included in total supply

(9) Motorcycle credit of 3 stalls. 1:4 ratio per DMMC. 11 actual spaces

APPENDIX C

The following graphics and reports are contained in this Section:

Exhibits to Text

1. Specific Plan Location
 - a. Regional Vicinity Map
 - b. Local Vicinity Map
 - c. Assessor's Parcel Map
2. 1" = 50' topographic
3. Land Use Plan
4. Site Plan
5. Traffic Pattern Plan
6. Utility Plan
7. Service Plan
8. Pedestrian Movement Plan
9. Public Facility Improvement Plan
10. Streetscape Plan
11. Building Height and Massing
12. Proposed Project Parameters
13. Proposed Street Section for Camino del Mar

Reports:

Del Mar Plaza Redevelopment Preliminary Engineering Analysis
Traffic Report and Supplemental Study
Environmental Impact Report ("EIR") (Under separate cover on file with the City of Del Mar)

DEL MAR

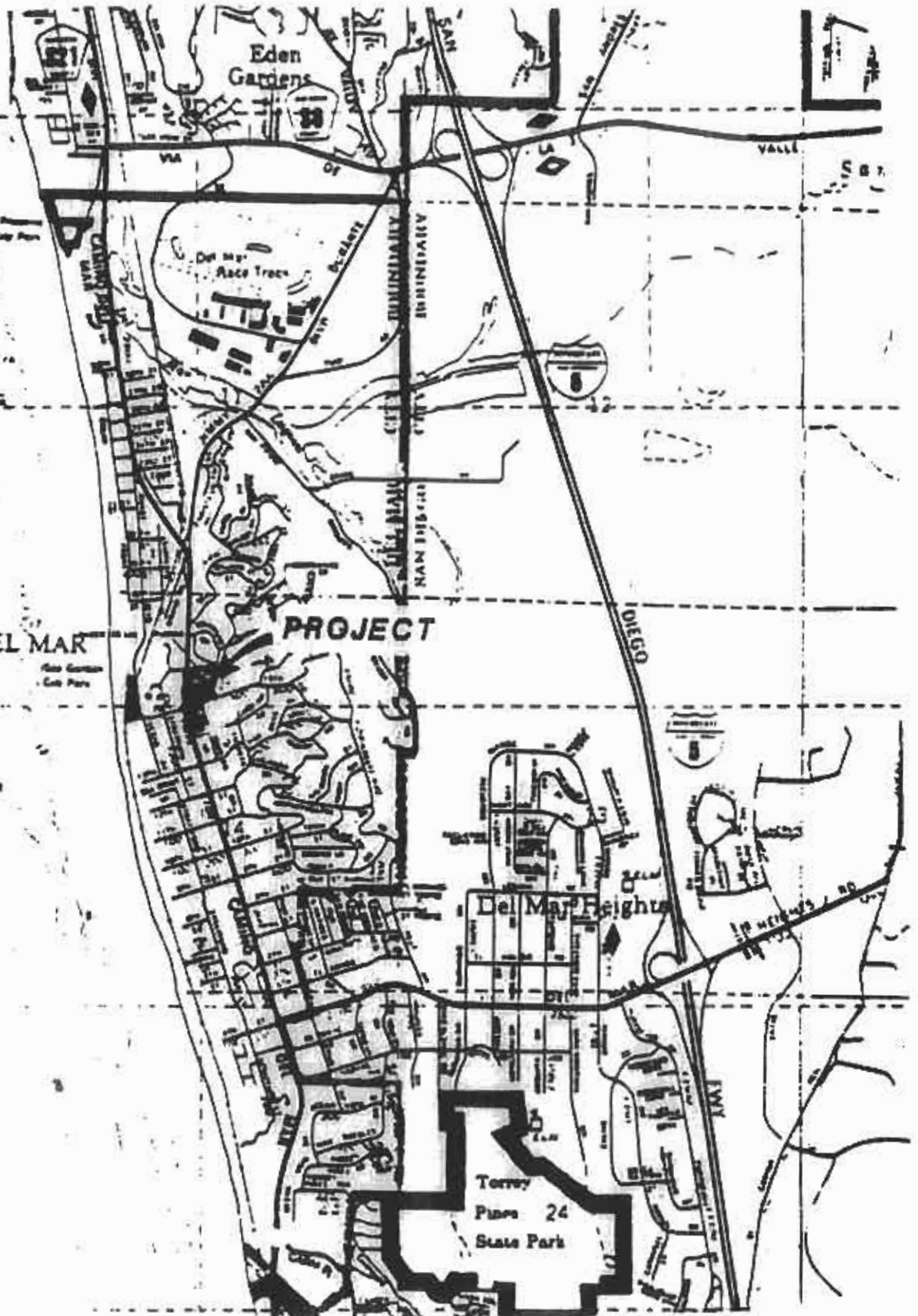
PROJECT

Torrey
Place 24
State Park

DEL MAR PLAZA SPECIFIC PLAN

REGIONAL VICINITY MAP
EXHIBIT 1a

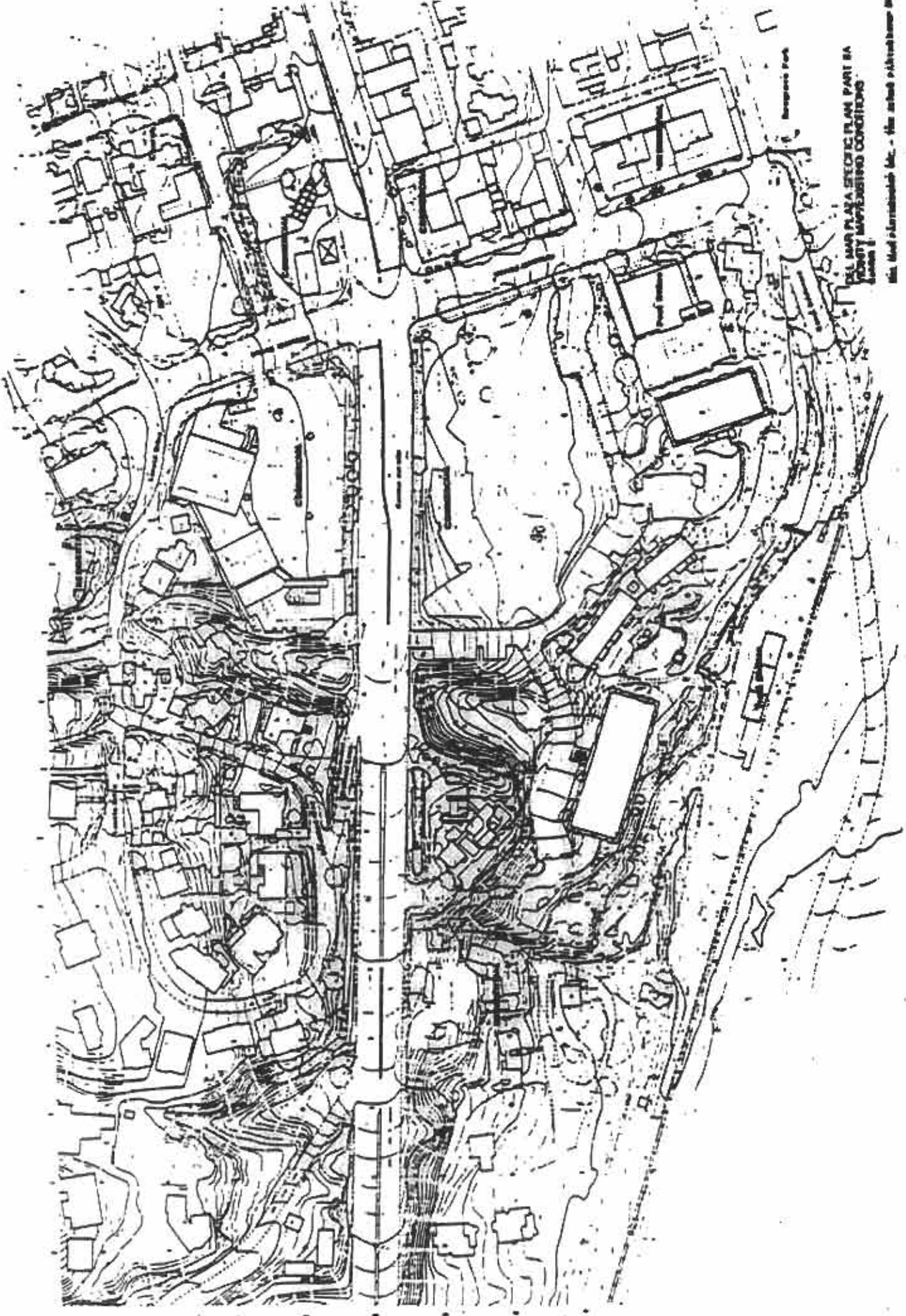
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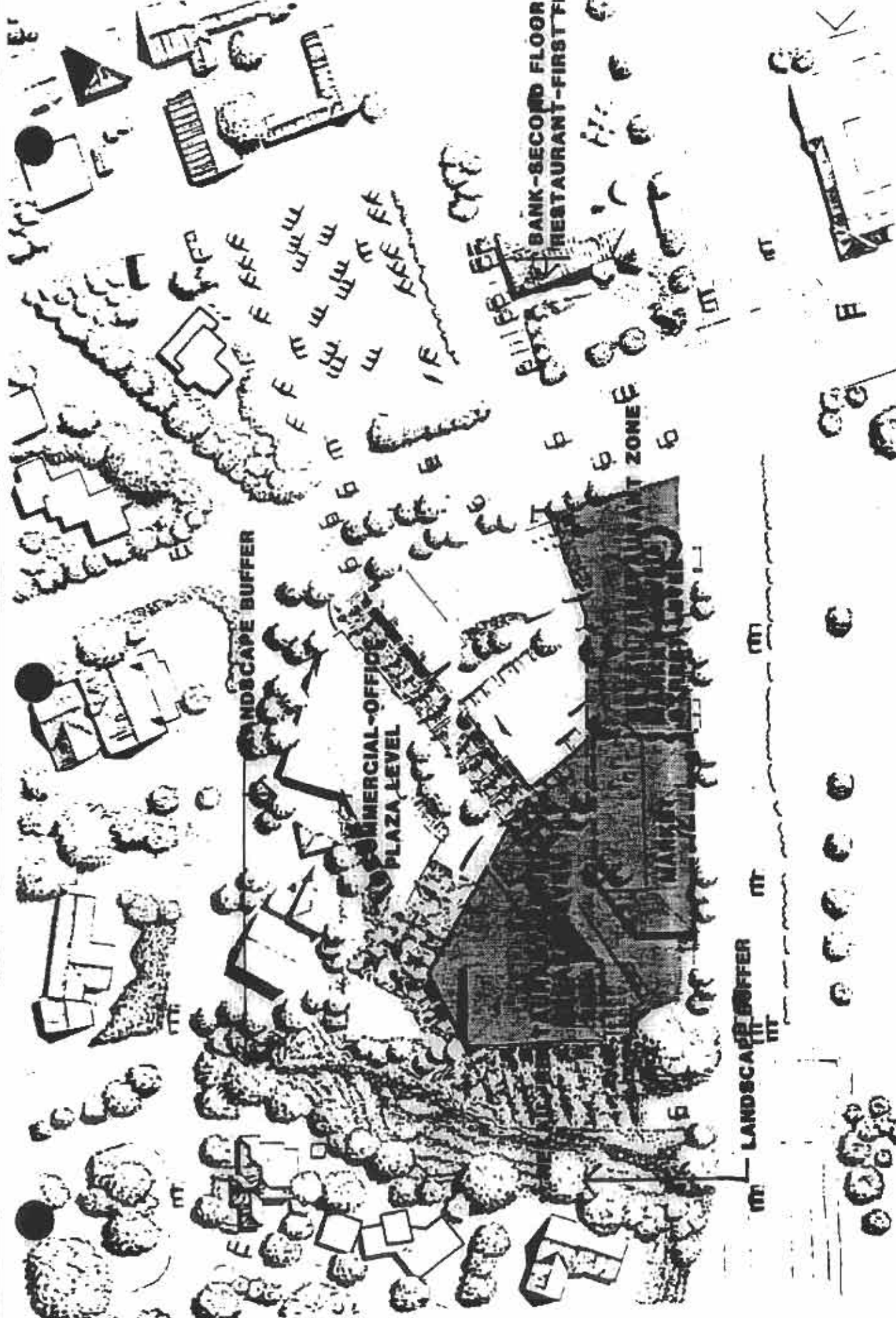
DEL MAR PLAZA
WINDSOR PLANNING

Vicinity Map
Exhibit 1B



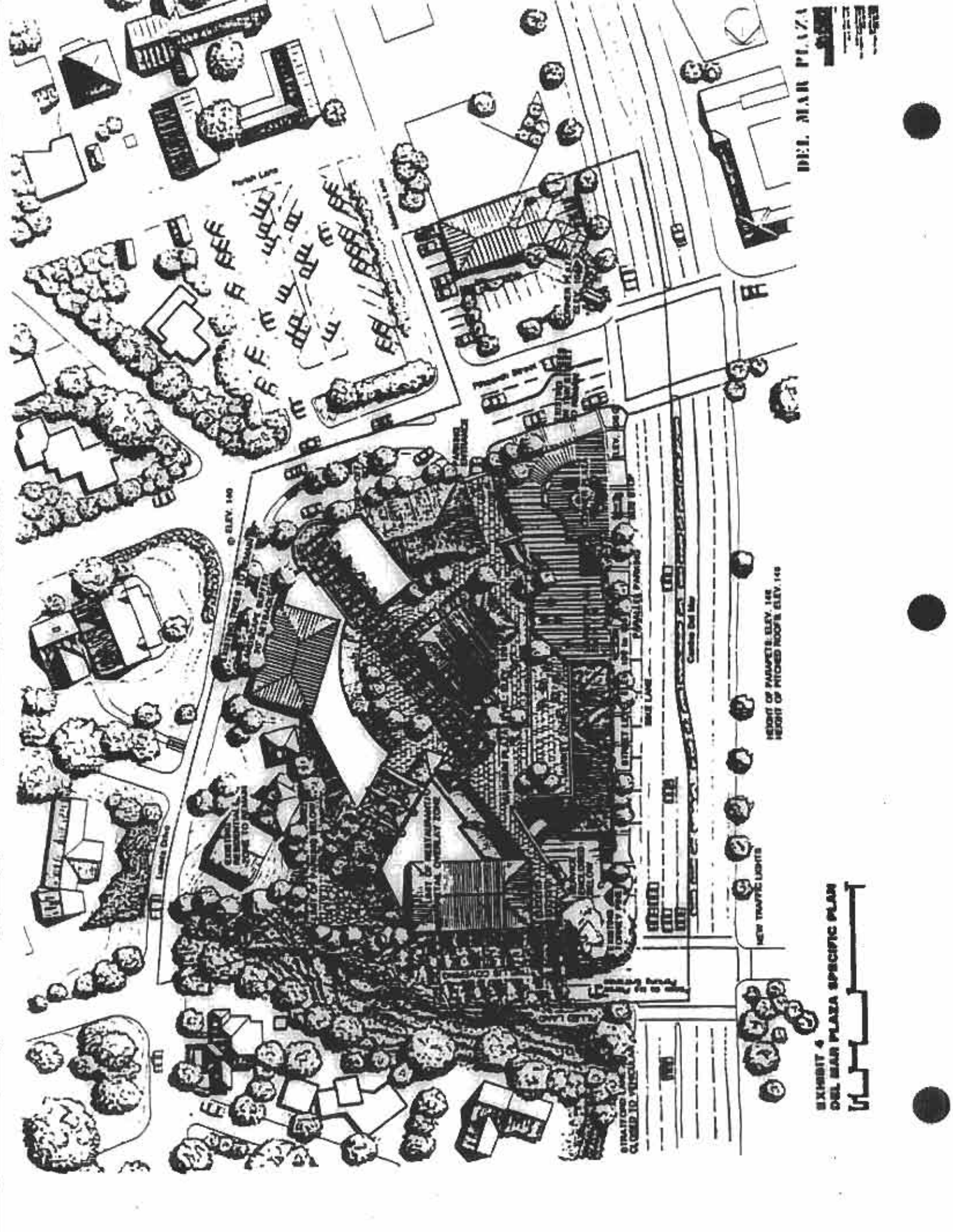
ALL MAP PLANS SPECIFIC PLAN PART 8A
PROPERTY APPLICATING CONDITIONS

Site Map - 1/1/1960 - 1/1/1960



LAND USE PLAN

**EXHIBIT 3
DEL MAR PLAZA SPECIFIC PLAN**



DEL MAR PLAZA

HEIGHT OF PARAPETS ELEV. 142
 HEIGHT OF MITCHED ROOF ELEV. 140

EXHIBIT 4
 DEL MAR PLAZA SPECIFIC PLAN

Exhibit 4-b

Del Mar Plaza Specific Plan - Location of Quasi-Public Spaces



- 1. Canyon Garden
- 2. Ocean View Deck

- 3. Terrace Level South
- 4. Terrace Level North

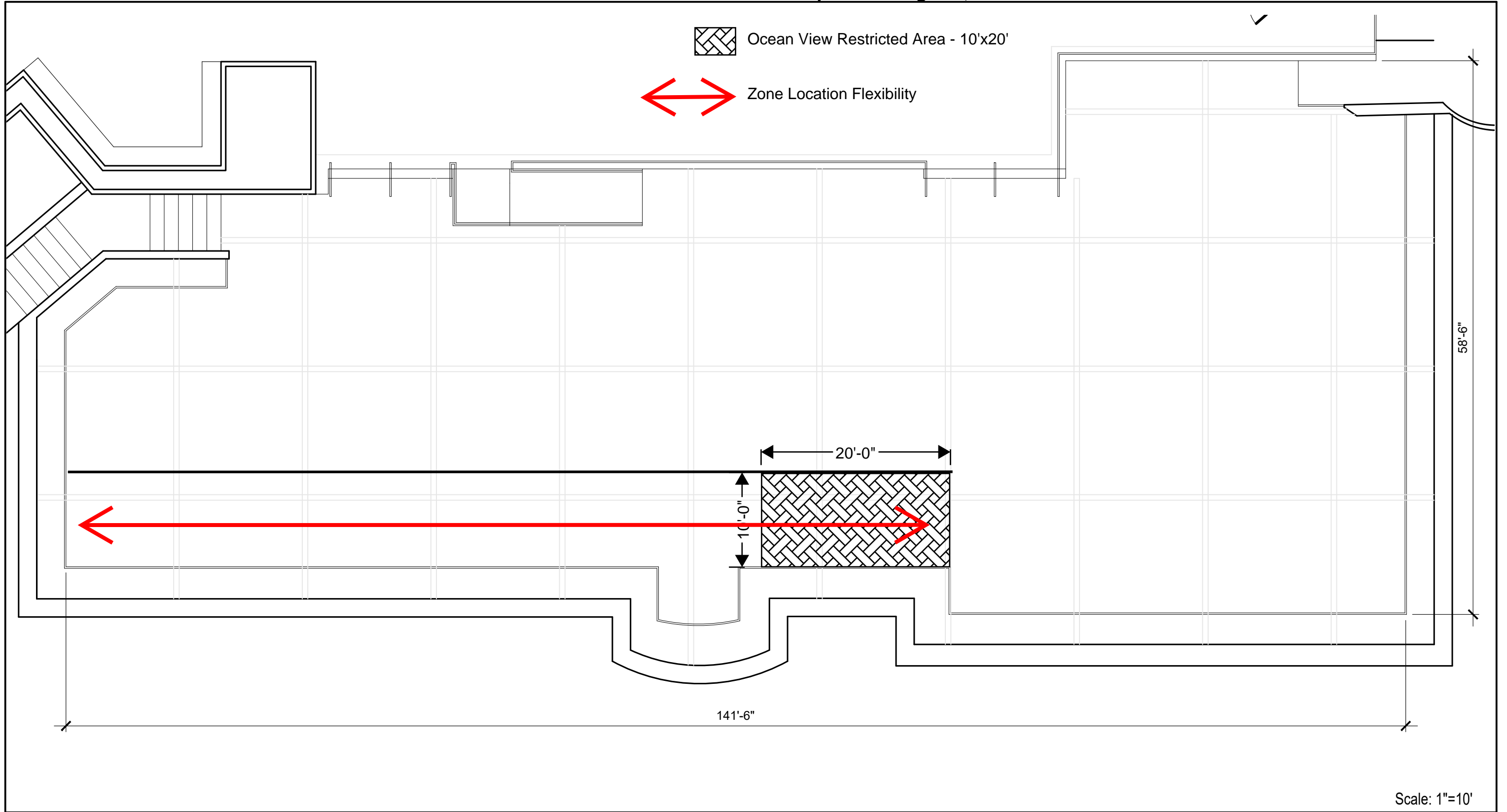
Exhibit 4-c

Del Mar Plaza Specific Plan -Location of Residential Uses



EXHIBIT 4-d

Total Patio Square Footage - 6,174sf



Scale: 1"=10'

PROPERTY OWNER
Brixton Capital

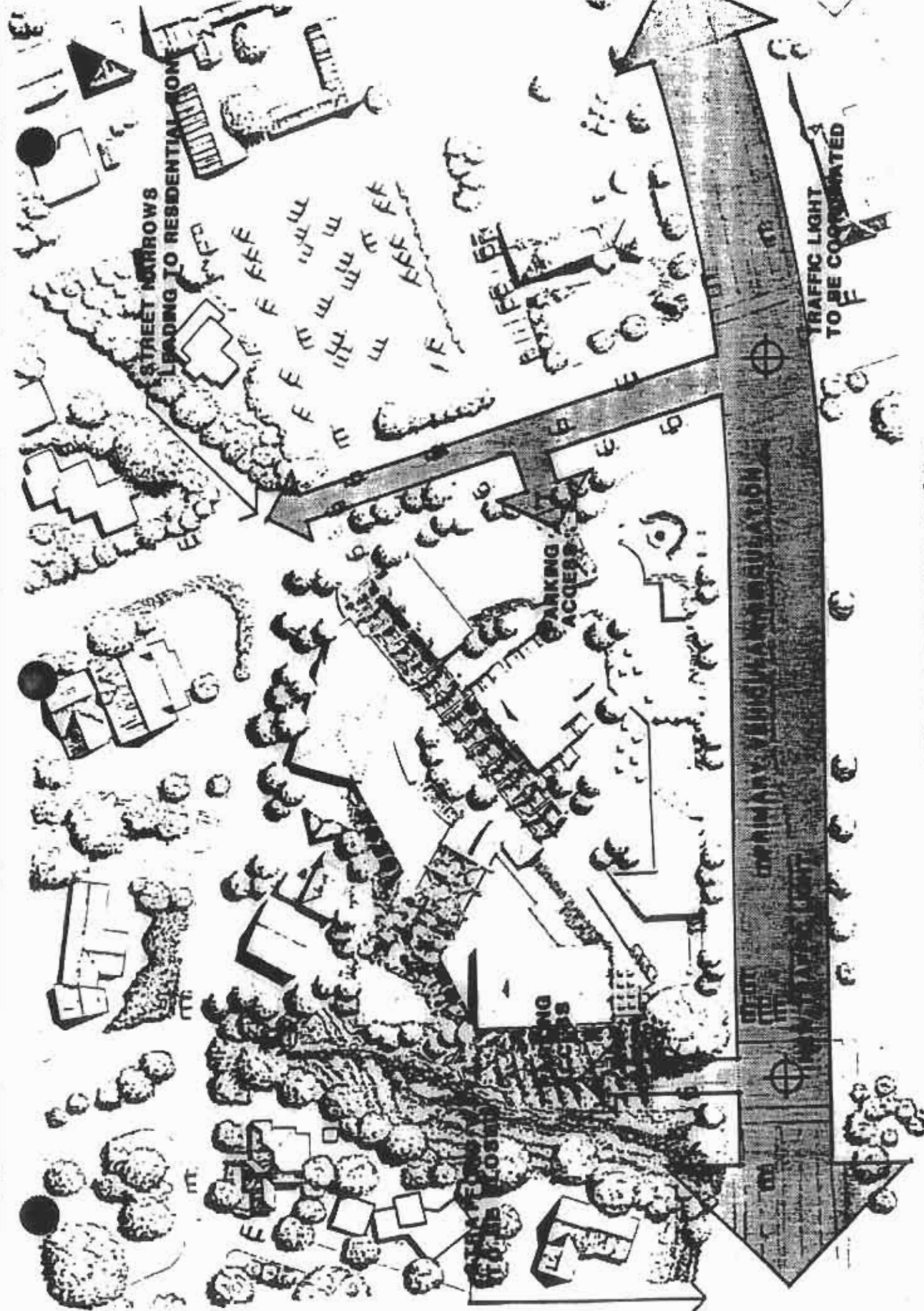
PROJECT LOCATION:
DEL MAR PLAZA
DEL MAR, CA

OCEANVIEW DECK

ADDRESS:
1555 Camino Del Mar, Del Mar, CA 92014

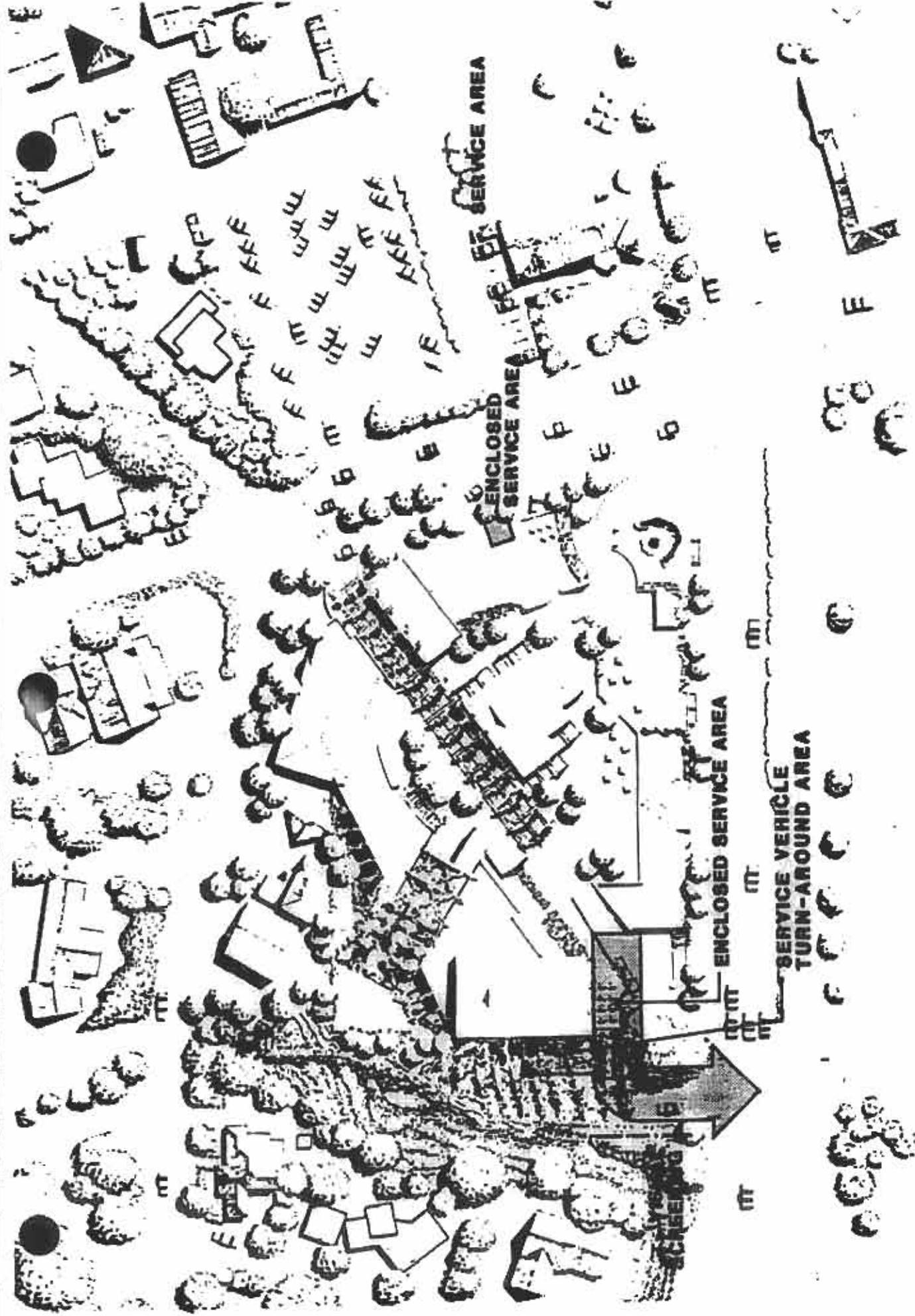
UNIT NUMBER

 **SQUAREFOOT STUDIOS**
10936 CAMINITO ALTO
SAN DIEGO CA 92131
858.201.8156



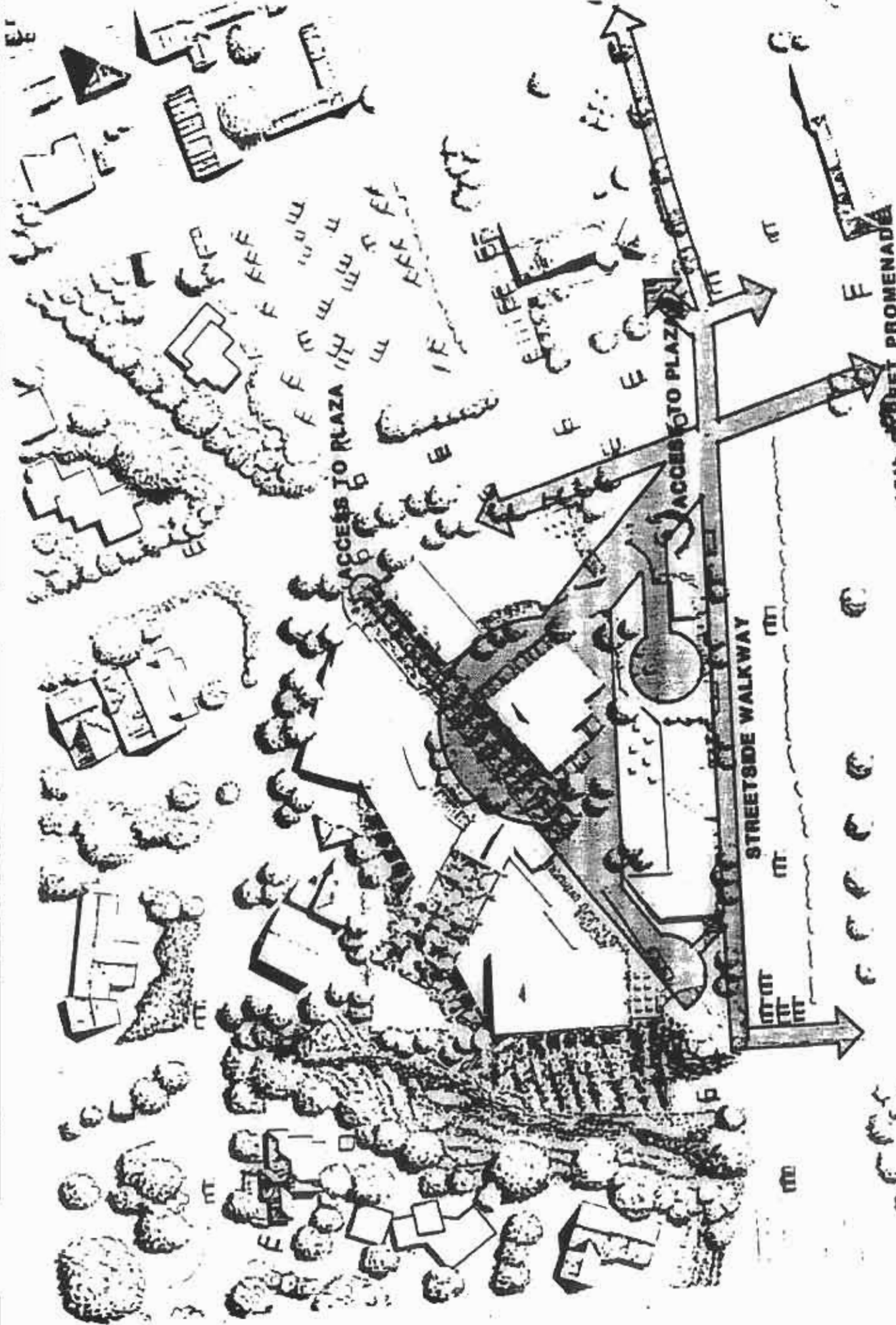
TRAFFIC PATTERN PLAN

**EXHIBIT 5
DEL MAR PLAZA SPECIFIC PLAN**



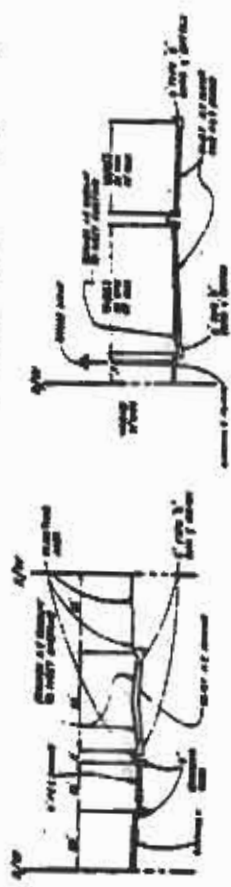
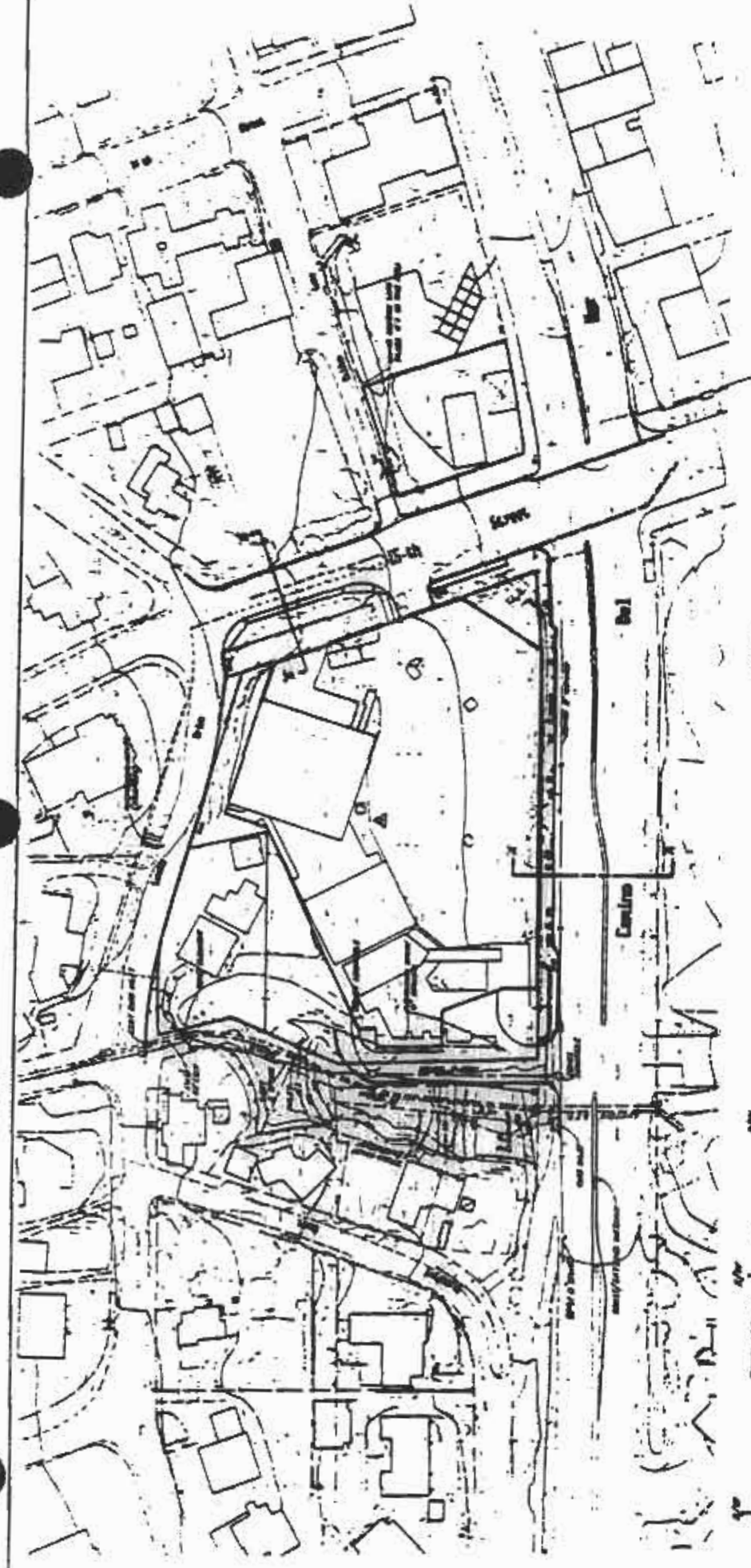
SERVICE PLAN

**EXHIBIT 7
DEL MAR PLAZA SPECIFIC PLAN**



PEDESTRIAN MOVEMENT PLAN

**EXHIBIT 8
DOW MAR PLAZA SPECIFIC PLAN**



SECTION I
SECTION II
CANTINA BLDG.
Bldg.

TABLE 1
SEE ALSO PLANS - MASS BRICKING PLANT WORK

W
1947
1947

U.S. GOVERNMENT PRINTING OFFICE: 1947 O-488-100

LEGEND

- Tree
- Shrub
- Lawn
- Sidewalk
- Driveway
- Parking Lot
- Road
- Utility Line
- Fence
- Building
- Water Feature
- Light Fixture
- Bench
- Sign
- Mailbox
- Fire Hydrant
- Fire Escape
- Fire Alarm Pull Station
- Fire Extinguisher
- Fire Hose Reel
- Fire Alarm Control Panel
- Fire Alarm Notification Appliance
- Fire Alarm Control Unit
- Fire Alarm Control Panel
- Fire Alarm Notification Appliance
- Fire Alarm Control Unit

NOTES

1. All trees to be planted in the fall.

2. All shrubs to be planted in the spring.

3. All lawns to be installed in the spring.

4. All sidewalks to be installed in the spring.

5. All driveways to be installed in the spring.

6. All parking lots to be installed in the spring.

7. All roads to be installed in the spring.

8. All utility lines to be installed in the spring.

9. All fences to be installed in the spring.

10. All buildings to be installed in the spring.

11. All water features to be installed in the spring.

12. All light fixtures to be installed in the spring.

13. All benches to be installed in the spring.

14. All signs to be installed in the spring.

15. All mailboxes to be installed in the spring.

16. All fire hydrants to be installed in the spring.

17. All fire escapes to be installed in the spring.

18. All fire alarm pull stations to be installed in the spring.

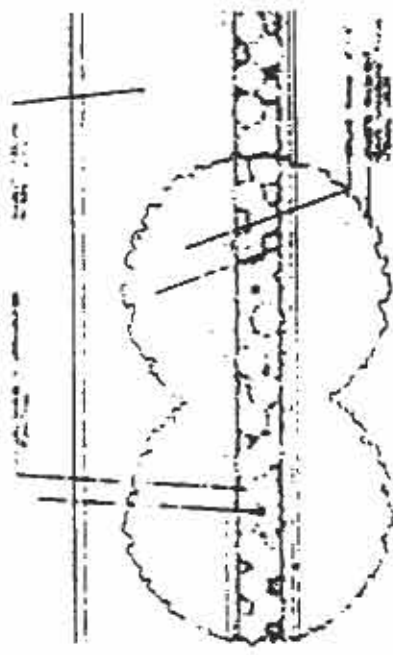
19. All fire extinguishers to be installed in the spring.

20. All fire hose reels to be installed in the spring.

21. All fire alarm control panels to be installed in the spring.

22. All fire alarm notification appliances to be installed in the spring.

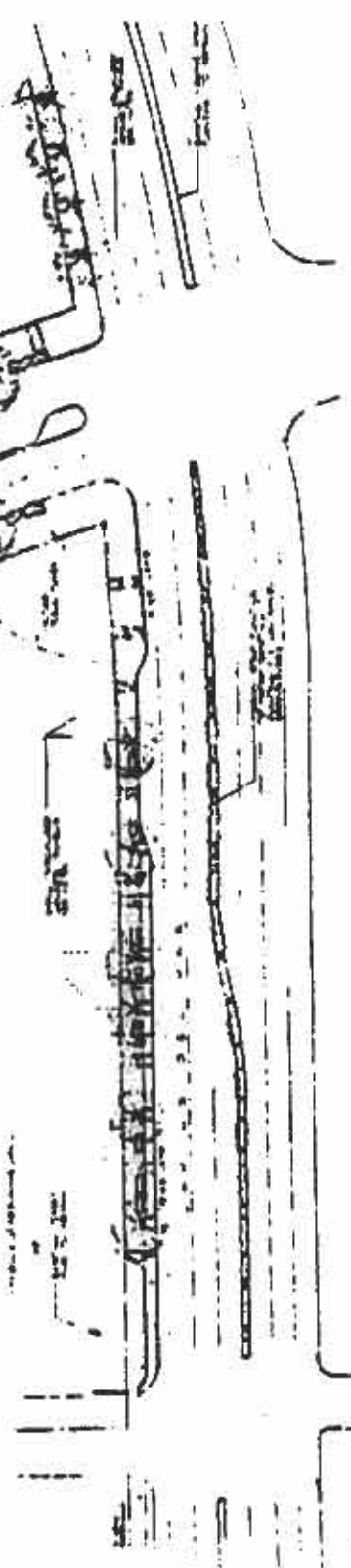
23. All fire alarm control units to be installed in the spring.



LANDSCAPE TREATMENT ALONG TOID DRIVE



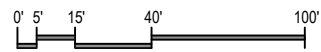
LANDSCAPE TREATMENT ALONG GARAGE DEL MAR



Scale 1/4" = 1'-0"

Sheet No. 101

Exhibit 11



DEL MAR PLAZA SPECIFIC PLAN

Del Mar Plaza Specific Plan

Del Mar, California
07.23.2019

robinson hill architecture, inc.



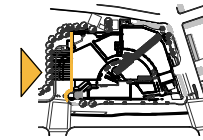
A California Corporation 3195 B Airport Loop Drive Costa Mesa, California 92626 telephone: 714.825.8888

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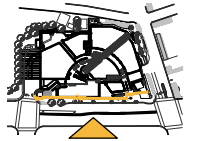
- TOP OF CLOCK TOWER
ELEV. 158.00'
- TOP OF WALL
ELEV. 146.00'
- TOP OF WALL
ELEV. 129.25'
- TERRACE LEVEL
ELEV. 127.00'
- MARKET LEVEL
ELEV. 116.00'

MAIN BUILDING - LANDSCAPE BUFFER OR NORTH ELEVATION



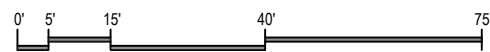
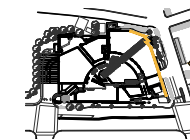
- TOP OF CLOCK TOWER
ELEV. 158.00'
- TOP OF ROOF
ELEV. 149.00'
- TERRACE LEVEL
ELEV. 127.00'
- TOP OF WALL
ELEV. 123.50'

MAIN BUILDING - CAMINO DEL MAR OR WEST ELEVATION



- TOP OF CLOCK TOWER
ELEV. 158.00'
- TOP OF ROOF
ELEV. 149.00'
- TOP OF WALL
ELEV. 146.00'
- TOP OF WALL
ELEV. 123.50'

MAIN BUILDING - SOUTH ELEVATION



Del Mar Plaza Specific Plan

Del Mar, California
07.23.2019

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ENLARGED WEST ELEVATION

Del Mar Plaza Specific Plan

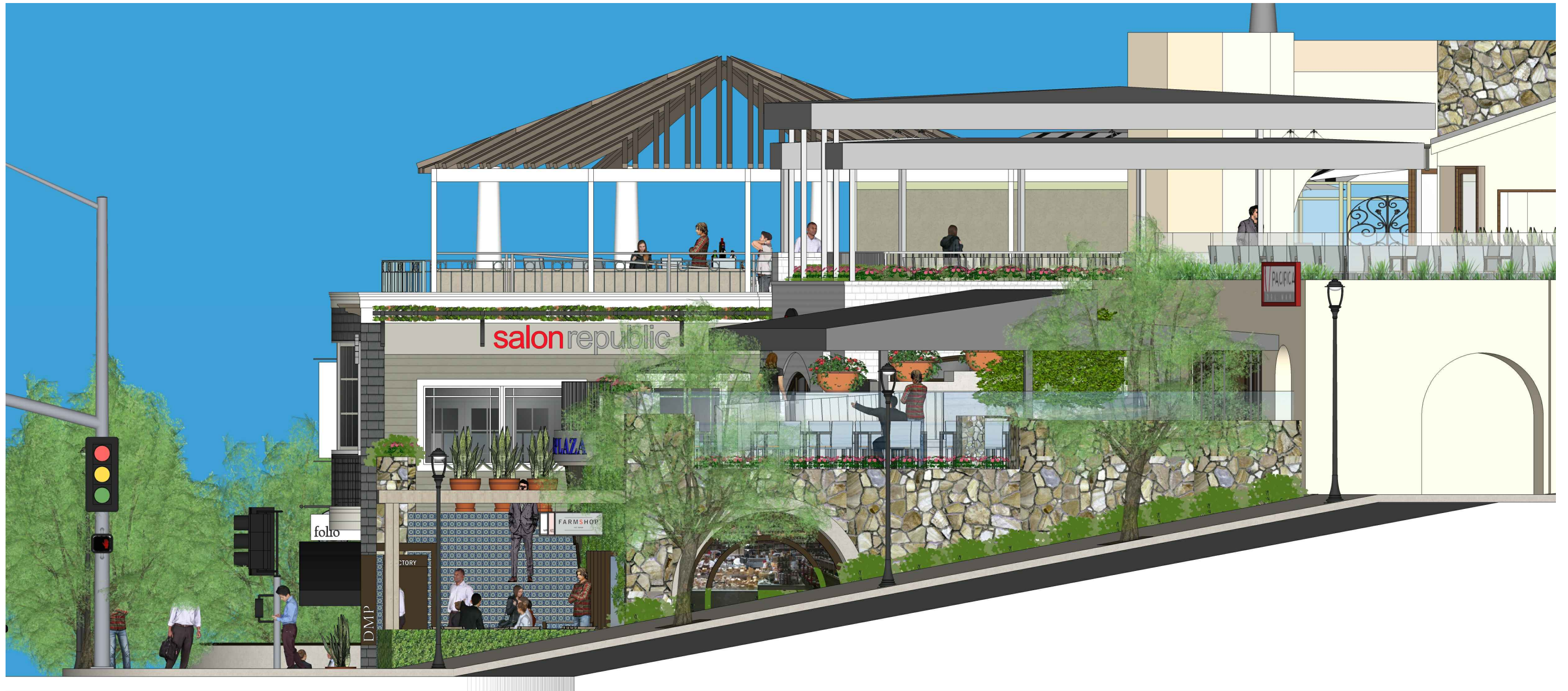
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ENLARGED SOUTH ELEVATION

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DEL MAR PLAZA PERSPECTIVE

Del Mar Plaza Specific Plan

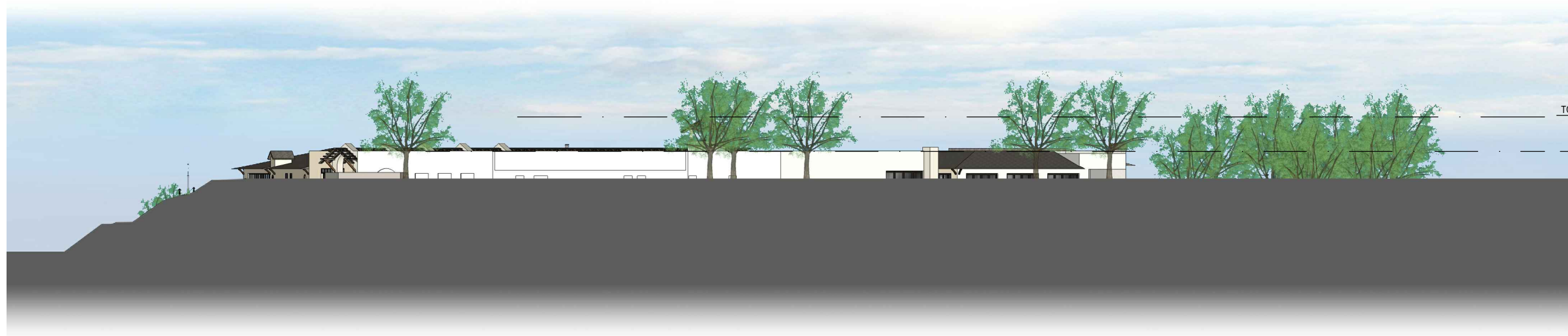
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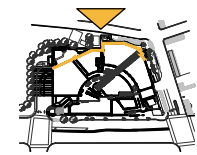


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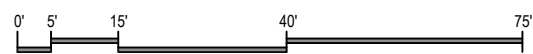
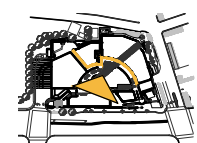
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MAIN BUILDING - LUNETA DR. OR EAST ELEVATION



MAIN BUILDING - PLAZA LEVEL ELEVATION LOOKING SOUTH EAST



Del Mar Plaza Specific Plan

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07.23.2019

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EXHIBIT 12

PROPOSED PROJECT PARAMETERS

The Plaza and Corner sites are initially proposed to be developed with the following use and parking parameters. The allocations requirements stated below are subject to change pursuant to the limitations specified in Section 4 of the Specific Plan.

Square Footage Allocation

Market	9,000 sq. ft.
Retail	32,000 sq. ft.
Restaurant	14,400 sq. ft.
Bank	3,200 sq. ft.
Office	<u>16,000 sq. ft.</u>
Total Plaza Site	69,000 sq. ft.
Total Bank Site (Existing)	<u>5,600 sq. ft.</u>
Total Commercial Area	74,600 sq. ft.
Existing Residential Area	5,000 sq. ft.

Location of Parking

Plaza site	340 spaces ¹
Corner site	<u>19</u> spaces
Total	359 spaces

¹Subject to Section XX.X.070 subsection F. Shared use.

