The following addition has been made to the Staff Report:

Attachment 2 - Issue Paper – Stevens Avenue Mixed Use Density Study
BACKGROUND:
The purpose of this issue paper study was to conduct a preliminary study of evaluating an additional mixed-use corridor in the City that could warrant consideration for the upcoming state-directed regional planning issues facing the City during the next six months. Currently, the City and the San Diego Association of Governments (SANDAG) have identified the 151-acre area contained in the adopted Highway 101 Corridor Specific Plan as a primary area to accommodate mixed-use projects.

This study is related to the evaluation of land use scenarios under consideration in SANDAG’s 2050 Regional Growth Forecast. The forecast is a major component of the 2050 Regional Transportation Plan that SANDAG is facilitating. A primary requirement that the 2050 RTP must address is the implementation of the regional goals to reduce greenhouse gases to 1990 levels by the year 2020. There will be several new components in this RTP update to comply with Senate Bill 375. The Sustainable Communities Strategy (SCS) will be a new element of the RTP, as required by SB 375, and will be designed to show how regional greenhouse gas (GHG) reduction targets, to be established by the California Air Resources Board, would be achieved through development patterns, infrastructure investments, and/or transportation measures or policies that are determined to be feasible.

SANDAG’s update to the RTP utilizes land use scenarios (i.e. mixed-use projects, expanded transit, etc.) to address the expected increase in population and allocate future housing, employment and transportation based on the forecast. The goals also require jurisdictions to provide land use scenarios that will reduce greenhouse gas emissions while also providing for increase in housing and jobs. Since 2005, jurisdictions have worked with SANDAG in identifying place types for a “Smart Growth Concept Map” adopted by SANDAG in 2006 and recently amended in 2008. The map, an implementation action in SANDAG’s Regional Comprehensive Plan (RCP), identifies existing, planned and potential smart growth areas in the region linked to existing and planned public transit. The map also identifies critical habitat conservation areas and will serve as a basis for the SCS in the RTP.
The map contains almost 200 locations in seven smart growth categories which include: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers. These place types were categorized to reflect the notion that smart growth is not a "one-size-fits-all" scenario. Solana Beach has identified one "existing/planned" area – a "Town Center", which comprises the boundary area for the adopted Highway 101 Corridor Specific plan.

DISCUSSION:
This study proposes to evaluate an additional area for the City to provide the potential for increased housing capacity in Solana Beach. The task of this study also should evaluate whether a "second area" in the City has the potential to be categorized as a place type on SANDAG's Smart Growth Concept Map. The area selected contains three "sub-areas" (see Vicinity Map below) along the Stevens Avenue corridor on the west side of the City. An Aerial Map (Exhibit 1) has also been included for reference.
Traffic Circulation:
A key criteria to the selection of this area is its current relationship to public transit and sufficient traffic circulation. The North County Transit District (NCTD) operates the “Breeze” bus system in the area. Currently, Route #308 stops at the intersection of Stevens Avenue and San Rodolfo and also at the intersection of Stevens Avenue and Genevieve Street. Based on NCTD’s schedule, busses stop 20 times a day (Monday through Friday) and 12 times a day on weekends and holidays. The project area is within a ¾ of a mile radius of the Solana Beach Train Station. Stevens Avenue is designated as a “Collector” in the Circulation Element of the City’s General Plan. A Collector is defined as the following:

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

The following is a discussion of each of the three sub-areas evaluated in the study:

Area #1:
Area #1 consists of 10 parcels that are currently located within the Light Industrial (LI) Zone. The area is located on the west side of Stevens Avenue, surrounding Stevens Avenue West. The northern border is property developed with Earl Warren Junior High School. To the south is the residential development on Sonrisa Street. Area 1 consists of approximately 960,967 square feet (22 acres) of land. It is important to note that SBMC prohibits the development of residential structures on properties that are located within the LI Zone.

Area #2:
Area #2 is made up of seven parcels located within the Special Commercial (SC) Zone located on the east side of Stevens Avenue, south of Academy Drive and north of Genevieve Street. The eastern boundary of this area consists of the property adjacent to the Mola Vista Way neighborhood, which is located in the Medium High Residential (MHR) Zone to the northeast. The property to the south and east of the subject area is developed with the Apostolic Tabernacle, which is located in the Public Institutional (PI) Zone. This block of land excludes the parcel located at the southeast corner of the intersection of Academy Drive and Stevens Avenue as it is located in the Office Professional Zone. Area #2 is approximately 435,598 square feet (10 acres) in size. The SC Zone currently allows for a maximum residential density of 20 dwelling units per acre and no more than 50% of the gross allowable floor area may be residential.
Area #3:
Area #3 is made up of 23 parcels of land within the Commercial (C) Zone. This area is bound by Stevens Avenue to the west, Valley Avenue to the east, Genevieve Street to the north and La Colonia Park to the south. Area #3 is approximately 316,790 square feet (7.2 acres) in size. The Commercial Zone allows for a maximum residential density of 20 dwelling units per acre and no more than 50% of the gross allowable floor area may be residential.

Totals:
The three areas combined total approximately 39.33 acres of land that could be redeveloped with mixed use development criteria according to the Special Commercial Zoning regulations. Considering the current density maximum of 20 dwelling units per acre, this area would allow for a maximum of 787 new residential units, approximately 642,506 square feet of building space to be used for commercial/retail businesses and approximately 214,168 square feet of office space. If developed according to these assumptions, the total commercial space would require 3,068 parking spaces, the office space would require 904 parking spaces and the residential area would require 1,474 parking spaces as calculated on Exhibit #1 (Attached).

Project Assumptions and Data Collection (Exhibit #1):
Data collection for the project assumptions included the current Solana Beach Municipal Code requirements for each area as follows::

Lot Area: To find the lot area, City Staff used the BEACH data base as well as the lot areas provided on the Assessor’s parcel maps.

Residential Density: This column in the chart quantifies the total residential density allowed according to the lot area. Staff is assuming that the zoning of each parcel will be changed to Special Commercial (SC), therefore, the maximum residential density allowed is 20 units per acre per SBMC 17.28.020. By dividing the total lot area by 43,560 square feet (an acre) and then multiplying the resulting number by 20, the maximum allowable residential density for each lot can be found.

50% Residential: According to Solana Beach Municipal Code Section 17.28.020 (B) (2) total residential development cannot exceed 50 percent of gross allowable floor area. Assuming that the site would be developed to maximize the floor area ratio, the maximum square footage for the lot was found and then divided by 2 in order to find the maximum square footage allowed to be used for residential units.

Commercial: For purposes of this study, the assumption included maximizing the "50% Residential" density, as stated above. City Staff calculated a percentage of non-residential, commercial uses for the remaining 50% of the structure(s) on the property. It is important to note that in a mixed use project, developments can build a minimum of 50% and up to 100% commercial in this zoning district. Current development north of the three areas described in this project consists of the Solana Beach Corporate Office buildings. Considering a majority of the area is currently developed with office space, Staff estimates that approximately 75% of the projected mixed use structures to be constructed on the lots within the project areas could have a mix of retail and general commercial uses. The
data contained in the Commercial column on Exhibit 1 represents approximately 75% of remaining (of the 50% commercial) square feet of the structure to be developed with commercial uses and 25% of the remaining non-residential to be office uses.

**Commercial Parking:** This column takes the total square footage that is proposed to be developed as commercial/retail and finds the total required parking for the commercial use. According to SBMC 17.52.040 commercial parking requirements are the following:

All multi-tenant commercial centers and all freestanding general commercial uses not listed below

- Less than 25,000 sf. 1 space for each 200 sf. of gfa.
- 25,001 to 250,000 sf. 1 space for each 225 sf. of gfa.
- 250,001 and greater 1 space for each 250 sf. of gfa.

**Office Space:** As an example, the remaining 25% of the proposed non-residential structures was assumed to be developed with an office use. This column shows 25% of the proposed square footage.

**Office Parking:** This column indicates the total amount of parking spaces required for the office use in each building. The parking requirements for offices are as follows:

Office, general

- Less than 2,000 sf. 1 space for each 200 sf. of gfa.
- 2,001 to 7,500 sf. 1 space for each 225 sf. of gfa.
- 7,501 to 40,000 sf. 1 space for each 250 sf. of gfa.
- 40,001 and greater 1 space for each 300 sf. of gfa

**Studio, One bedroom, Two + Bedroom:** In order to find the required parking for the residential parking required for the residential portion of the proposed structures we divided the total residential density allowed for the property by three. This assumes that each building will provide an equal portion of studios, one bedroom and two or more bedroom residential units.

**Studio, One Bedroom, Two+ Bedroom Parking and Guest Parking:** These columns were calculated by using the required residential parking which is established by 17.52.040 and is as follows:

Two-family dwellings, multiple-family dwellings and mobile homes*

<table>
<thead>
<tr>
<th>Type</th>
<th>Requirement</th>
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<tbody>
<tr>
<td>Studios</td>
<td>1 space per unit</td>
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<tr>
<td>One bedroom</td>
<td>1.5 spaces per unit</td>
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<tr>
<td>Two or more bedrooms</td>
<td>2 spaces per unit</td>
</tr>
<tr>
<td>Additional guest parking</td>
<td>1 uncovered space for each 4 units</td>
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Summary:
With the assumption that the three areas could provide for approximately 787 new dwelling units and an additional 642,506 square feet of commercial/retail and approximately 214,168 square feet of office space, this area may warrant consideration for a second place type for mixed use in the City. As stated in the report, the Stevens Avenue corridor serves as a transit route for bus transit. SANDAG's smart growth place types categorize areas based on minimum targets. It could be argued that, if further evaluated, the area could be considered a "Potential Mixed-Use Transit Corridor" place type, which requires a minimum "High Frequency Local Bus" target. This place type does not require a minimum employment density target, however does require a minimum of 25 dwelling units per acre. A density of 25 dwelling units per acre in the City would be the highest in the City.
<table>
<thead>
<tr>
<th></th>
<th>Lot Size</th>
<th>Res. Density</th>
<th>50%</th>
<th>Commercial</th>
<th>(C)Parking</th>
<th>Office Space</th>
<th>(D)Parking</th>
<th>Studio</th>
<th>(E)Parking</th>
<th>One Bedroom</th>
<th>(1B)Parking</th>
<th>Two + Bedroom</th>
<th>(2+)Parking</th>
<th>Guest Parking</th>
<th>Total</th>
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