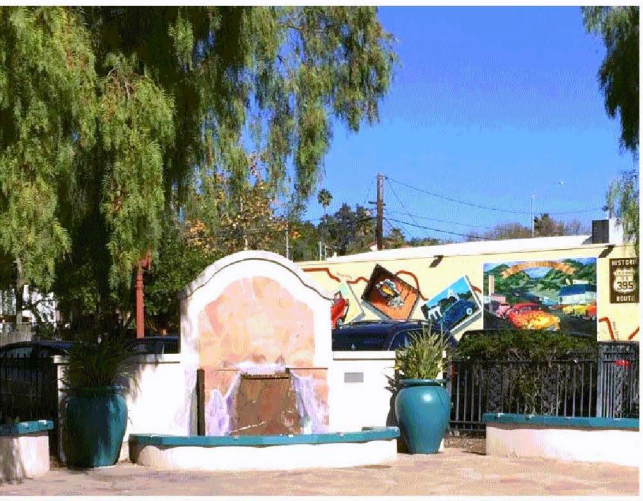








Downtown Vista Specific Plan

September 2015

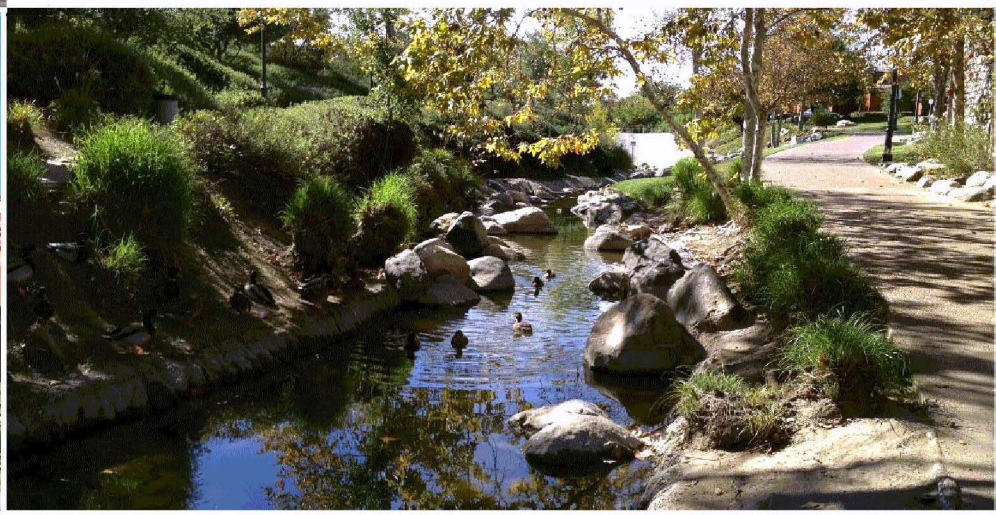
City Council Ordinance No. 2015-18

Amended October 9, 2018, Ordinance No. 2018-14

Amended January 10, 2023, Ordinance No. 2023-1







Downtown Vista Specific Plan

CITY COUNCIL
Judy Ritter, Mayor
John J. Aguilera
Cody Campbell
Amanda Rigby
John B. Franklin

PLANNING COMMISSION
Debra Cramer
Michael Carroll
Tom Fleming
Garry Garretson
Stephanie Jackel
Rick Rosaler
Don Looney

PLANNING STAFF
John Conley
Patsy Chow
Adam Finestone
Chris Winters
John Hamilton

PROJECT ADVISORY COMMITTEE
Judy Ritter, Mayor
Maureen Barrack
Tom Fleming
Cliff Kaiser
Alan Pickering
Fernando Sanudo
Bret Schanzenbach

PARKING MANAGEMENT PLAN SUBGROUP
Judy Ritter, Mayor
Maureen Barrack
Tom Fleming
Cliff Kaiser
Daniel Love
David Nilson
Alan Pickering

HEALTH IMPACT ASSESSMENT SUBGROUP
Judy Ritter, Mayor
Maureen Barrack
Bill de la Fuentes
Jack Flaherty
Alan Pickering
Fernando Sanudo
Bret Schanzenbach
Anita Walia

CONSULTANT TEAM
CityPlace Planning, Inc.
RNT Architects
LLG Engineers
Atkins
Chen Ryan

Table of Contents

1. INTRODUCTION 1

1.1 PURPOSE 1
1.2 RELATIONSHIP TO GENERAL PLAN 1
1.3 SETTING 1
1.4 GUIDING PRINCIPLES 2
1.5 HIGHLIGHTS 2
1.6 ACKNOWLEDGEMENTS 3

Chapter 1 presents the purpose, vision and guiding principles for the plan, an overview of Vista's setting, and a summary of the Specific Plan contents.

2. LAND USE 5

2.0 THE DISTRICTS 5
2.1 DISTRICT DISTINCTIONS 5
2.2 LAND USE DESIGNATIONS 10
2.3 ALLOWED LAND USES AND PERMIT REQUIREMENTS 11

Chapter 2 describes the distinguishing features of each of the Downtown Districts and what is envisioned for these districts as the plan is implemented. It also presents the land use guidance for the plan. The land use table shows the allowed land uses and permit requirements for each of the districts.

3. DEVELOPMENT REGULATIONS & DESIGN GUIDELINES 19

3.0 PURPOSE AND INTENT 19
3.1 SITE PLANNING AND STREET DESIGN 20
3.2 SIGNAGE & PUBLIC ART 34
3.3 LANDSCAPE 38
3.4 OPEN SPACE 43
3.5 ARCHITECTURE 45
3.6 PARKING 64
3.7 AFFORDABLE HOUSING 67

Chapter 3 provides the urban design guidance for the plan, including development regulations and guidelines.

4. BUENA VISTA CREEK, PARKS AND OPEN SPACE 68

4.0 PARKLAND IN DOWNTOWN VISTA 68
4.1 PARKS AND PUBLIC RIGHTS-OF-WAY 70
4.2 BUENA VISTA CREEK 71
4.3 OPEN SPACE REQUIREMENTS FOR DEVELOPMENT 72

Chapter 4 contains guidance for enhancement to Buena Vista Creek and to the parkland network in the Specific Plan area.

5. MOBILITY 74

5.0 Mobility in Downtown Vista 74
5.1 Active Transportation 75
5.2 Transit 78
5.3 Parking Management 79

Chapter 5 focuses on the pedestrian and bicycle environment and how to better connect downtown to transit. It also provides guidance for efficiently managing parking in the Specific Plan area.

6. FINANCING AND INFRASTRUCTURE 82

6.1 Sewer System 82
6.2 Water System 82
6.3 Storm Water and Drainage System 83
6.4 Circulation System 83
6.5 Financing 83

Chapter 6 explains the type of infrastructure needed and options for financing mechanisms to complete construction of the needed infrastructure.

7. ADMINISTRATION AND IMPLEMENTATION 84

Chapter 7 describes how the plan will be implemented and administered, and describes the development review procedures for projects within the Specific Plan area.

APPENDICES

Appendix 1 - Definitions
Appendix 2 - Conceptual Plan
Appendix 3 - Parking Management Plan

Appendix 1 presents the terminology definitions. Appendix 2 is a graphic showing conceptual design for the improvement of the intersection of North and South Santa Fe Avenue and Vista Village Drive. Appendix 3 provides cost estimates for public improvements associated with this plan, bound separately. Appendix 4 includes the Parking Management Plan for the Specific Plan area.

Figures

FIGURE 2-1 DISTRICT MAP 6
FIGURE 2.2 LAND USE MAP 16
FIGURE 5.1 PARKING WAYFINDING SIGN LOCATIONS 81

Tables

TABLE 2-1 PERMIT REQUIREMENTS 12
TABLE 3-1 DEVELOPMENT STANDARDS 29
TABLE 3-2 HISTORIC BUILDINGS 49

1. Introduction

Vision: Our vision for Downtown Vista is an active, prosperous and culturally rich city center that attracts both residents and visitors. We envision downtown as a place with a mix of uses that provide abundant opportunities to socialize, shop, dine, conduct business, enjoy a variety of events, and be enriched and entertained by art.

1.0 Purpose

This plan is intended to be a tool for developers, property owners, City staff and decision makers. It provides a thoughtful vision for Downtown Vista, along with clear policies, regulations and guidelines to shape land use decisions, design, mobility, and parks and open space.

1.2 Relationship to General Plan

In 2012, the City adopted a new General Plan. The General Plan directs growth and redevelopment to certain targeted areas, called Opportunity Areas (OAs), which are based on the principles of smart growth and sustainability. The OAs also integrate the existing San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP) Smart Growth Areas and Place Types. This updated Specific Plan for Downtown Vista is designed to implement the vision, goals, and policies of the General Plan. It incorporates OA-1, which calls for environmental enhancements to Buena Vista Creek and creation of a linear park and trail system along its banks, connecting Downtown Vista with the rest of the city and with a regional trail system. The heart of the Specific Plan is OA-2, Downtown Vista, which is designed to reestablish it as the community's center, where residents and visitors will live, work, shop, and play in a lively, attractive, multi-modal, mixed-use environment. The Specific Plan also implements the General Plan by promoting development of new affordable workforce housing in Downtown Vista in proximity to shopping, services, transit, and parks, trails, and recreation facilities.

1.3 Setting

Vista is located in north San Diego County, approximately seven miles inland from the Pacific Ocean. It is one of a string of communities connected by the east-west SPRINTER transit line and State Route 78. Neighboring communities include Oceanside to the west, Carlsbad to the southwest, San Marcos and Escondido to the east, and unincorporated San Diego County to the north.

Downtown Vista is located in the center of the city, just north of State Route 78. It functions as the key circulation connector within Vista and to the region, through its proximity to SR-78; due to the location of two North County Transit District (NCTD) SPRINTER stations within its border; and as the place where many of the City's major roadways, existing and proposed trails and bikeways, and bus routes converge. Residential neighborhoods surround the downtown area. Neighborhoods to the east and south of downtown are lower density with semi-rural character. Neighborhoods to the north and east of downtown are largely medium to medium-high density.

Three SANDAG Smart Growth Areas are located here: VS 1 (Downtown Specific Plan, which is an existing/planned Town Center), VS 3 (Vista Village Transit Center, which is an existing/planned Community Center), and VS 5 (Civic Center Drive SPRINTER station, which is an existing/planned Community Center). The Smart Growth Areas are described in the Land Use Chapter.

1.4 Guiding Principles

This Specific Plan's following guiding principles are designed to guide the continued revitalization of Downtown Vista, reestablishing it as Vista's commercial, social, and cultural center.

- Support economic development through a coordinated effort between the public and private sectors.
- Establish a formal Arts & Culture District to encourage and promote the arts as a key element of Downtown Vista's economy and identity
- Create a lively mixed-use environment that provides a variety of housing, retail, and recreational opportunities and choices.
- Acknowledge the unique history and community identity of Vista.
- Enhance public gathering spaces with social and recreational amenities.
- Foster stronger connections between adjacent neighborhoods and commercial centers downtown through enhanced pedestrian and bicycle networks, improved transit access, and efficient parking.
- Enhance Buena Vista Creek as a pedestrian and recreational resource by providing pedestrian and bicycle trail opportunities along the creek.
- Incorporate the principles of health and sustainability.
- Ensure a streamlined and predictable discretionary review process.

1.5 Highlights

New Arts and Culture District - A cornerstone of this plan is to encourage the concentration of arts, cultural, and entertainment uses and venues, and supporting uses, and build on our existing assets, including venues, festivals, and special events. The intent is to create a vibrant, attractive, and livable downtown for existing and prospective residents that also attracts regional visitors.

Buena Vista Creek Enhancements - Buena Vista Creek is a major defining characteristic of the City. This plan implements General Plan policies for future enhancements to the creek through downtown to include a linear park, pedestrian access/trails, creek restoration and enhancement, and urban design guidelines for the orientation of future development toward the creek.

Smart Growth - This Specific Plan is based on the principles of smart growth and transit-oriented development. The intent is to promote a lively, walkable,

mixed-use downtown environment within proximity of nearby rail and bus transit.

Parking Management Plan - A parking management plan was prepared to serve as a roadmap for addressing parking needs in the downtown area in support of smart growth. It is a companion document to this Specific Plan.

High Quality, Sustainable Design - The plan's design guidelines promote a high level of sustainable development and design excellence while fostering the design character to reflect the unique identity of Downtown Vista.

Connections - This plan carries forward the theme of "Connections" established in the General Plan by reinforcing the importance of transit, and improving bicycle, pedestrian, and neighborhood connections. It includes guidelines for public and private projects to incorporate walking and biking facilities to better integrate the downtown area and promote health.

Health Impact Assessment - A Health Impact Assessment was prepared to evaluate how the Specific Plan can impact health in the community and to avoid adverse health impacts where possible. It is a companion document to this plan.

Health Impact Checklist - A Health Impact Checklist is included as an Appendix to the Health Impact Assessment to allow staff and project applicants to evaluate individual projects from a health perspective and ensure health is considered in the project approval process.

1.6 Acknowledgements

SANDAG - This plan was funded by a Smart Growth Planning Grant awarded from SANDAG in June, 2013. The program provides funding for transportation-related infrastructure improvements and planning efforts that support smart growth development in Smart Growth Opportunity Areas as shown on SANDAG's Smart Growth Concept Map. The goal is to fund comprehensive public infrastructure projects and planning activities that will facilitate compact, mixed-use development focused around public transit, and that will increase housing and transportation choices.

Community Engagement

Project Advisory Committee (PAC) - A seven-member PAC provided invaluable oversight to the development of this plan. Comprised of property owners, business owners, residents, developers, City leaders, the Chamber of Commerce, and representatives from the public health community, this group met four times during the plan preparation period.

Parking Management Plan (PMP) Subgroup - The PMP Subgroup reviewed the data research and parking-related surveys and provided important feedback to inform development of the parking management strategies included in the plan.

Health Impact Assessment (HIA) Subgroup - The HIA Subgroup assisted with prioritizing the health issues to be addressed in the HIA, provided input for the existing conditions analysis, and provided oversight to the development of the HIA recommendations.

Public Arts Commission - A workshop was held with the City Public Arts Commission to collect focused input for the development of the Arts & Culture District.

2. Land Use

Downtown Vista's land use mix will encourage residents and visitors to explore, connect, and create.

2.0 The Districts

The Specific Plan is divided into six sub-districts as shown in Figure 2-1.

The six sub-districts that make up the DVSP are:

- Historic Downtown
- Paseo Santa Fe
- Transit
- West Gateway
- Civic Center
- South Gateway

2.1 District Distinctions

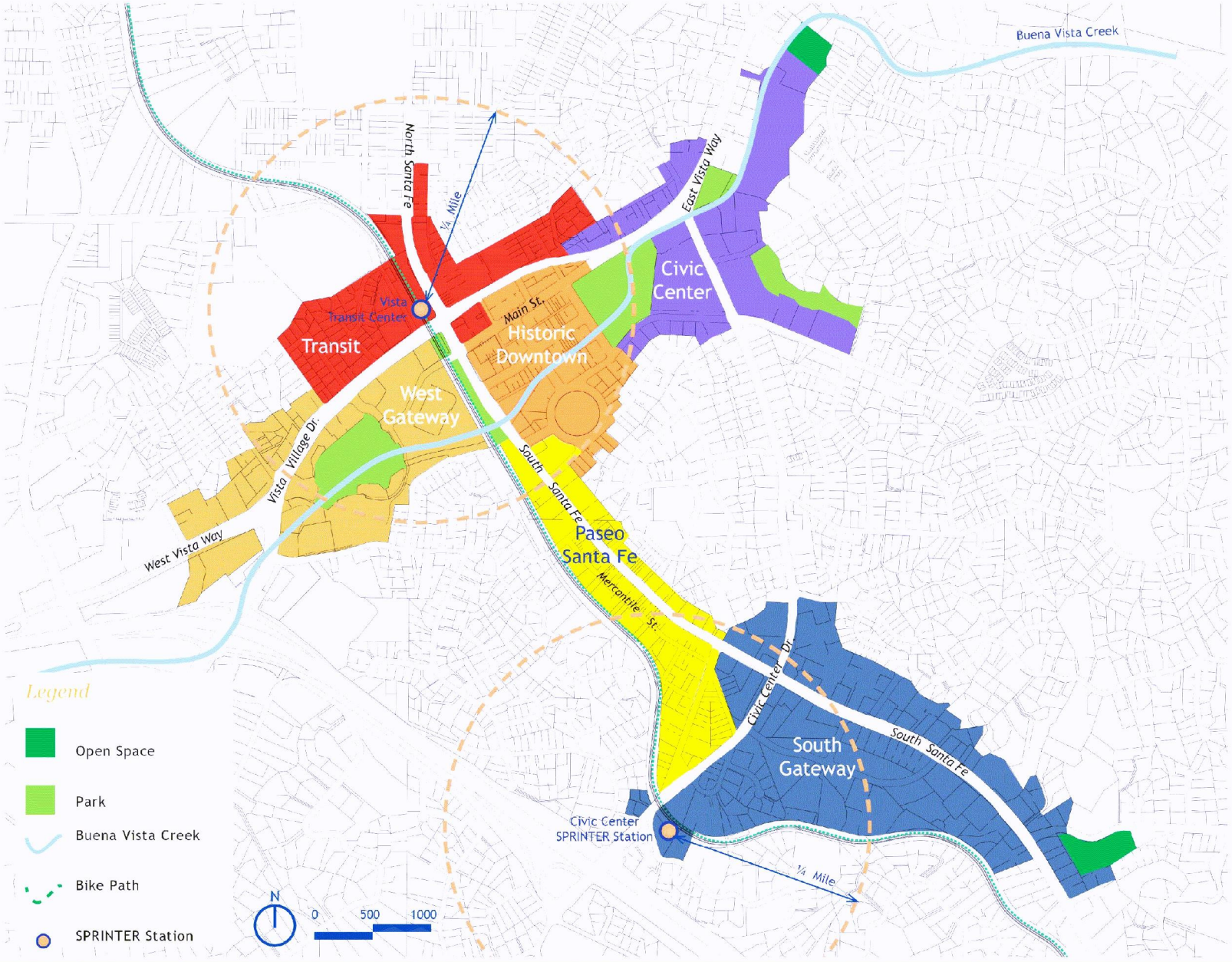
Each district possesses unique elements that define its character. This Plan acknowledges and seeks to protect the valuable aspects of each downtown district, and enhance each area's attractiveness, vitality and livability.



2.1.1 Historic Downtown – Arts & Culture District

The Historic Downtown is the heart of the Specific Plan area and a North San Diego County destination. Vista's Main Street passes through the center of the Historic Downtown and serves as host to many community events. A variety of restaurants, cafés, coffee shops, and tasting rooms provide indoor and outdoor gathering spaces within the Historic Downtown. These offer interesting locales for social interaction for local residents and visitors. Nearby single- and multi-family residential neighborhoods helps to further activate the streets in the Historic Downtown, while still retaining the quaint character of this area.

This District is one of two designated as an Arts & Culture District. The culinary arts in the form of craft breweries and wineries flourish in this district. Public art sculptures are prominently displayed as part of the streetscape, in the form of bicycle racks, and as murals depicting local history. The Avo Theater is a lively venue for musical and performing arts, centrally located along Main Street. Fine art is exhibited in galleries, lobbies and exhibit spaces of local businesses and the Chamber of Commerce.



cityplace PLANNING
turning policy into place

Figure 2-1

District Boundaries

DOWNTOWN VISTA SPECIFIC PLAN

Implementing this Specific Plan will create a highly walkable area in the Historic Downtown, where a wide spectrum of arts uses and activities are encouraged, including public art installations, murals, galleries, performing arts, culinary arts, music and festivals. The addition of fine dining, independent theaters and appropriate night-time entertainment uses is encouraged. Building heights are limited to three stories to help retain the historic character of the district. Commercial uses that activate the street are desired, and office and residential uses are encouraged to locate on the upper levels of the downtown buildings. Pedestrian connectivity with the Vista Transit Center should be enhanced.

2.1.2 Paseo Santa Fe – Arts & Culture District

The Arts & Culture flavor of the Paseo Santa Fe District is similar to the Historic Downtown with important distinctions. South Santa Fe Avenue bisects this district, and is being transformed to create a more walkable and bicycle-friendly environment. Street improvements will implement a 2-lane roadway with angled parking, roundabouts, attractive landscaping and street furniture, wider sidewalks and bike lanes. Mercantile Street runs parallel to South Santa Fe Avenue between Pala Vista Drive and Guajome Street. A multi-family housing development and public park has been constructed along South Santa Fe Avenue in the northern section of the District near the Historic Downtown. The aging commercial and industrial properties to the south of Guajome Street along South Santa Fe Avenue and Mercantile Street are expected to redevelop over time following completion of the roadway improvements.

Working artists are able to practice their craft in this district and sell their handiwork on-site. Metal fabrication and woodworking are examples of activities in this area, and it is particularly suitable for glass blowing, pottery and ceramics, upholstery and needlework, succulent nurseries, and similar types of crafts. Continued revitalization in the Paseo Santa Fe District is encouraged in order to expand the cultural and artistic venues, with a focus on the industrial arts along Mercantile Street. Retail and casual eating establishments are desired to support industrial arts in the district. Live-work units are particularly well-suited for this district, providing space for local artists to work on the ground floor and reside in the upper living space of a dual-purpose unit. Connections to the Inland Rail Trail are important to ensure high levels of pedestrian and bicycle activity.

2.1.3 Transit

The Transit District is at the northern end of the Specific Plan area. Located in the center of this area, the Vista Transit Center is the transit hub for downtown with both bus and SPRINTER stops and connects to both residential and commercial properties. The intersection of Vista Village Drive and South Santa Fe Avenue at the eastern end of the Transit Center is one of the busiest in the Specific Plan area.

The Transit District is an area of transitions. Established single-family neighborhoods to the north give way to multi-family residential development

closer to the Transit Center; multi-family residential properties transition to commercial properties fronting East Vista Way.

This District is particularly well suited for mixed-use, transit-oriented development. The primary intersection of Paseo Santa Fe Avenue and Vista Village Drive near the transit center will be improved with pedestrian and bicycle enhancements, including artistically painted crosswalks to reflect the City's passion for the arts. The new design will better connect the residents and visitors arriving at the Transit Center to the Arts and Culture District. A vacant 1.29-acre "opportunity" parcel is prominently situated at the southeastern corner of South Santa Fe Avenue and Vista Village Drive, known as 100 Main Street.

2.1.4 West Gateway

The West Gateway District is one of the primary entrances to the City from State Highway 78, and includes larger-scale entertainment, retail and commercial services. A 15-screen movie theater, restaurants, and complementary commercial uses make this an inviting destination for residents and visitors. The Wave Water Park and Vista Village Creek Walk are recreational facilities at the center of this District.

The district features development opportunities with some vacant parcels that abut the south side of the Creek Walk Park. Consideration should be given to temporary closures of Main Street in front of the movie theater to create a vehicle-free, pedestrian-only plaza. Along West Vista Way and Vista Village Drive, the properties to the west and north present opportunities to rehabilitate or recycle uses and buildings to create ground floor retail with upper story office uses. The pedestrian enhancement plans for the intersection of Vista Village Drive and South Santa Fe Avenue will facilitate the connection between this District and the Vista Transit Center, thus improving the walking environment. Opportunities should be considered for improved pedestrian and bicycle crossings at Vista Village Drive.

2.1.5 Civic Center



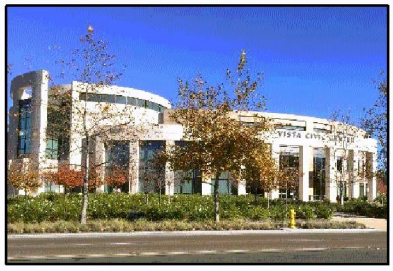
The Civic Center District features a concentration of municipal uses and services, as well as recreational amenities, including the Vista Civic Center, library, Rancho Buena Vista Adobe, Wildwood Park and the Civic Center Park. Public art is prominent in this district, and a sculpture garden is planned for Civic Center Park. The area is walkable and bikeable as it is an important destination for residents and visitors. A 13.1-acre vacant parcel at the east end of the District is the former site of the Sycamore Creek mobile home park and is planned for future multi-family development along with a flood control basin and the north end of the site. An approximately 10-acre property, currently used as playing fields for the Vista Magnet Middle School, separates the Vista Civic Center from the Historic Downtown. Buena Vista Creek passes under the school property in a covered culvert.

Should the school property become available for development at a future date, the Buena Vista Creek trail system will be connected through this property. Future use of the developed portion of the property should include buildings oriented to the creek, and a multi-use trail along the creek. The play fields associated with the school present a longer-term opportunity for a future community park. In the near-term, a partnership in the form of a joint use agreement between the City and the School District would facilitate making this space an important recreational amenity available for use by the community.

2.1.6 South Gateway

Primary land uses in the South Gateway District include multi-family residential development and older shopping centers and retail buildings located along the commercial corridors. The Civic Center Drive SPRINTER station is the Specific Plan area's other transit hub, located within walking distance of most multi-family housing in the District, and some of the retail centers. Long distances between crosswalks present a challenge for pedestrians walking from residential areas to shopping centers along South Santa Fe Avenue south of Civic Center Drive.

The SPRINTER station's location and the Civic Center Drive and South Santa Fe transit corridors make this an ideal area to promote smart growth. The district is well-positioned for infill multi-family residential development in the vicinity of the SPRINTER station and along South Santa Fe Avenue. Commercial sites along Civic Center Drive and South Santa Fe Avenue present opportunities to be redeveloped with more compact, mixed-use development. Careful attention should be taken to provide transitions between development along the major corridors and the residential neighborhoods that are accessed from connecting streets. Building heights are limited to three stories in this area to ensure compatibility with surrounding neighborhoods. Additional crosswalks are needed to improve safety for pedestrians and to promote walking.



2.2 Land Use Designations

The Specific Plan allows for land use to be customized to help shape the area's character. Downtown Vista should be an imaginative, eclectic, and inclusive place, weaving arts and culture into the day to day experience of residents and visitors. Figure 2-2 shows the land use designations within the Downtown Vista Specific Plan Area. Land use designations downtown include Mixed Use, Civic Activity Parks and Recreation, Open Space, and Commercial.

2.2.1 Mixed Use



Mixed Use development combines residential and commercial uses within a single building, or in adjacent buildings. A key component of smart growth, mixed use development can create lively urban nodes where a variety of daily activities are within walking distance of one another. In Vista, the Mixed Use designation is concentrated along primary transportation corridors, including the majority of the Downtown Vista Specific Plan area. The Mixed Use designation allows residential densities up to 40 units per gross acre, and permits Live-Work uses that combine residential and commercial uses in the same unit.

2.2.2 Civic Activity

The Civic Activity land use designation includes community-focused public and quasi-public uses. Examples include fire stations, court houses, government offices, libraries, public schools, public parking lots, museums, and cultural facilities, as well as ancillary uses such as community gardens or farmers' markets, consistent with Chapter 18.47 of the Vista Development Code. No private development potential is assigned to sites designated as Civic Activity.

2.2.3 Open Space

The Open Space land use designation maintains natural areas in an undeveloped state for aesthetic, health, or public safety purposes. These areas include lands surrounding Buena Vista Creek, other areas of biological significance, or deed-restricted open space in private development. The Open Space land use designation may allow ancillary uses, such as low-intensity public recreation uses (including pedestrian or biking, and associated parking areas), community gardens, or renewable energy projects, provided they do not negatively impact the resources that are being preserved, consistent with Chapter 18.12 of the Vista Development Code.

2.2.4 Parks and Recreation

The Parks and Recreation land use designation applies to public parks, and public and private recreation areas and facilities, as well as deed restricted property in private development that is set aside for recreation. The Parks and Recreation land use designation may allow ancillary uses such as community gardens, farmers' markets, or Low Impact Development demonstration projects.

2.2.5 Commercial

The Commercial land use designation applies to commercial retail and service uses such as retail centers, shopping centers, restaurants, and entertainment uses. Permitted, special and minor uses within the Commercial land use designation shall be consistent with Chapter 18.38 of the Vista Development Code, the C-1 Zone.

2.2.6 Residential, Multi-Family

The Residential, Multi-Family designation applies to residential neighborhoods within certain areas of the Specific Plan. Permitted, special and minor uses within the Residential, Multi-Family designation shall be consistent with Chapter 18.34 of the Vista Development Code, the R-M Zone.

2.3 Allowed Land Uses and Permit Requirements

2.3.1 Allowed Land Uses

Table 2-1 shows the allowed land uses and required permits within the Mixed Use designation of the Downtown Vista Specific Plan area. The Civic Activity designation refers to the CA Zone, the Open Space designation refers to the Open Space Zone, and the Commercial designation refers to the C-1 Zone in the Vista Development Code. Chapter 7 provides additional information about the administration and implementation of development permits.

REGULATIONS

1. Minor Use Permits (MUP), Temporary Use Permits (TUP), Site Development Plans (SDP), Plot Plans (PP), and Special Use Permits (SUP) shall be obtained according to the procedures in Chapter 18 of the Vista Development Code and the regulations in this Chapter.

2. A Plot Plan shall be obtained for the new construction or expansion of all uses listed as permitted (P) or Plot Plan (PP) in Table 2-1, using the procedure in Vista Development Code Section 18.64.035. The City Planner may refer any Plot Plan to the Planning Commission as a Site Development Plan.

3. Non-conforming uses shall comply with the provisions of Vista Development Code Chapter 18.72.

4. Any uses not listed in Table 2-1 or the corresponding Chapters of the Development Code are prohibited.

2.3.2 Definitions

Terms unique to this Specific Plan are defined in Appendix 1. If no definition is provided in Appendix 1, the definitions in the Vista Municipal Code apply.

TABLE 2-1
Mixed Use Permit Requirements
Downtown Specific Plan Planning Areas

Land Use	Permit Requirements by District						Notes:
	Historic Downtown	Transit	West Gateway	Civic Center	Paseo Santa Fe	South Gateway	
Arts							
Art Gallery	P	P	P	P	P	P	
Art Studio							
▪ Commercial	P	P	P	P	P	P	
▪ Private	P	P	P	P	P	P	
▪ Industrial	-	-	-	-	MUP	-	
▪ Retail	P	P	P	P	P	P	
Live performance venue	PP	PP	PP	PP	PP	SUP	Live performance venues require a Live Entertainment Permit.
Food and Entertainment							
Arcade	-	-	SUP	SUP	-	SUP	As a primary use only. For accessory use refer to VDC 18.38.020 #27.
Commercial Recreation Facility (Indoor)	PP	-	PP	PP	PP	PP	
Cultural Institution	PP	PP	PP	PP	PP	PP	
Eating and Drinking Establishments:							
▪ Bar, Cocktail Lounge or Nightclub	SUP	SUP	SUP	SUP	SUP	SUP	
▪ Microbrewery/Winery Tasting Room with or without On-site Manufacturing	MUP	MUP	MUP	MUP	MUP	MUP	VDC 18.66.035
▪ Outdoor Cooking	MUP	MUP	MUP	MUP	MUP	MUP	VDC 18.38.030 (J) Outdoor cooking must be associated with an eating or drinking establishment.
▪ Outdoor Dining	PP	PP	PP	PP	PP	PP	
▪ Restaurant with drive-through	-	-	-	-	-	-	Drive-through restaurants located at 827 S. Santa Fe Avenue, 377 Vista Village Drive, and 101 Main Street will not become nonconforming pursuant to this Specific Plan, and may be expanded or altered at the same location, subject to Plot Plan Review.
▪ Restaurant without onsite alcohol sales	P	P	P	P	P	P	
▪ Restaurant with onsite alcohol sales	MUP	MUP	MUP	MUP	MUP	MUP	VDC 18.66.035

P = Permitted Use
SUP = Special Use Permit Required
PP = Plot Plan Required
MUP = Minor Use Permit Required
TUP = Temporary Use Permit Required
" - " = Use not allowed

TABLE 2-1
Mixed Use Permit Requirements
Downtown Specific Plan Planning Areas

Land Use	Permit Requirements by District						Notes:
	Historic Downtown	Transit	West Gateway	Civic Center	Paseo Santa Fe	South Gateway	
Farmer's Market	P	P	P	P	P	P	Street closures require Special Event Permits. Events held outdoors on private property in parking areas require Temporary Use Permits (TUPs). TUPs limited to four/year on one site.
Lodge Hall/Dance Hall/Private Club	SUP	SUP	SUP	SUP	SUP	SUP	Dance halls may provide live entertainment, may serve alcoholic beverages, and may serve prepared meals Lodge/Private Club may maintain dining facilities, serve alcohol, or engage professional entertainment for the enjoyment of dues-paying members and their guests.
Mobile Food Vending	See VDC 8.26						
Movie Theater	PP	PP	PP	PP	PP	PP	
Manufacturing and Processing							
Light Manufacturing	-	P	-	-	P	-	
Medical Laboratory	-	P	-	-	-	P	
Public							
Electric Vehicle Charging Stations	P	P	P	P	P	P	
Places of Assembly	SUP	SUP	SUP	SUP	-	SUP	
Public Buildings	-	P	-	P	P	P	
Public Open Space and Parks	P	P	P	P	P	P	
Public Parking Facilities	P	P	P	P	P	P	
Public Utilities	P	P	P	P	P	P	
Schools, Commercial	SUP	SUP	SUP	SUP	-	SUP	
Telecommunication Facilities	MUP	MUP	MUP	MUP	MUP	MUP	
Transportation Service	-	P	P	P	P	P	
Residential							
Home Occupations	P	P	P	P	P	P	VDC 18.58.480
Live/Work Units	PP	PP	PP	PP	PP	PP	
Mixed-Use Developments	PP	PP	PP	PP	PP	PP	Plot Plan Review shall consider hours of operation
Multi-Family Dwellings	PP	PP	PP	PP	PP	PP	
Senior Housing Developments	PP	PP	PP	PP	PP	PP	
Single-Family Dwellings	PP	PP	PP	PP	PP	PP	

P = Permitted Use
SUP = Special Use Permit Required
PP = Plot Plan Required
MUP = Minor Use Permit Required
TUP = Temporary Use Permit Required
" - " = Use not allowed

TABLE 2-1
Mixed Use Permit Requirements
Downtown Specific Plan Planning Areas

Land Use	Permit Requirements by District						Notes:
	Historic Downtown	Transit	West Gateway	Civic Center	Paseo Santa Fe	South Gateway	
Retail and Services							
Alcohol Sales, Off-site	SUP	SUP	SUP	SUP	SUP	SUP	VDC Section 18.38.020 #22
Animal Clinic, Small	-	P	P	P	P	P	
Automobile Sales, New	-	-	P	-	-	-	Minor vehicle maintenance may be allowed as an accessory use.
Automobile Service Stations/Carwash	-	-	SUP	-	-	SUP	
Bargain Basement Stores	-	-	-	-	-	SUP	
Bed and Breakfast Inns	PP	PP	PP	PP	PP	PP	
Business Support Services	P	P	P	P	P	P	
Commercial Day Care Center	PP	PP	PP	PP	PP	PP	
Financial Facilities	P	P	P	P	P	P	
Health Clubs (Large)	-	MUP	MUP	MUP	MUP	MUP	
Health Clubs (Small)	P	P	P	P	P	P	
Hotels/Motels	SUP	SUP	SUP	SUP	SUP	SUP	
Massage Services	-	-	-	-	-	-	Massage services offered to supplement a separate primary use (e.g. physical therapy) may be allowed on a case-by-case basis
Medical Services (Clinic, Laboratory, Urgent Care)	-	MUP	MUP	MUP	-	MUP	
Nurseries	P	P	P	P	P	P	No more than 0.5 acres outdoor space per nursery
Offices, Business	P	P	P	P	P	P	
Offices, Medical	MUP	P	P	P	P	P	
Outdoor Display and Sales	PP	PP	PP	PP	PP	PP	
Pawn Shops	-	-	-	-	-	SUP	
Personal Services	P	P	P	P	P	P	

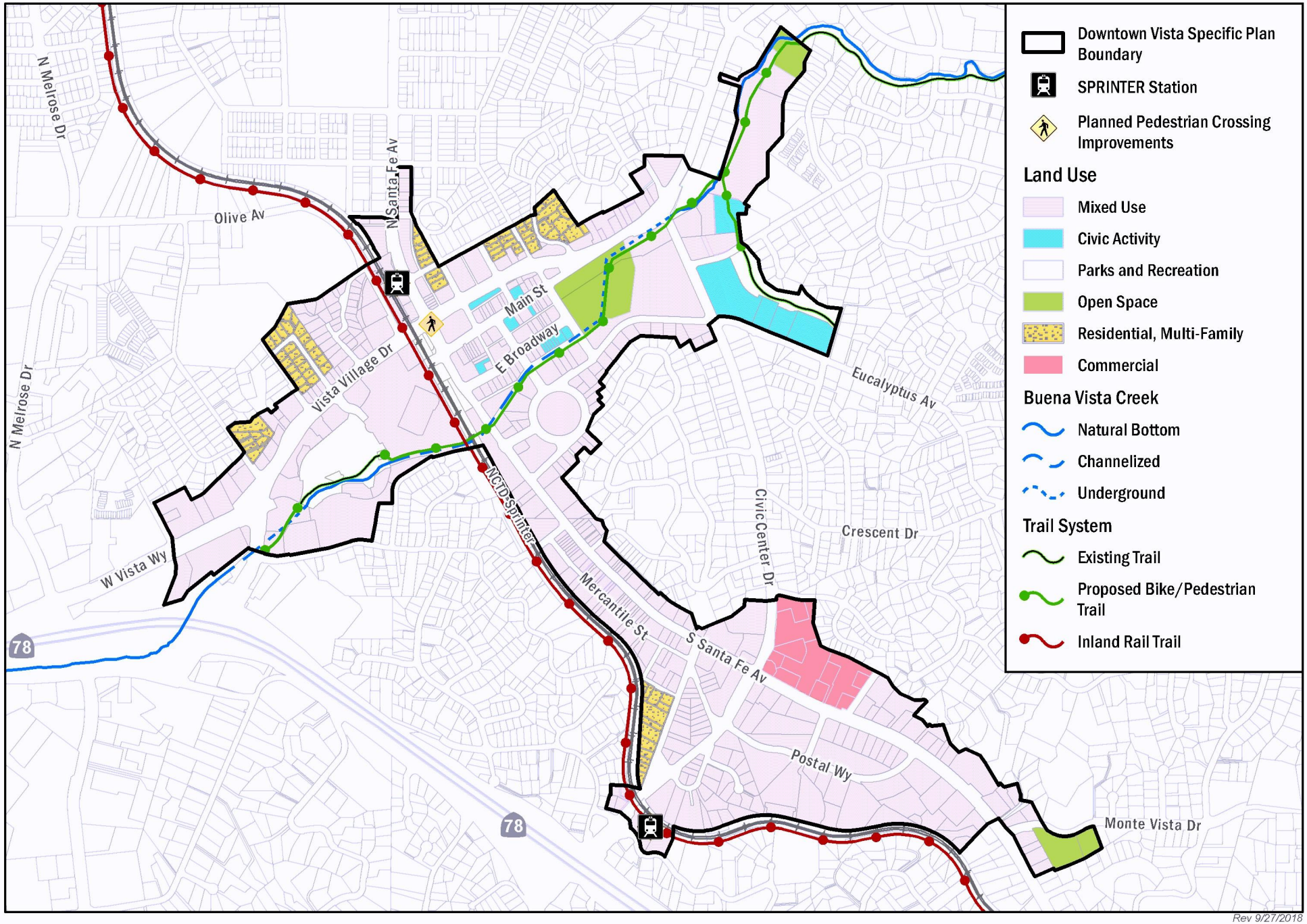
P = Permitted Use
SUP = Special Use Permit Required
PP = Plot Plan Required
MUP = Minor Use Permit Required
TUP = Temporary Use Permit Required
" - " = Use not allowed

TABLE 2-1
Mixed Use Permit Requirements
Downtown Specific Plan Planning Areas

Land Use	Permit Requirements by District						Notes:
	Historic Downtown	Transit	West Gateway	Civic Center	Paseo Santa Fe	South Gateway	
Postal Services	P	P	P	P	P	P	
Retail Sales, General	P	P	P	P	P	P	
Tattoo parlor	SUP	SUP	-	-	SUP	-	No more than one tattoo parlor within the Specific Plan area. High quality interior design is required. Check-in and waiting area(s) must be accessed from the primary entrance. Work areas shall not be visible from the public right-of-way.
Valet Parking	P	P	P	P	P	P	
Other Uses							
Accessory Structures	PP	PP	PP	PP	PP	PP	
Community Gardens and Urban Agriculture	P	P	P	P	P		
Temporary Buildings	PP	PP	PP	PP	PP	PP	Includes pop-up storage container uses, not to exceed 24 months.

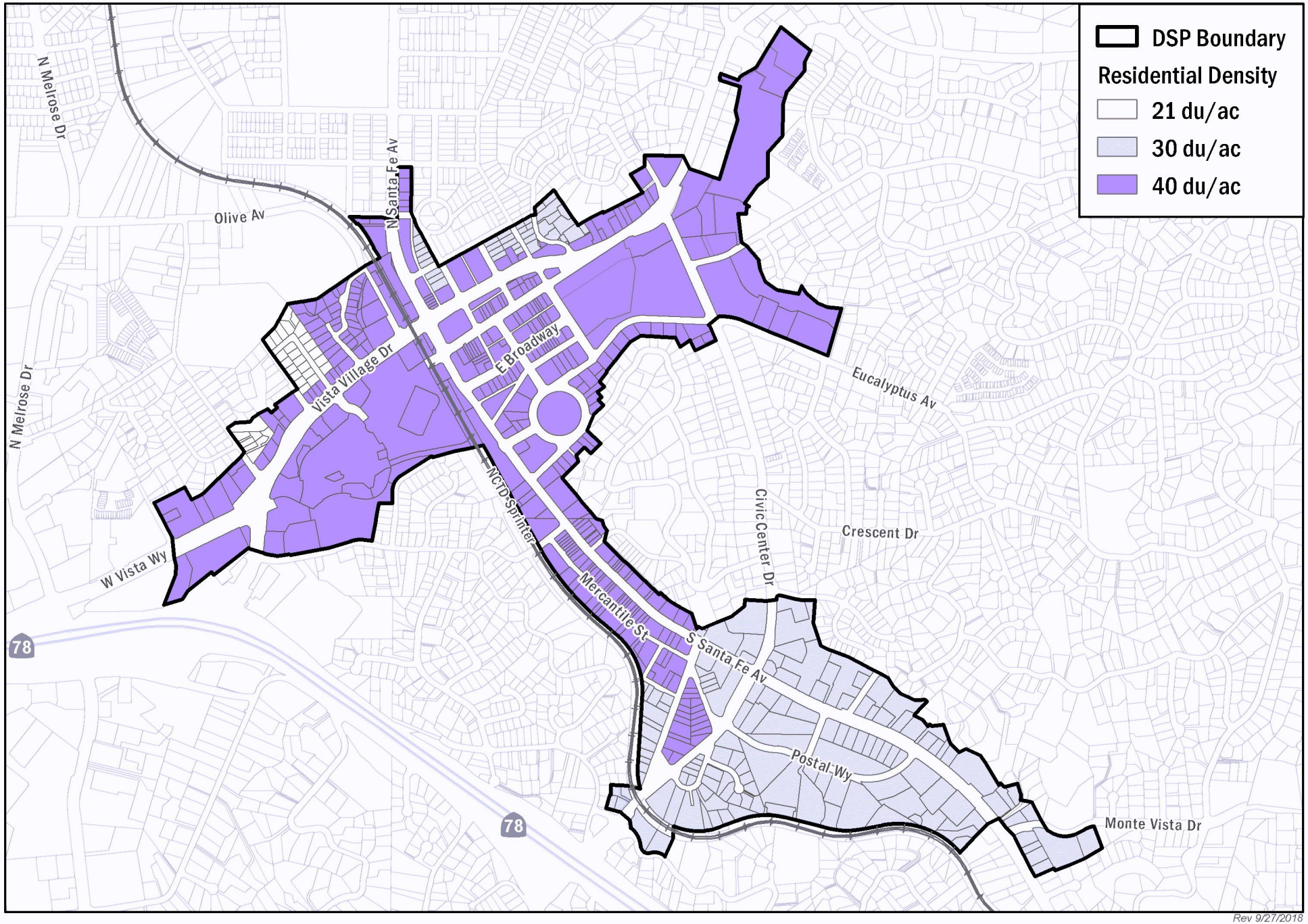
P = Permitted Use
SUP = Special Use Permit Required
PP = Plot Plan Required
MUP = Minor Use Permit Required
TUP = Temporary Use Permit Required
" - " = Use not allowed

Downtown Vista Specific Plan
Figure 2-2 Land Use Map

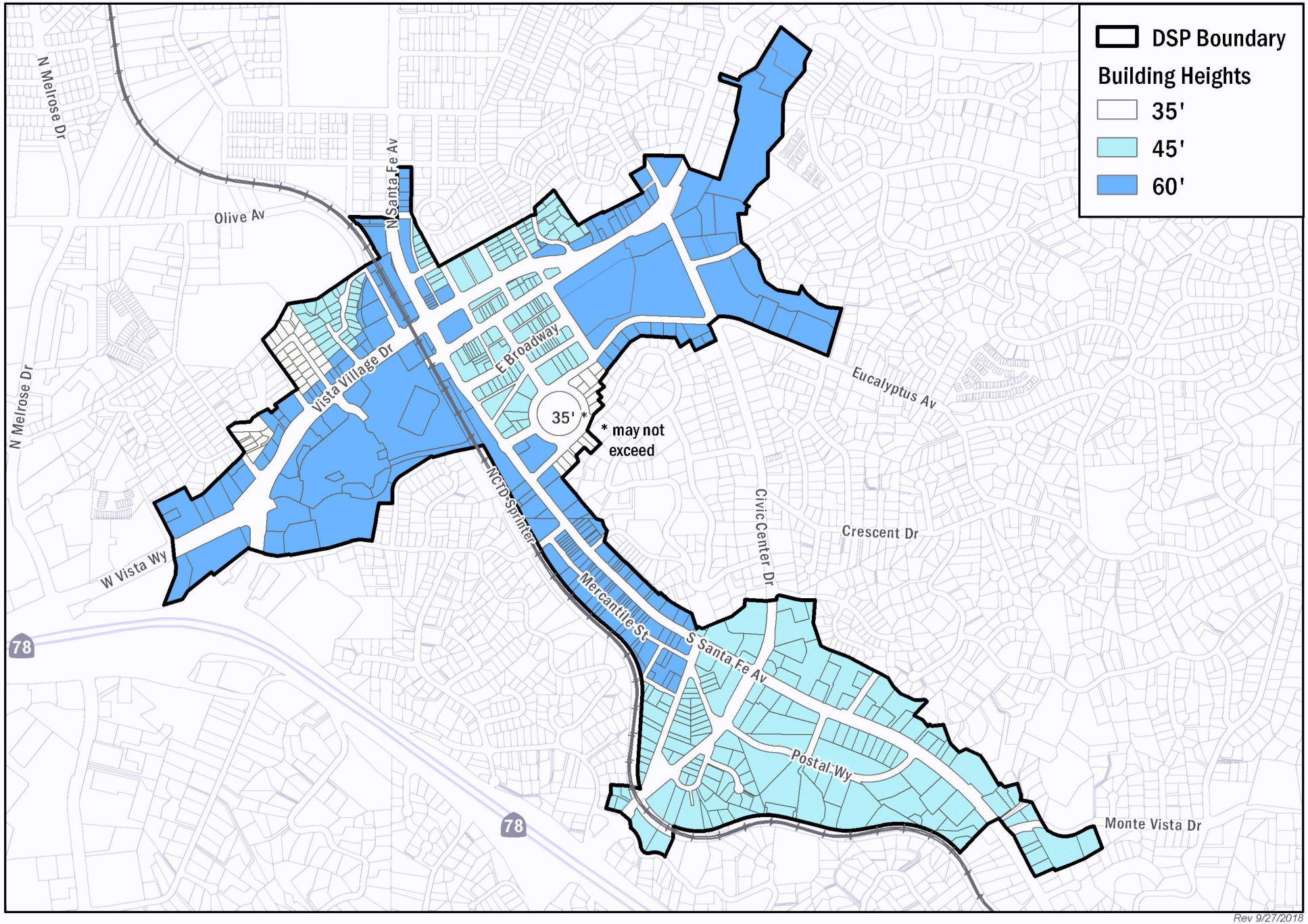


Rev 9/27/2018

Downtown Vista Specific Plan
Figure 2-3 Residential Density



Downtown Vista Specific Plan
Figure 2-4 Building Heights



Rev 9/27/2018

Regulations and guidelines direct planning and design of future projects to conform to a high level of development and design excellence while fostering a design character that reflects the unique identity of Downtown Vista.

Guideline Icons

Icons are used to highlight design guidelines that support the Specific Plan's goals for implementing sustainable features, promoting the cultural identity of Vista, and creating environments that support healthy living. Where shown, it is recommended to include these features.

- *Sustainable Design*
- *Cultural Identity*
- *Healthy Living*

3. Development Regulations & Design Guidelines

3.0 Purpose and Intent

Regulations and guidelines are development tools to implement the design concepts and visions presented in Chapter 2 of the Specific Plan. Regulations and guidelines direct planning and design of future projects to conform to a high level of development and design excellence, while shaping new development to reflect the unique identity of Downtown Vista. The overall goals of Chapter 3 are to ensure site and building design quality without eliminating creativity or flexibility.

The regulations and guidelines help future development within the plan areas to become a vibrant, compact pattern of residential, commercial, and mixed-use projects, emphasizing pedestrian-oriented design and creating sustainable and healthy communities. Regulations and guidelines are described as:

Regulations - Development regulations provide a specific set of directions for achieving design intent. Regulations denote issues that are essential, and use the terms "are to" or "shall" to indicate that compliance is required.

Guidelines - Design guidelines provide suggested approaches to achieve urban design goals or objectives. Additional guidelines are provided to support the implementation of healthy and sustainable environments, as well as to build upon the cultural identity of Vista. These guidelines are provided under the applicable sections. Guidelines use the term "should" or "may" to denote they are considered relevant to achieving the design goals but are not mandatory.

In addition to these regulations and guidelines, development projects are to refer to the City-Wide Design Guidelines for further requirements available at the City of Vista. Design regulations and guidelines cover six categories. These include:

3.1 Site Planning and Street Design
3.2 Signage and Public Art
3.3 Landscape
3.4 Open Space
3.5 Architecture
3.6 Parking

3.1 Site Planning and Street Design

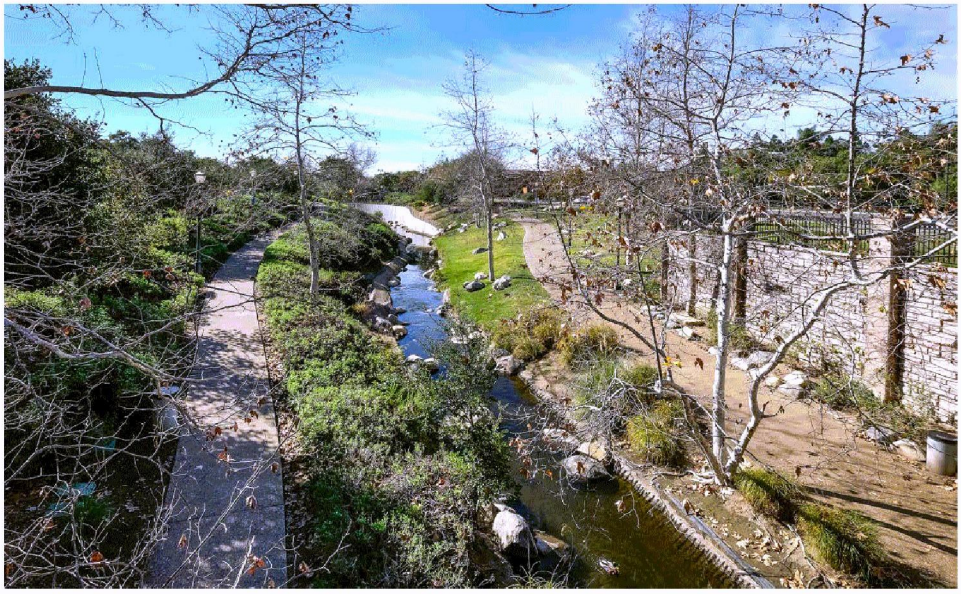
Site Planning and Street Design regulations and guidelines apply design principles that help with placement of buildings to define outdoor areas used by the public. It is important to think of public urban spaces as civic "outdoor rooms," with trees, building facades, low-walls, and site furnishings helping to define the boundaries of these rooms. The regulations and guidelines help to create pedestrian-friendly urban environments and open spaces.

Regulations and guidelines presented here cover five key areas: 1) urban corridors; 2) public outdoor spaces; 3) building massing and setbacks; 4) higher-density development transition strategies adjacent to existing low-scale residential, and; 5) lighting and street furnishings.





Appropriate street design provides a variety of pedestrian experience ranging from active public corridors, to semi-active public courtyards and plazas to private residential patios and entries.



Buena Vista Creek is a key feature of the planning area. Where feasible the creek should be treated as a site amenity by creating walking paths and park-like features along its corridor.

3.1.1 Urban Corridors

URBAN DESIGN PRINCIPLES

Urban design corridor standards and guidelines are intended to create unique and lively mixed-use, residential and commercial destinations along the main vehicular and pedestrian traffic corridors in Downtown Vista. This is done through the design of street widths, sidewalks, building setbacks, building orientation and community open spaces. Together these features guide the creation of urban corridors that define the unique spirit of Downtown Vista while creating vibrant and walking-friendly pedestrian destinations. While the guidelines apply to all areas of Downtown, the design of development facing primary corridors is critical for establishing the vision. Primary corridors include:

- Vista Village Drive
- Main Street
- Broadway
- North Santa Fe
- South Santa Fe
- Mercantile Street
- Buena Vista Creek

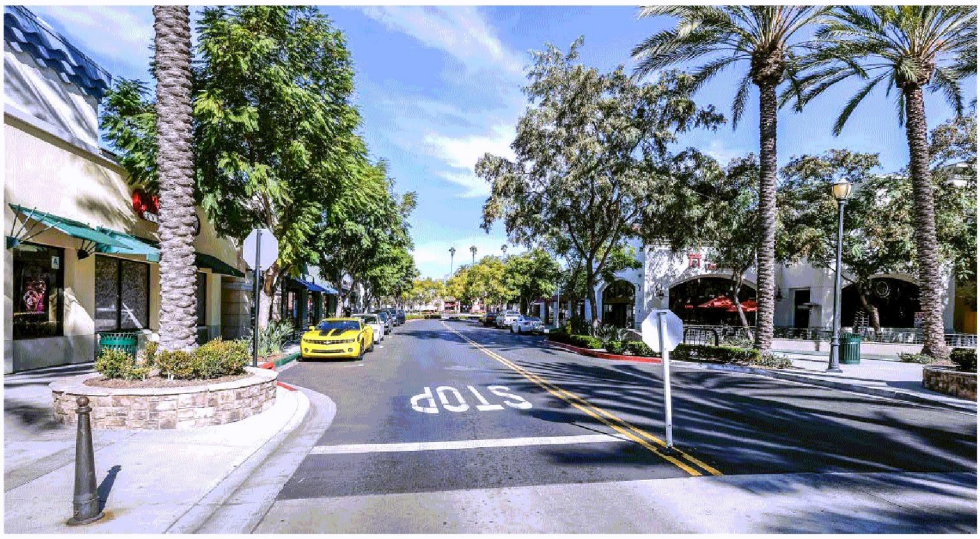
REGULATIONS

1. Maintain a uniform building setback facing primary corridors per table 3-1.
2. Buildings shall be organized with main entries oriented towards the primary corridor.
3. To maximize pedestrian safety along public sidewalks on primary corridors, driveways into individual parcels are not allowed unless a secondary driveway access is unavailable. Exceptions include driveways into major parking lots that serve multiple businesses or housing developments, as determined by the Director of Community Development.
4. Any existing overhead utilities located on or fronting a project site shall be placed underground with new development, redevelopment, or any project that increases the floor area of the existing building(s) by more than 50 percent.

GUIDELINES

1. Where allowed by the City, provide outdoor sidewalk spaces, such as outdoor café seating areas, to stimulate street edges with pedestrian activity.
2. Where feasible, provide pedestrian paseos (pedestrian corridors between buildings) that link to rear parking areas or adjacent streets. See section 3.1.2 for additional guidance.
3. Provide secondary building entries from paseos, rear parking lots, alleys, and from side-street building elevations.

4. Service access and alleys should be visually minimized from primary corridors and secondary streets, and should not be accessed directly from these streets.



Urban corridors with a variety of pedestrian streetscape features such as landscaped parkways, corner curb pop-outs to reduce traffic speed, raised planters and street-facing courtyards and plazas create a safe and appealing urban experience for pedestrians.



At significant pedestrian street crossings enhanced paving materials create an inviting design character and help to prioritize pedestrian pathways over vehicular routes.



Pedestrian amenities such as plazas and paseos enhance the walking experience and maximize commercial storefront exposures and uses.

3.1.2 Public Outdoor Spaces

URBAN DESIGN PRINCIPLES

In addition to public sidewalks, outdoor spaces such as paseos, plazas, and courtyards are design elements that can enrich the urban environment, attract new development, promote walking and add to the character, vibrancy and attractiveness of Downtown Vista. Creating parklets and re-purposing existing alleys for pedestrian uses can also add to an attractive and unique downtown experience.

Paseos are pedestrian passageways at open spaces between buildings that link to parking areas, internal courtyards or adjacent streets. Paseos allow property and business owners the ability to increase their façade exposures to the public while providing safe and interesting pedestrian-scaled passageways between parking areas and building entrances.



Example of a pedestrian paseo between mixed-use buildings.

Plazas and courtyards are open space areas off of a street, at a corner, between buildings, or tucked back from the street. They are open to the public and allow people to gather, provide space for events, or serve a commercial business. These spaces enrich the pedestrian experience by providing walking destination points within Downtown Vista.

Parklets are small urban spaces serving as an extension of a sidewalk that provide amenities and green space for pedestrians. They are typically the size of 1 to 2 parking spaces and can be used to create or activate an outdoor space for commercial businesses such as cafes or restaurants. Parklets are usually connected directly to existing sidewalks and are not limited to adjacent parking areas but can be applied to any small urban open space.



Parklets help to activate pedestrian activity along sidewalks by providing usable outdoor pedestrian areas in constrained areas.

Alleys are typically used for service access to commercial buildings, but can provide opportunities to evolve into dedicated outdoor areas for commercial-serving pedestrian uses and activities. Like plazas and courtyards, these spaces enrich the pedestrian experience by providing unexpected outdoor spaces in the urban environment.



Alleys that are converted for pedestrian-only use add to the visual interest and vibrancy of a downtown.



Along pedestrian pathways attractive seating and shade structures promote social interaction and outdoor gathering areas for pedestrians.

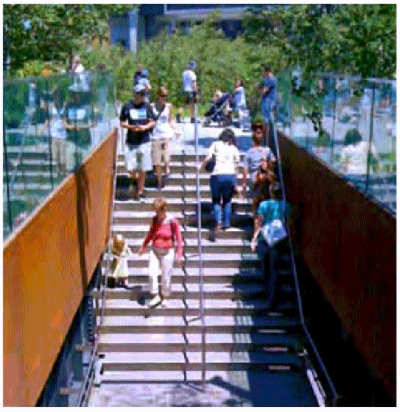
REGULATIONS

1. Paseos, where provided along interior property lines or between buildings, shall be no less than 12 feet in width and may require adjustments due to building code requirements.
2. Any commercial building facades exposed to paseos must have windows or fixed glazing areas of at least 20 percent of the total surface area of the wall facing the paseo.
3. Residential building facades shall have windows or fixed glazing areas of at least 25 percent of the total ground level facade area facing a paseo, courtyard or plaza.
4. Secondary commercial building entries off of a paseo shall have a projection and/or hanging identity sign that projects no more than three feet from the face of the building.
5. No more than 40 percent of the net area of paseos, courtyards or plazas shall be covered with overhead structures.
6. Courtyards and plazas are to abut public areas and shall be physically and visually accessible from public sidewalks or pathways.
7. Courtyards and plazas shall be accessible to the public at least during the time of normal business hours.
8. Vehicular loading and unloading in paseos or open space areas is prohibited.
9. Entries to courtyards and plazas are to be designed and lighted to avoid creating any dark or hidden areas.
10. All public outdoor spaces are to have direct visual access from public right-of-ways to maximize safety and security.
11. Amenities shall be provided for all new multi-family development, consistent with the requirements of the City's Design Guidelines.

GUIDELINES

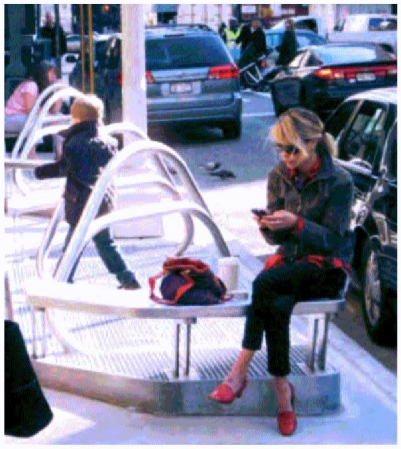
1. At least 10% of the plaza or courtyard surface should be landscaped. Shade trees and gardens are strongly encouraged.
2. The design of paseos, plazas and courtyards in new development should reflect the design of the historic adobes found in Vista. See Landscape and Architectural sections 3.3 and 3.5 for additional guidance.
3. Within courtyards and plazas provide landscape planters, outdoor public seating, site walls, lighting, and benches.
4. Plazas should have at least one seating area for each 200 square feet of plaza area, in addition to any outdoor dining provided.
5. Edges of plazas and courtyards adjacent to sidewalks may be delineated with seat walls or low walls with a maximum height of 36".
6. The majority of a plaza or courtyard should have access to direct or filtered sunlight.

7. Strategically coordinate fountains or pools within plazas and courtyards with building openings and operable windows to maximize passive building cooling strategies.
8. Utilize ground surface materials that reduce surface heat gain and reflection.
9. If applicable, locate stairs to be prominent within plazas or courtyards Escalators or elevators should be set back or subordinate to stairs.
10. Design plazas that allow for diverse functions and can accommodate physical activities, passive activities, and cultural events such as concerts, exhibits, and historical celebrations. Plazas can also provide space for café-style seating and farmers' markets.
11. In courtyards and plazas, consider creating semi-enclosed play areas for children. See image below for an example.



To promote healthy living, public stairs can be prominent features that are inviting, safe and are seamlessly integrated into major pedestrian pathways.





Explore opportunities to combine site infrastructure features such that can be combined with uses that promote active lifestyles such a biking or walking.

12. Where current connectivity of the sidewalks and streets on a building site is poor, provide pedestrian paths through existing blocks (Paseos) to increase the area's walkability.
13. Explore opportunities to combine site infrastructure features such as drains or utility pipes with uses that promote active lifestyles such as biking or walking.

3.1.3 Massing and Setbacks

URBAN DESIGN PRINCIPLES

The required building form and arrangement of buildings in each neighborhood and block will determine the amount of light and air that reach the adjoining streets and open spaces and are intended to ensure a human-scaled urban building form. While up to four story buildings are permitted in some districts, the regulations require building variation in height to avoid large monolithic and unvaried building forms and heights.

REGULATIONS

1. A building's mass shall relate in shape and size to neighboring buildings, except for civic buildings, which may have larger masses than adjacent structures. In this case, larger-scaled buildings are to be designed sensitively to not overpower smaller adjacent structures.
2. For development frontages facing primary corridors, building massing shall be stepped back at the fourth floor level. See Table 3-1 and Exhibit 3.1.4 for requirements.
3. For development facing a secondary street adjacent to one or two-story buildings, massing shall be stepped back at the third floor level facing the lower development, unless that frontage is facing a primary corridor. See Table 3-1 and Exhibit 3.1.4 for requirements.
4. Projects shall minimize shadow impacts or reduction of daylight on adjacent buildings.
5. Rooftop equipment shall be screened architecturally from view from adjacent buildings or adjacent residential neighborhoods.

GUIDELINES

V 1. The architectural design of structures adjacent to historic or architecturally significant buildings should have features that align with existing cornices or parapets.

V 2. New development should respond to the scale and placement of design features of earlier buildings adjacent to them that are deemed desirable. Such features include the cornice lines, colonnades, fenestrations, and materials.

3. At key intersections and circulation areas, provide landmark features at corners such as towers, primary entries, enhanced materials, or roof projections to create a sense of hierarchy.
4. Building massing should minimize the use of dark or hidden corners and/or blank walls.
5. Break up massing to provide “in-between” outdoor spaces at upper levels for outdoor gathering places such as decks, eating areas, usable rooftops, and outdoor meeting rooms.

TABLE 3-1
Development Standards
Downtown Specific Plan Planning Areas

Development Standards	Permit Requirements by District						Notes:
	Historic Downtown	Transit	West Gateway	Civic Center	Paseo Santa Fe	South Gateway	
Development Density							
Residential - Dwelling Units per Acre	40	21-40	21-40	40	30-40	30	See Figure 2-3; Density may exceed maximums with approval of SUP
Commercial - Floor Area Ratio (FAR)	.50	.50	.50	.50	.50	.50	Excludes outdoor seating areas
Building Setbacks (See footnote #1)							
Front – Commercial / Mixed-Use	0’	0’	0’	0’	0’	0’	
Front – Residential	0’	5’	5’	5’	0’	15’	See footnote #2
Side	0’	0’	0’	0’	0’	0’	See footnote #2
Street Side	0’	5’	0’	5’	0’	15’	See footnote #2
Rear	15’	15’	15’	15’	15’	15’	See footnote #2
Front Stepback above 2- stories	10’	10’	10’	10’	10’	10’	See footnote #3
Front Stepback above 3- stories	10’	10’	10’	10’	10’	10’	See footnote #3
Building Height							
Max. Height – Residential / Mixed Use	35’-45’	35’-60’	35’-60’	60’	45’-60’	45’	See Figure 2-4; Maximum building height may be exceeded with approval of SUP
Max. Height – Commercial / Retail Only	45’	35’	35’	35’	35’	45’	
Minimum Required Open Space / Landscaping							
Residential Open Space (SF/Unit)	200	200	200	200	200	200	
Commercial / Mixed-Use (% of total floor area)	10%	10%	10%	10%	10%	10%	See footnotes #4 and #5
Residential Landscaping (% of lot size)	5%	5%	5%	5%	5%	5%	See footnotes #4 and #5
Parking (Minimum)							
See Section 3.6							

Footnotes:

1. Building setbacks may apply to properties abutting Buena Vista Creek, see VDC Section 18.58.300 and VMC Section 13.18.045. See also VDC Section 18.58.370 for setback requirements related to fencing.
2. Setbacks may be adjusted at the discretion of the Community Development Director to conform to existing buildings on the same block.
3. Refer to section 3.1.4 for definition and application of development stepbacks.
4. Landscaping should be 5% of lot area for overall project (for all planning areas) and at least 10% of any open parking areas. Landscape planters, roof landscaping, and landscaped storm water treatment areas may be counted toward the requirement.
5. Open space may include shared outdoor areas, public plazas, paseos and courtyards that are within the parcel boundary.

3.1.4 Transitional Development Strategies

URBAN DESIGN PRINCIPLES

Development located at the edges of the Downtown Specific Plan area that is adjacent to existing low-rise residential neighborhoods should preserve and respect the character and scale of the existing residential areas by applying transitional development design strategies that connect existing and new developments. The overall design principle is to create continuity between existing and new buildings and open space.

REGULATIONS

All new development that is directly adjacent to existing residential development areas bordering the Specific Plan area shall comply with the following

1. Refer to Section 3.1.3 and Exhibit 3.1.4 for massing transition and stepback requirements.
2. Provide façade stepbacks, as shown in Exhibit 3.1.4, at a minimum of 10’ at upper floors.
3. Parking structures facing existing neighborhoods shall not exceed one floor in height above adjacent residential buildings.
4. Stepback open spaces are to be used as a residential open space or as a common area amenity for occupants. Stepbacks are not to be used for storage or for building mechanical or electrical equipment.
5. A building's mass shall relate in shape and size to an adjacent existing building, except for civic buildings, which are allowed to have larger massing than adjacent buildings. In all cases, larger scaled buildings are to be designed sensitively to not overpower smaller adjacent structures.

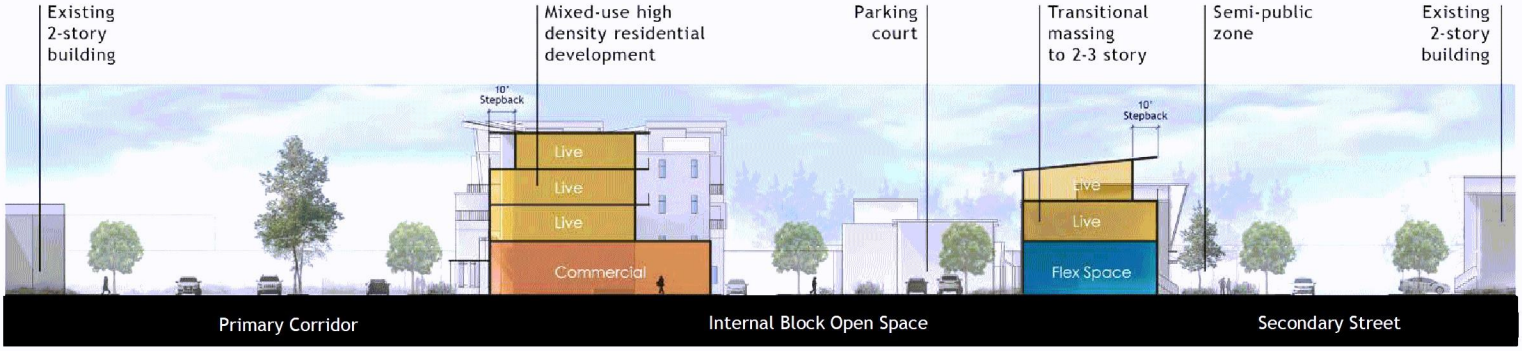


EXHIBIT 3.1.4
Massing Transition Diagram



Zero-Lot Line Homes



Row Homes



4-Story Mixed-Use Residential

GUIDELINES

1. For larger developments, facades that are facing existing residential zones and away from a primary corridor should be designed to appear as detached buildings or massing separate from the main development. This portion of the development may have different setbacks, massing, height and architectural design that better relates to the existing residential character.
2. Where feasible, provide lower-scale residential development such as row homes or zero-lot lined homes at parcel edges facing existing residential development.
3. Provide spatial buffers between new development facing an existing residential development and/or new development facing a primary corridor. These spatial buffers may include an internal access drive corridor and/or pedestrian courtyards.
4. Upper-level stepbacks should provide outdoor amenities such as private balconies, common-use view decks or other use for occupants.
5. Where feasible, align new internal development drive aisles with existing alleys or other corridor features. See Exhibit 3.1.5 below.

Existing development and internal alley way or drive aisle

New development - align mid-block drive access or pedestrian corridors with existing mid-block corridors.



EXHIBIT 3.1.5
Development alignment with existing alleys or drive aisles

3.1.5 Lighting

URBAN DESIGN PRINCIPLES

Lighting regulations and guidelines are intended to present a unifying lighting scheme and to enhance pedestrian use of the neighborhoods by providing safe, well-lit, and welcoming paths, while avoiding excessive light spill into local residences.

REGULATIONS

1. The design and spacing of street lighting in the public right of way shall be per the City of Vista light standards.
2. Pedestrian lighting in private development and oriented for the public use shall match or complement fixtures provided in the light standards.
3. Lighting levels shall meet all code requirements while minimizing light spillage and point of glare to adjacent residential neighborhoods.
4. Higher lighting levels shall be used in areas where pedestrian safety is of greater concern, such as crosswalks and parking areas.
5. Lighting fixtures for street lights and surface parking lights shall be LED or other approved low-light source that meet current California Green codes.
6. Accentuate all building entries, plazas, courtyards and paseos with architectural and landscape lighting.
7. Outdoor lighting shall comply with the requirements of VDC 18.58.260.

GUIDELINES

1. Wherever possible, pedestrian and vehicular lights should use the same pole to minimize sidewalk clutter.
2. In the Historic Downtown District new lighting should match existing decorative street lights and bollards.
3. Outdoor seating areas in public open space should be lit at night for safety and security.
4. Architectural features such as towers or interesting design elements should be lit at night when visible from public right of ways.
5. Exterior building and accent lighting is encouraged to highlight architectural features and bring buildings to life in the evening.



3.1.6 Street Furnishing

URBAN DESIGN PRINCIPLES

Street furnishings provide pedestrian amenities, enhance the functionality of the streetscape and promote the use of public spaces for informal neighborly gathering. Street furnishings should be of similar design throughout downtown to serve as unifying elements.





Street furnishings help to complement the design and character of Downtown Vista and present an inviting streetscape image while encouraging a wide range of uses.

REGULATIONS

1. Street furnishings shall comply with all State and Federal codes, including ADA accessibility codes and requirements.

GUIDELINES

1. Street furnishings within public open spaces should include clusters of furnishings in both sun and shade to present an inviting streetscape image and encourage a wide range of uses.
2. Materials should be durable enough to withstand constant use and exposure to the elements.
3. Seating should be designed in a way that discourages inappropriate use by skateboarders, bikers, etc.
4. Seating should be located in areas that are visible to street and sidewalk activities, but do not impede pedestrian use.
5. Recycled materials or materials with high recyclable content are encouraged.
6. Waste receptacles should include a separate receptacle for recyclable materials and should be provided in high traffic areas such as parks, plazas, transit stops and retail developments in conjunction with building entries and/or outdoor seating areas.
7. Use stone site and seat walls consistent with wayfinding markers in the Historic Downtown or historic adobes found in Vista.





3.2 Signage & Public Art

Images from the City of Vista's Downtown-Wide Branding Signage effort

URBAN DESIGN PRINCIPLES

The primary design principle for signage and art is to provide a plan that allows for a unifying urban experience while allowing for diversity and uniqueness. The standards and guidelines complement the City of Vista's Signage Code Section 18.52. The code section takes precedence over the guidelines. For all public right-of-way thematic identity signage, refer to the City of Vista's Wayfinding Design Concepts plan for city and downtown branding and signage concepts.

3.2.1 Wayfinding Signage

Wayfinding signage of a uniform size and utilizing a uniform graphic template are recommended to be used throughout Downtown Vista to identify and guide pedestrians and vehicles to the districts, landmarks and nodes, and transit connections. A suitable sign graphic and system can be customized for each district while maintaining design continuity throughout.

REGULATIONS

1. Refer to the City of Vista's Code Section 12.20 for regulations and requirements for signage on public property.
2. Refer to the City of Vista's Parking Management Plan for additional traffic, parking and wayfinding requirements.
3. Applications for new development may be conditioned to provide wayfinding signage.

GUIDELINES

1. All signage should have white or light colored type on a dark background. Type style should be a simple and legible, sized for optimal readability.
2. Wherever possible, wayfinding, street identification and regulatory signs should be clustered onto existing poles to minimize sidewalk clutter.
3. A wayfinding signange program should be established with recommended sign locations, types, and designs for the various planning districts.

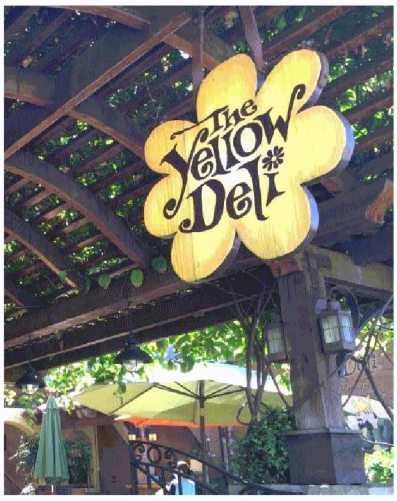




Examples of pedestrian wayfinding signage



Monuments signs should be unique and express the creative arts culture of Downtown Vista.



3.2.2 Monument Signs

Monument signs identify districts both literally and symbolically. They should be prominently located at entry gateways by placement of freestanding signage structures or on faces of prominent buildings.

REGULATIONS

1. Refer to the City of Vista's Code Section 18.52 for regulations and requirements. All monument signs require a sign permit.

GUIDELINES

1. Monument signs should reflect the character of each district and be coordinated in design with wayfinding signage.
2. Monument signs should be distinct but have common elements to unify all districts.
3. Design monument signs to express the growing creative arts culture in Downtown Vista.

3.2.3 Exterior Building Signage

REGULATIONS

1. Refer to the City of Vista's Code Section 18.52 for regulations and requirements. All exterior building signage requires a sign permit.

GUIDELINES

1. Exterior signs should be located within the base of the building, with concern for the appropriateness of location, size, color, and lighting.

3.2.4 Pedestrian Oriented Building Signage and Awnings

REGULATIONS

1. Refer to the City of Vista's Code Section 18.52 for regulations and requirements. All exterior building signage requires a sign permit.
2. Projecting signs shall be mounted on the structural piers of the building. They shall be no lower than 8'6" and no higher than the base of the building or 14 feet, whichever is lower.
3. Projecting signs shall complement the architecture of a building in respect to colors, materials, and structure. Only one projecting sign shall be allowed per building.
4. All projecting signs shall be externally lit. External light sources are to be shielded from viewers on the street to prevent glare. No flashing or moving signs are permitted.
5. No more than 25 percent of any window may be covered by signage.
6. Letters on the main sloping area of the awning are not permitted.

GUIDELINES

1. Pedestrian-level window signs are encouraged, but should not obscure the display area. The color of letters should contrast with the display background. Light-colored letters or gold leafed letters with dark borders are effective.
2. Pedestrian-focused hanging signs are encouraged. Brackets and other methods of attachme.nt should be considered part of the design proposal and should be designed to be compatible with the building design.
3. Awnings or canopies should reflect the door and window openings or structural bays of the building façade.
4. To encourage a pedestrian scale, street-level awnings should provide coverage for the storefront area only, and may include any transom windows.
5. Awnings can be constructed of several materials including fabric, steel, metal, and wood.
6. Fabric awnings should be made of canvas or Neoprene impregnated fabric. Vinyl awnings are not permitted. The underside of awnings should be open to expose the structure.
7. Signs on awning should have contrasting letters painted or sewn onto the valance or skirt of the awning. Six to eight inch letters are recommended.



Pedestrian-oriented signs support a walking-friendly environment.

3.2.5 Public Art

URBAN DESIGN PRINCIPLES

The City of Vista has a strong legacy and identity with public art. Public art defines Downtown Vista's unique identity and character, and instills a sense of pride and ownership within the community. The regulations and guidelines below, along with representative example images, are intended to provide general guidance on incorporating art into the Specific Plan districts, without limiting the artist's expression.

REGULATION

1. A public art fee will be required for new development.
2. Locate space-defining sculptures at significant public circulation areas such as at the SPRINTER Stations, public plazas, and at all civic facilities.
3. All public art shall be subject to approval of the City's Public Arts Commission.

GUIDELINES

1. Artistic murals that support the history or express the culture of Vista on exterior walls are encouraged and should be located on walls that are visible from prominent public areas.
2. Night lighting of free-standing sculptures, murals, or other art near the public right-of-way should promote safety and visibility.







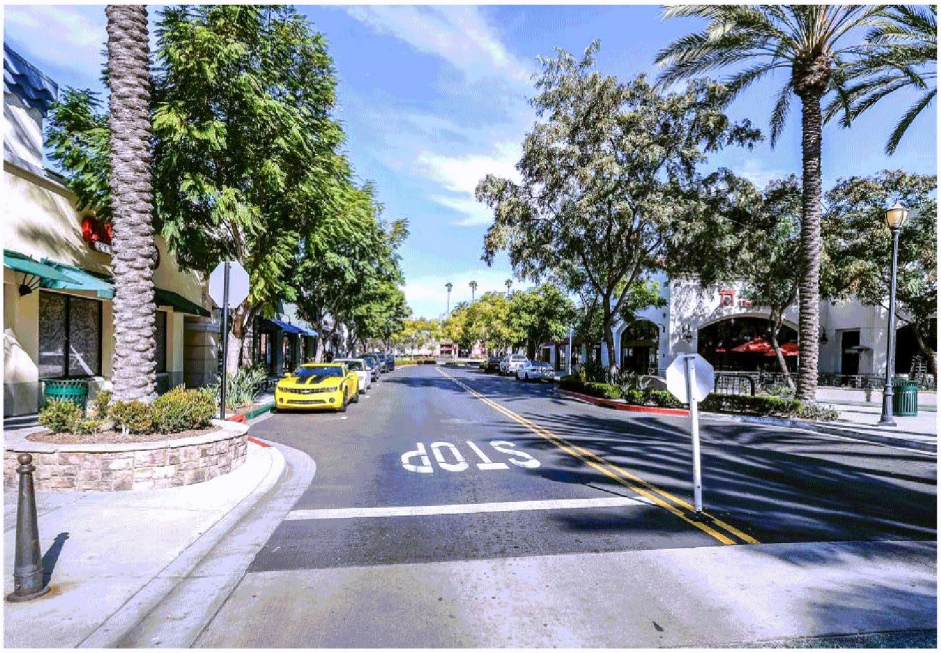
Public art provides a wide range of styles, sizes, mediums and formats to express the vibrant character and unique culture of Downtown Vista.

3.3 Landscape

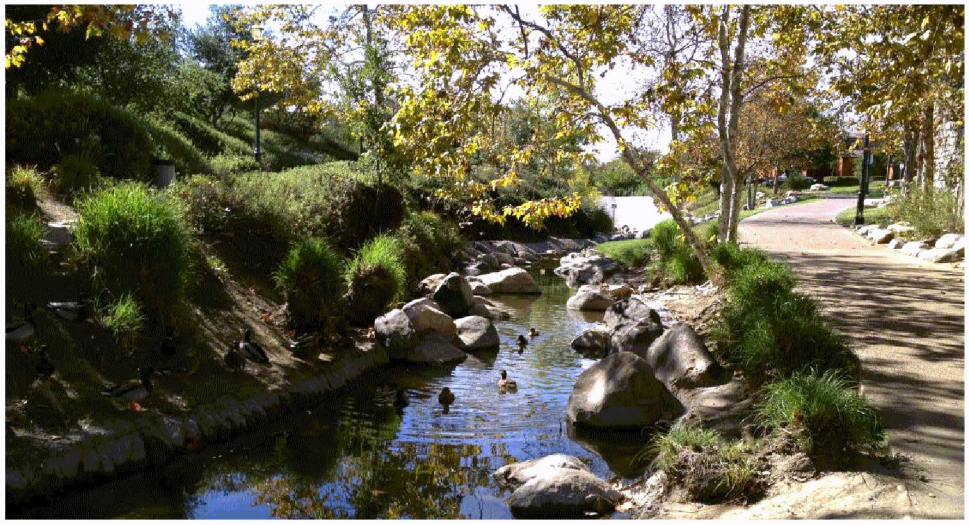
Downtown Vista is made up of districts and neighborhoods that distinguish themselves from one another. Landscape elements such as street trees, lighting, and furnishings can work to enhance distinct neighborhood character and/or to reinforce connections and links. It is the intent of this Specific Plan to identify opportunities to articulate what is unique about each district as well as to identify the common threads that tie them to each other and to adjacent properties. The intent of this section is to create unifying landscape features, such as street trees, but still accentuate differences in districts.

A site's landscape design is an essential part of the overall site design and should be used to integrate development into its setting, rather than to camouflage it. The function of landscape materials should be considered before they are incorporated into a site design to ensure that the chosen materials create an aesthetically pleasing and comfortable environment.

The City of Vista's landscape regulations are provided in the City of Vista's Landscape Design Manual and provide all design requirements for this Specific Plan.



Landscape features in Downtown Vista help to define street edges and support the creation of pedestrian-friendly walking corridors.



Plant materials should support the design character and palette found in the natural open space areas and along Buena Vista Creek.



Landscape frames and highlights residential entries.

3.3.1 Plant Materials

URBAN DESIGN PRINCPLES

Trees and other plant materials should be planted in a manner that ensures long-term health and well-being, and should support the design character of Downtown Vista. Plant species should be well-suited to their site and be able to be maintained properly.

GUIDELINES

1. Plant materials in public right-of-ways should be low maintenance and drought tolerant wherever possible.



Evenly spaced street trees help define the pedestrian areas and create a buffer between sidewalks and vehicular zones.



Where existing sidewalks are narrow, street trees can be placed at intervals between parallel parking spaces.



Community gardens provide social hubs for neighborhoods and add to an area's positive environmental character.

2. Low-water use irrigation systems should be provided at all trees and planting areas.
3. Soil testing should be conducted prior to planting to determine if subsurface drainage and aeration are required and what soil amendments are necessary for optimal growing conditions.
4. All planting areas should be a minimum of 40 square feet with no dimension less than 24" wide.
5. Planting areas adjacent to site walls or buildings should have a minimum of 24" of soil depth above top of footing. Wherever possible, footings should be offset to provide maximum soil depth and drainage.
6. The plant palette and materials should strive to reflect the unique quality of each district by looking for established and desirable plants currently found in each area.

3.3.2 Street Trees & Park, Plaza and Parkway Planting

URBAN DESIGN PRINCIPLES

Public right of way corridor street trees help to reinforce the continuity between the districts, whereas planting in common areas such as plazas, parks and parkways reinforce distinct district identities. To articulate the distinctions between the districts, street trees along side streets and new residential alleys shall be varying species per the guidelines set out in the City of Vista's Landscape Design Manual.

GUIDELINES

1. Trees should be a minimum of 3" caliper with a clear zone between top of finish grade and bottom of limb of 8 feet above sidewalk and 13 feet 6 inches above the street.
2. Trees grates should be flush with adjacent paving.
3. Trees planted adjacent to hardscape shall include appropriate root barriers.
4. Deep well watering are recommended to be used on all trees planted in pavement to ensure deep root development and reduce the possibility of sidewalk heaving by roots. Approved modular suspended pavement systems are recommended to support stormwater quality requirements.
5. Shrubs and groundcovers in public areas should be native plants that are drought tolerant.
6. To highlight their distinct characters, the plant palette for parkways, plazas, parks and other public gathering spaces should vary between districts.

3.3.3 Community Gardens

URBAN DESIGN PRINCIPLES

Urban gardens offer opportunities for civic and community collaboration and stewardship as well as venues for education and recreation. They can serve as outlets for creative expression and provide connection to the environment while beautifying the districts in which they are planted.

GUIDELINES

1. Where feasible and allowed by the City, develop outdoor urban gardens at unused open space areas to support healthy living goals and foster social activities.
2. Plant materials and trees should allow for direct visibility from public right-of-way areas into the garden. Gardens should not act as a screening device from the street.
3. Planters should be temporary in nature and provide raised planting surfaces above the existing grade between 6" minimum to 18" high maximum.
4. Select plants that are non-invasive and do not require excessive maintenance or watering.

3.3.4 Pedestrian Pavement

URBAN DESIGN PRINCIPLES

Sidewalks and pedestrian pavement should be inviting and wide enough to provide ample room for street furnishings, street trees or other landscape buffers, and create a safe and pleasant pedestrian environment. Paving materials should be simple, functional, and long-lasting, and provide background to the community street life.

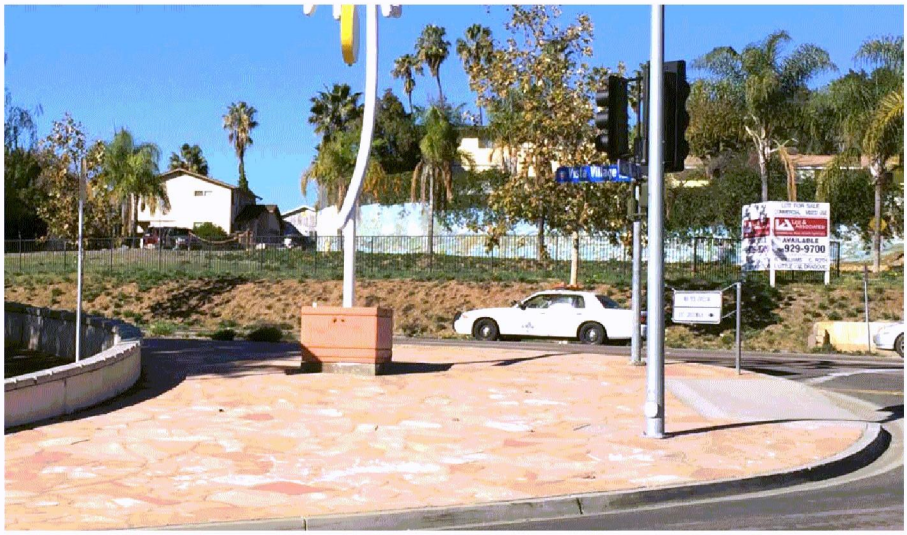
GUIDELINES

1. Sidewalks in the districts should be a of a single standard concrete mix so as to provide a uniform appearance throughout, except where designated as enhanced paving.
2. Enhanced paving, such as pavers or stamped concrete, should be used to highlight crosswalks, plazas, paseos, gateways and enhanced street corners.
3. A simple, uniform score joint pattern that is coordinated with the location of tree grates, light poles, building entries and other design elements should be established for the entirety of the downtown districts to provide a cohesive appearance.
4. Crosswalk paving should be enhanced to distinguish it from the surrounding road. Artistic pavement treatment should be considered in key locations. Refer to Chapter 6 Mobility for additional requirements.
5. New pavement in pedestrian areas should not be stamped to resemble another material such as stone or brick.

6. New pavement that is in close proximity to existing enhanced paved areas should strive to match the color and pattern of adjacent pavement.
7. Where appropriate, use pervious pavers or pervious surfaces to help filter stormwater and support any stormwater treatment requirements.
8. New development should refer to the paver designs and materials found in Vista's historic adobes for design guidance and inspiration.



Paver designs and materials found in Vista's historic adobes.



Example of enhanced paving materials at pedestrian areas in Downtown Vista.

3.4 Open Space

URBAN DESIGN PRINCIPLES

New development will be required to include open spaces that can be used for a variety of public uses, from relaxing, dining, and festivals to green spaces for stormwater management. Public spaces such as plazas, courtyards, and paseos will be designed to link to open spaces, such as parks, rights-of-way, sidewalks, and trails, to visually and functionally expand the use and benefits. When designing open spaces, consideration should be given to the particular use(s), the district in which it is located, and location in relation to existing and proposed public and private parkland spaces to maximize utility.

3.4.1 Requirements for Residential Development

This section provides regulations and guidelines for parks and open space required for stand-alone multi-family residential development and the residential component of a mixed use development.

REGULATIONS

1. Projects with four or fewer dwelling units shall provide a minimum of 200 square feet of open space per unit. Roof decks may count toward the required open space.
2. Projects with five to 20 dwelling units and any senior housing development shall provide a minimum of 200 square feet of open space per unit. At least 33 percent shall be provided as private space for each unit; the remaining space shall be provided as common space for use exclusively by residents. Roof decks may count as up to 50 percent of required common space.
3. Projects with more than 20 dwelling units shall provide a minimum of 200 square feet of open space per unit. At least 25 percent shall be provided as private space for each unit; the remaining space shall be provided as common space for use exclusively by residents. Roof decks may count up to 20 percent of required common space.
4. Minimum Dimensions and Minimum Area. Any space credited or used as private space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet. Any space credited or used as common space shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet.
5. Amenities shall be provided for all new multi-family development, consistent with the requirements of the City's Design Guidelines.

GUIDELINES

1. Common open space should include areas for both active and passive uses for residents of all ages. Avoid undifferentiated, empty spaces.
2. Design and locate common open spaces to be useable year-round. Provide shelter from the elements by incorporating awnings, sun shades, landscaping, and windbreaks.

3. Incorporate spaces that allow residents to garden, including a minimum of 25 square feet of common space per every five units for a community garden.

3.4.2 Requirements for Non-Residential Development

This section provides regulations and guidelines for parks and open space required for stand-alone non-residential development or the non-residential component of a mixed-use development.

REGULATIONS

1. A minimum of 10 percent of the net lot area shall be provided as open space. For mixed-use projects, this is in addition to open space required for the residential portion of the mixed-use development.
2. Roof decks may count toward the required open space.

GUIDELINES

1. Areas that are accessible to the passing public are considered public spaces and should be designed as such. Orient non-residential open space toward public sidewalks, paseos, courtyards, piazzas, and other publically accessible space so that it is visually and physically connected to the parkland network of Downtown Vista.
2. Design public spaces as "outdoor rooms" that can be used for social interaction and cultural activities. Avoid undifferentiated, empty spaces.
3. Design and locate open spaces to be useable year-round. Provide shelter from the elements by incorporating awnings, sun shades, landscaping, and windbreaks.
4. Include amenities such as benches, tables, landscaping, and public art.
5. If possible, link public parkland spaces to private spaces for residents' use to allow for joint utilization when appropriate.
6. Include sustainable design elements, such as permeable pavers, bioswales, vegetated filter strips, solar collection, and energy efficient lighting.





3.5 Architecture

A building's physical characteristics, such as height, shape, colors, width, and bulk, influence its ability to successfully create unique destinations in Vista. Each new building and major addition should be reviewed in terms of its placement, shape, scale, materials, details, its relationship to its surroundings, and contribution towards the established vision set forth in earlier chapters.

URBAN DESIGN PRINCIPLES

Architectural regulations and design guidelines are provided to create appropriate and consistent architectural character that: 1) responds to the existing assets and attributes of each district; 2) coordinates with environmental themes; 3) responds to zoning and land-use guidelines presented earlier and; 4) provides guidance for sustainable design and design that supports the cultural background of Downtown Vista.



"Outdoor rooms" such as outdoor restaurants at the street level or on roof decks promote visible pedestrian activity that adds to the downtown's vibrancy.

REGULATIONS

1. Comply with all State and Federal code Requirements.
2. Retail facades shall provide a continuity of retail frontage along the sidewalk.
3. Treat all publicly visible facades of a building equally in terms of materials, colors, and design details. Buildings are to have a "finished" appearance on all sides visible from the public right-of-way.

4. Provide building heights, setbacks, and transition spaces between public corridors and building facades per Table 3-1.
5. The ground level of buildings facing primary corridors and pedestrian sidewalks shall have an enhanced finish, such as tile, stone, or brick, to provide visual interest to pedestrians.
6. Temporary buildings are allowed up to two years with approval of a Plot Plan, however buildings shall be designed to be high quality and shall not appear as a modular or factory built structures.
7. Modular office trailers and temporary construction trailers are allowed only to support development construction with a valid Building Permit and must be removed immediately after the development is completed.

GUIDELINES

1. Sites that are highly visible along primary corridors, at intersections and at plazas in Downtown Vista provide ideal locations for landmark architectural features. Where feasible, provide design features such as towers, prominent building entries, specialized signage, pedestrian plazas and/or courtyards to create pedestrian landmarks.

2. Use materials that complement each district's character in terms of color, scale, and texture. Use patterns, expressed columns, window mullions, etc. to give the ground floor level a "human" scale.

3. Create "outdoor rooms" such as outdoor dining and café spaces at the street level or on roof decks to promote visible pedestrian activity.

4. Use special care in the design of corner buildings due to their high visibility. Use building design to anchor a district, serve as a landmark and to provide a sense of enclosure for the adjacent intersection.

5. Design building exteriors and massing that contribute to a pedestrian-friendly urban environment and that include maximum variety and transparency, multiple entries, stoops, and canopies.

6. Minimize the building's potential to cast shadows or to create wind conditions that will adversely affect adjacent outdoor spaces.

7. Coordinate the placement of exterior windows and lobby stairs so that they are visible from the street and provide a sense of prominence.

8. Maximize variety, detail, and continuity on the lower first and second floors of the building exterior to enhance the walking experience.

9. Place entry and lobby stairs in locations that are inviting, safe and can be seen from the public realm to increase stair use among the able-bodied. Post motivational signage to encourage stair use, and design visible, appealing and comfortable stairs.

DOWNTOWN VISTA ARCHITECTURALLY SIGNIFICANT FEATURES



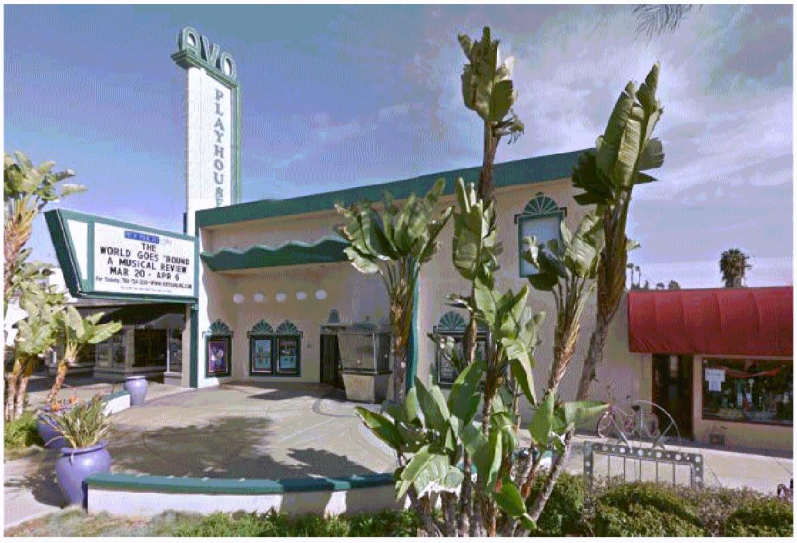
Architectural towers or canopies are desired for creating landmarks where there are view terminuses.



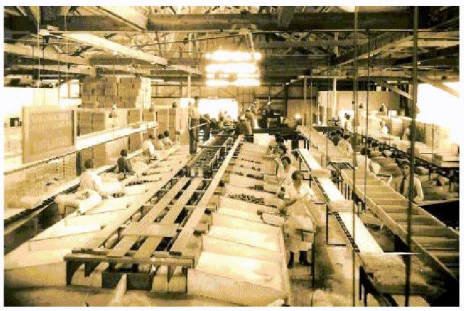
The historic First National Bank Building uses regulated arched openings, large transom windows, materials, simple massing forms and low-pitched clay-tiled roof.



The Yellow Deli blends together Craftsman Bungalow trellis structures with Mission style architecture.



Avo Theater utilizes design Modernistic features such as Art-Deco trim, simple materials and colors along with an inviting entry courtyard to create an iconic destination in Downtown Vista.



Example of existing spatial forms and structural frames found in older industrial buildings.



The Adobe building at 323 Broadway uses adobe walls to insulate the building and creates recessed openings at windows.

DOWNTOWN VISTA ARCHITECTURALLY SIGNIFICANT FEATURES



The historic First National Bank Building uses Spanish Eclectic Architecture using an asymmetrical design with clay roof and shallow overhangs.



Block Architecture with simple exteriors, minimal decorative elements, large storefront windows, and stucco finishes.



Textures such a brick or rich earth-tone colors add to creating an attractive urban architectural design.

3.5.1 Cultural and Regional Design

URBAN DESIGN PRINCIPLES

An essential element of architectural design is to seek out the unique features of Vista that have existed since the founding of the area. This approach fosters an "architecture of place" that builds upon and enhances Vista's unique identity. Existing regional architectural styles, often referred to as vernacular architecture, are a response to cultural and climatic factors. Design guidelines create spaces that display or preserve local cultures, customs, and a sense of place.

Downtown Vista is made up of a variety of architectural styles and includes several historic buildings that can guide and influence the design of new development. Table 3-2 below is an excerpt from the Downtown Specific Plan Program Environmental Impact Report (November 2009) and provides a list of historic or historically-significant buildings in Downtown.

TABLE 3-2
Historic Buildings

APN	Street	Construction Date	Historic Name
1752740800	119 Broadway	1960	
1752740600	135-141 Broadway	1950	
1752740500	147 Broadway		
1752740400	197-201 Broadway	1952	
1752750400	202-236 Broadway	1952	
1752740100/ 1752740200	217-227 Broadway	1947-1952	W.F. Hanes Building
1752720200	315-319 Broadway	1947	
1752720300	323 Broadway	1947	Adobe Professional Building
1752710700	350 Broadway	1953	
1752721000	353 Broadway	1948/ 1950	Carpenter's Hall
1752762100	115 Main Street		
1752761200	123 Main Street	1954	
1752761400/ 1752761500	131-135 Main Street		
1751381400	202-204 Main Street	1940	
1752750100	203-209 Main Street	1940	Vista Theater/ McDougall's Pharmacy
1752750200	211-221 Main Street	1928	First National Bank
1751381300	212 Main Street	1940	
1751381200	218 Main Street	1948	
1751381100	224-226 Main Street	1941	Sheffield's Department Store/ Dutch Bakery
1751380900	230-236 Main Street	1941	Sheloup's
1751380800	240 Main Street	1947	
1752712200	245-253 Main Street	1942	
Unknown	248 Main Street		
1752711300	303-307 Main Street	1948	Avo Theater
1751390800	326-330 Main Street	1954	
1752711900	327-329 Main Street		
1752710900	331-347 Main Street	1950	Dina Paint
1751390600	344 Main Street	1950	
1752221300	406 Main Street	1950	Village Café

Source: ASM Affiliates, 2009

REGULATIONS

1. Require new of infill development to be compatible with the existing historic character of adjacent buildings and the district.

2. Work on any historic or historically significant buildings shall maintain the integrity of the original architectural design and character.

3. Modifications, additions, or remodels to any buildings listed in Table 3-2 shall be subject to approval of the Community Development Director. A Plan Plan may be required.

GUIDELINES

1. Painting of any historic or historically significant buildings should use colors from a palette of colors that are appropriate for the time period and style of the building.

2. Use architectural elements and features that are characteristic of the local region.

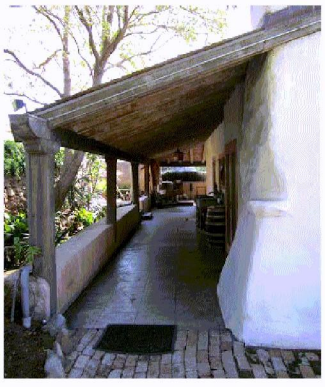
3. Use locally-produced building materials whenever possible. This preserves regional identity, bolsters the local economy, and helps the environment by reducing the need for transportation of materials.

4. Use local labor where feasible. The advantages include stimulating the local economy as well as creating community pride and a sense of ownership.

5. Incorporate design elements from local landmarks that are considered assets within the community.

6. Understand local cultural events and, if feasible, incorporate outdoor public spaces that support these events.





Use design strategies found in the Rancho Buena Vista Adobe that include thermal mass walls, deep overhangs, and building openings facing cooled micro-climate courtyards with water features.

3.5.2 Commercial Storefronts/Ground Level Flex Spaces

URBAN DESIGN PRINCIPLES

Design guidelines for commercial storefronts provide criteria that promote quality design for the ground floor of new buildings and rehabilitation of existing buildings. Guidelines encourage and support the mix of traditional and modern building facades found Downtown. The criteria presented below are intended to supplement any existing storefront guidelines.

REGULATIONS

1. The storefront is defined as the part of the building that fills the structural bay facades facing primary streets at ground level. If a building is located on a corner lot, storefronts are to be on both street faces.
2. Large openings filled by windows and attractive window displays create a welcome ambience. At least 60 percent of the total area of the first floor façade facing the primary street shall be window display.
3. No visible exterior security gates or bars are allowed. Interior security systems or enclosures shall not be visible from the exterior of the building during normal business hours.
4. Walls exposed to side streets or pedestrian passage ways between buildings must have doors and/or windows, or fixed glazing areas of at least 30 percent of the total surface area of the wall facing these open spaces.

GUIDELINES

1. Storefront design, materials and colors, at both existing and new buildings, should complement the individual architectural character of each building.
2. Storefronts should accentuate the structural bays of the building and allow for clear views of the interior of the commercial business at the ground level.
3. It is preferred to use recessed or projected entry ways, bays, canopies, awnings and other architectural elements.



Example of a storefront that accentuates the structural bays of the building and allows for clear views of the interior of the commercial

3.5.3 Architectural Sustainable Design Guidelines

URBAN DESIGN PRINCIPLES

The orientation of buildings and the selection of building materials to be used in construction are important elements of sustainability. The environmental impact, potential to reduce energy needs, reduction of toxic materials, enhancement of life expectancy of materials, and reduction of initial costs all contribute to creating a sustainable building environment, which is important to the City of Vista.

STANDARDS

1. All projects shall comply with California Building Regulations Code, Title 24, California Code of Regulations, for California Green Code Requirements.

GUIDELINES

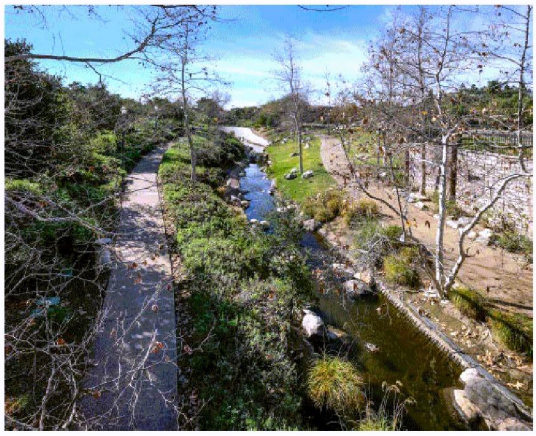
1. The siting of buildings should be oriented to take advantage of naturally-occurring features such as wind direction, and path and angle of sun.
2. Use walls, overhangs and other built elements to assist in channeling breezes through the building. Provide vertical airshafts such as cupolas and roof monitors to efficiently remove hot air through stack-effect ventilation.
3. Maximize the use of natural lighting as an alternative to electrical lighting. Skylights, light shelves, light wells, and windows should be used to provide natural lighting in buildings.
4. Orient the longer side of buildings on an east-west axis to maximize solar heat gain. Consider the year-round altitude and azimuth of the sun when designing exterior wall space, window sizing and placement, overhangs, and interior layout.
5. Design overhangs to provide shading during the summer months while admitting sunlight during the winter months when the sun's path is lower.
6. Use awnings or canopies to reduce heat gain on storefront glass and to shelter the pedestrian standing near the storefront.
7. Minimize the use of building materials that create environmentally hazardous waste products or inordinate amounts of pollution.
8. Avoid building materials that emit formaldehyde, organic solvents, volatile organic compounds (VOCs), and chlorofluorocarbons.
9. Select natural materials when possible such as stone, lumber, and earth. These materials are generally less energy-intensive to produce, have lower toxicity levels, and contribute less pollution to the environment.
10. Consider the durability and life cycle of the product. Sustainable materials include materials that do not need high maintenance or constant replacing.
11. Use recyclable sustainable materials such as brick, wood and exposed steel.



Micro-climate courtyards within a development



Pervious pavers and bio-filtration planters



Buena Vista Creek



Photovoltaic Panels combined with shade canopies



Shade canopies at entry transition spaces



Green Walls



Green Roof with Gathering Spaces

3.5.4 District-Specific Guidelines

URBAN DESIGN PRINCIPLES

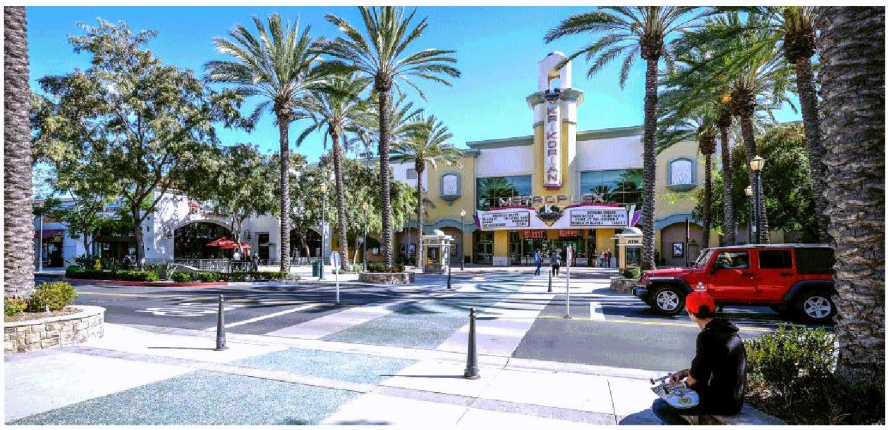
Specific architectural design guidelines for development projects for commercial, mixed-use, live-work, and residential buildings should support the design character of each district proposed in Chapter 2 of this document. While Vista Village Drive and Civic Center Drive are primarily "auto-centric" corridors, all other primary streets and corridors should be pedestrian-friendly passages and have a diverse mix of simple, contemporary, pedestrian-friendly architectural forms. This section presents additional guidelines to further help create unique district destinations in downtown Vista:

West Gateway

The West Gateway District serves as a regional shopping and entertainment hub for the City of Vista. Due to its gateway location off of State Route 78, the District is primary auto-focused and its large commercial parcels support the location of larger and national retail businesses. The district also is identified as a regional entertainment and recreational center with the multiplex theaters, the Wave Waterpark and the Vista Village Creek Park. Since West Gateway is relatively new and close to full build-out, the focus for future development should complement and support the existing buildings and architecture, which tend to be larger and more contemporary in nature.

GUIDELINES

1. New commercial projects proposed in the West Gateway District should have a contemporary design character to build upon the newer development within this district yet blend in traditional design elements, such as architectural cornices / trim, parapets, and arched openings to complement the existing design character found in the Historic Downtown. Projects should incorporate a landmark element at significant intersections and district entry points.
2. New multi-story, mixed-use projects should complement the style, scale, and design character of existing recently-completed structures.
3. New development should apply design elements inspired from the Buena Vista Creek such as native creek-side landscaping and the use of cobble stone accents at columns and exterior wainscot at high visibility areas.
4. At larger "box" retail type buildings apply design elements such as extended entry canopies, articulated wall planes, awnings and architectural detailing to reduce the scale and appearance to be more pedestrian friendly.
5. Link new pedestrian plazas and corridors to the existing network of outdoor spaces and sidewalks. Use paving colors, textures, materials and seatwalls found in the movie theater plaza.



Theater and commercial retail center support a pedestrian-friendly walking environment.



Example of contemporary architecture that blends in arched forms, stone finishes and pedestrian scaled canopies.



Example of contemporary architecture that uses design, materials and colors to reduce the visual scale of the building.



Historic Downtown

As the historic and cultural heart of Downtown Vista, the Historic Downtown District is defined by its low-scaled, pedestrian-friendly urban environment. Its design charm stems from its traditional architecture, ample sidewalks, low-scale signage, public art sculptures, and murals. The focus for future development should complement the scale and design character of the existing buildings by using building materials and colors that are found within the district.

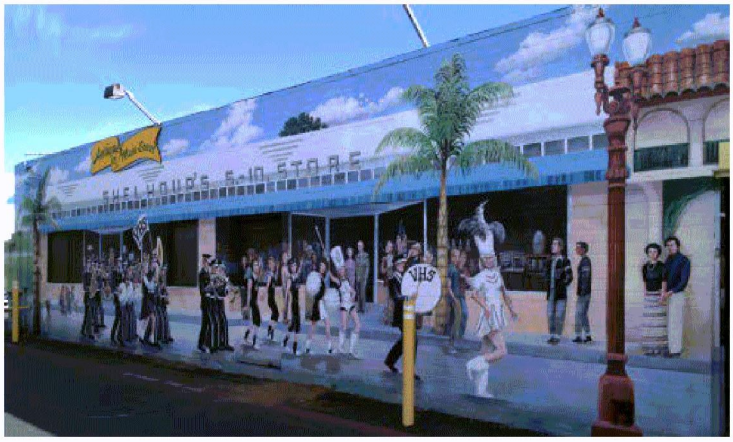
GUIDELINES

1. Urban Traditional Development - Mixed-use, commercial, live-work and multi-family residential housing should support the existing historic character of the district. The design character utilizes traditional building forms, building materials and colors.
2. Architectural forms and materials should remain simple and unobtrusive. The intent is to create simple, unembellished building forms that incorporate richer pedestrian elements found at the sidewalk level.
3. Pedestrian scaled elements such as awnings, public plazas, planters, building bases, and lattices should be included.
4. Between public sidewalks and primary building entries, designs should include semi-private outdoor spaces. For residential projects these may include porches, courtyards, stoops, latticed gateways, and/or raised planter areas. For commercial, mixed-use and live work projects, these spaces may be defined by using outdoor sitting/eating areas, courtyards, awnings, entry shade structures, and/or raised planters.

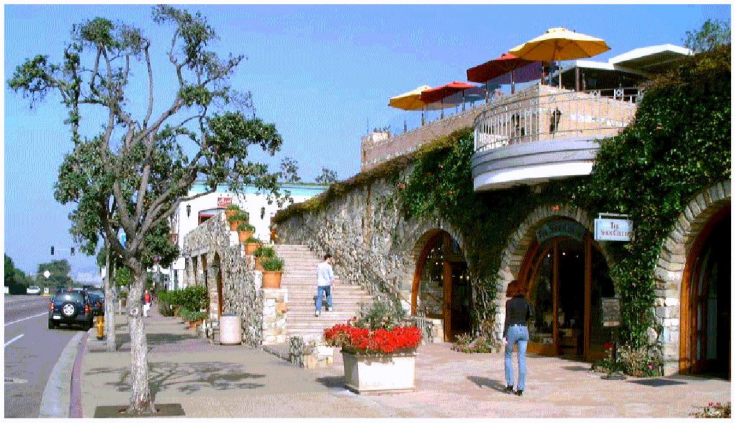


Example of traditional colors, textures and materials found on the original buildings in along Main Street.

5. Building materials should complement the traditional character of the Historic Downtown District. Materials may include: brick masonry, concrete masonry block, stucco, steel, glass and wood.
6. Exterior building colors for development projects should blend together colors from the areas historic palette with complementing contemporary colors that express urban vibrancy being proposed for the area. Examples of colors that capture both ideas may be seen on existing buildings along Main Street.



In the Historic Downtown District, murals help tell the story of Vista and help unify the walking experience.



Prominent and inviting exterior stair ways link upper level spaces with the streetscape.



Courtyards in the Historic Downtown District add to the scale and character of the urban environment.

Transit District

The design character for development projects within the transit area should be a diverse mix of simple yet contemporary, pedestrian-friendly architectural forms and styles. This area shall retain mixed-use commercial/residential as its primary design character since it is ideally suited to support transit-oriented development. Specific architectural guidelines include:

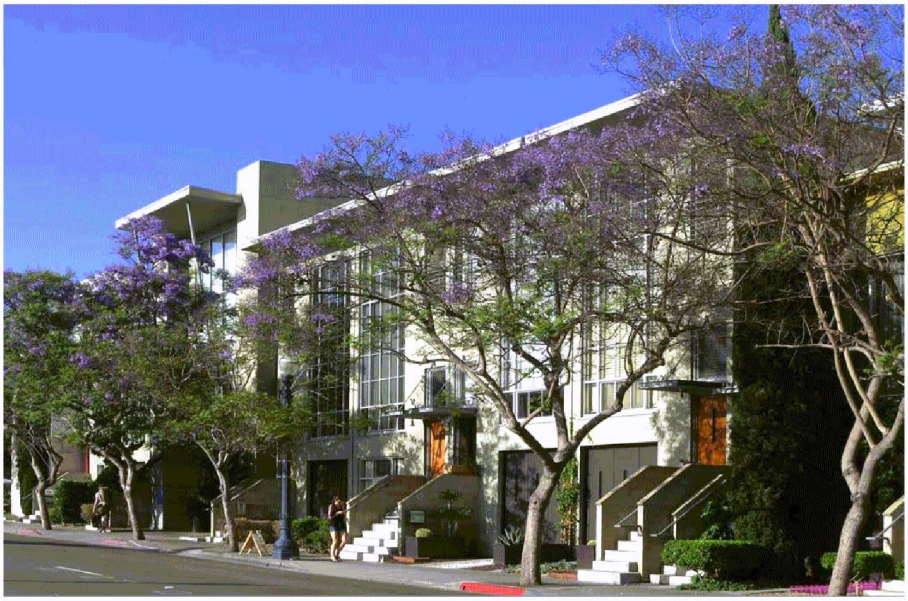
GUIDELINES

1. "Contemporary" development celebrating vibrancy and welcoming pedestrian activity from the Vista Transit Center. Mixed-use, office, live-work and multi-family residential housing should have a contemporary design character utilizing modern building forms, materials and colors.
2. Architectural forms, while more contemporary in nature, should still relate to the historic downtown area by remaining simple and unobtrusive. The intent is to visually link the architecture to the historic area by creating unembellished building forms that incorporate richer pedestrian elements found at the sidewalk level.
3. Building materials for development projects within this district should also complement the contemporary character proposed in the previous chapter. Architectural materials may include both traditional and contemporary materials: exposed concrete, concrete masonry block, stucco, exposed steel framing, steel panels, brick, glass and wood.
4. As common along the Specific Plan area, the natural setting of the background hillsides shall also influence building colors and materials. Colors should blend both classic and contemporary color combinations, along with colors that complement the surrounding existing context.
5. Provide outdoor plazas and courtyards at prominent corners facing or near the Vista Transit Center.

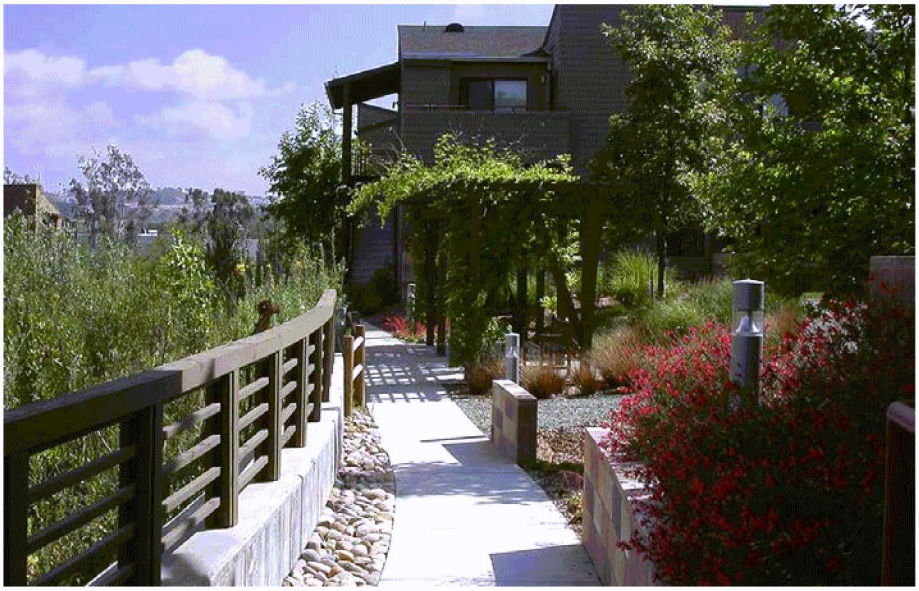


Development guidelines vision for the Transit District support the contemporary design character of the Vista Transit Center.

6. Residential and mixed-use building entries should include semi-private outdoor spaces facing the street corridors. For residential projects these may include porches, courtyards, stoops, latticed gateways, and/or raised planter areas. For commercial, mixed-use and live work projects, these spaces may be defined by using outdoor sitting/eating areas, courtyards, awnings, entry shade structures, and/or raised planters.



Example of multi-family urban residential with entry stoops, raised planters and landscaping



In addition to providing welcoming pedestrian public sidewalks, internal pedestrian corridors within a development can be more informal and provide a respite amenity for inhabitants.

Civic Center

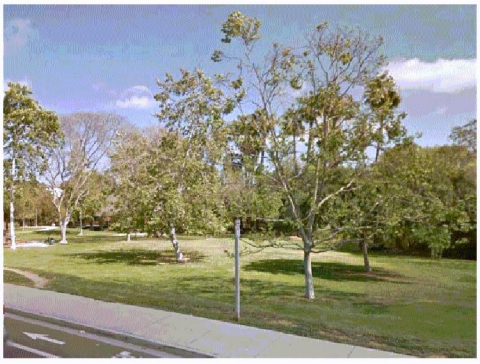


Vista Civic Center

Due to its quieter environment located at the northeast edge of downtown combined with its close proximity to the historic district, the new civic center, nearby open space and natural amenities, the Civic Center district provides an opportunity to develop a premium quality level of development.

Development may be both contemporary with traditional elements and also support a rich pedestrian walking environment. Design should support the surrounding hillside character, Buena Vista Creek, open space park areas and the increased presence of mature trees.

GUIDELINES



Wildwood Park

1. The vision for the District is for higher quality urban for development facing Vista Village Drive and Civic Center Way yet become more suburban as development transitions towards the existing residential edges.
2. Exterior building colors for the Civic Center District and surrounding corridors are designed to respond to the natural setting of the District and its adjacency to the Buena Vista Creek and open space areas. Colors may blend both classic and contemporary color combinations. The palette may include lighter natural colors to compliment the civic center and richer earth tones found in the creek and hillsides corridors. Building materials for development projects within this district should also blend together both contemporary and traditional design features. Architectural materials may include exposed concrete, concrete masonry block, stucco, exposed steel framing, steel panels, brick, glass and wood.
3. Development facing Buena Vista Creek should provide amenities for pedestrians such as walking nature pathways or open space areas along the creek corridor.
4. Single and multi-family residential developments should create strong pedestrian amenities such as entry courts for multi-family development and porches with shallow front yards for single family development or row homes.



Example of row homes with front porch entries and shallow yards facing a street.



Example of multi-family development that blends together contemporary and traditional architectural styles



Example of multi-family development with an entry courtyard



Simple rural forms and materials are a way of capturing Vista's agrarian past.





Examples of Adaptive Re-Use of Older Industrial Buildings

Paseo Santa Fe

The design character for development projects in the Paseo Santa Fe District should reflect a vibrant, contemporary industrial charm that highlights the area's industrial and commercial history that is now emerging as strong contributor to the burgeoning downtown arts culture. This area shall retain a more informal design character that promotes strong pedestrian connectivity between Paseo Santa Fe and Mercantile.

GUIDELINES

1. Architectural design should support "Industrial Contemporary" development design merging traditional and contemporary styles.
2. Mixed-use, commercial, live-work and multi-family residential housing should have contemporary design character utilizing modern, yet simple, industrial building forms, materials and colors.
3. Exterior building color palettes should combine earth tones contrasted with industrial construction material colors such as dark greys, and corten steel.
4. Similar to other downtown districts provide simple, unembellished building forms that incorporate richer pedestrian elements found at the sidewalk level.
5. Building materials for development projects facing South Santa Fe should complement the contemporary character proposed in the previous chapter. Materials may include: exposed concrete, concrete masonry block, stucco, steel, brick, glass and wood.
6. Implement adaptive re-use strategies to re-purpose existing industrial buildings into active visitor or community serving uses.
7. New and infill development should provide pedestrian linkages where possible to connect Mercantile with Paseo Santa Fe.
8. Infill development should respect the scale and architectural design of adjacent existing buildings by aligning architectural features and trim.



Example of a mixed-use development combining traditional materials and design with contemporary industrial materials and design.

South Gateway

The South Gateway District includes mainly 1-2 story commercial-serving retail businesses, as well as multi-family residential homes. In addition, the Civic Center Transit Station is located at the edge of the district, near SR-78. With the larger retail uses and lower densities, the South Gateway District retains a more suburban character that supports the surrounding natural hillsides and nearby open space.

Future development should maintain this character, while maximizing opportunities for mixed-use and denser urban infill projects. In particular, the neighborhoods surrounding the Civic Center Transit Station should encourage transit use by providing connections to the station and including transit-supportive uses and services. In particular the Rassel property located across from the transit station should be targeted for transit-oriented development.

GUIDELINES

1. Infill commercial building strategies should complement the existing commercial buildings where possible.
2. At commercial retail centers with large street facing parking lots, consider infill commercial developments within the lot at corners to partially screen parking and continue the zero-setback look of the older commercial areas.
3. Architectural forms and materials should remain simple and unobtrusive. The intent is to create simple, unembellished building forms that incorporate richer pedestrian elements found at the sidewalk level.
4. Create transitional spaces for pedestrians between public sidewalks and primary building entries that create semi-private outdoor spaces. For residential projects these may include porches, courtyards, stoops, latticed gateways, and/or raised planter areas. For commercial, mixed-use and live work projects, these spaces may be defined by using outdoor sitting/eating areas, courtyards, awnings, entry shade structures, and/or raised planters.
5. Building materials for development projects facing South Santa Fe should complement the contemporary character proposed in the previous chapter. Materials may include: exposed concrete, concrete masonry block, stucco, steel, brick, glass and wood.
6. The natural setting of the background hillsides should also influence building colors and materials. Colors blend classic color combinations along with colors that complement the surrounding context.

3.6 Parking

Vehicle parking plays both a functional and design role within the DVSP area. Parking facilities are a critical component of the Downtown transportation system because they provide essential vehicle storage to support mobility throughout the community. Managing this parking effectively is a key goal of the DVSP. The Downtown Vista Parking Management Plan (Appendix 4) describes existing parking facilities within the DVSP area and provides an overview of current parking conditions. In addition to the principles, regulations, and guidelines below, the Parking Management Plan offers short-term and long-term strategies for managing parking Downtown to meet community goals.

Parking facilities also contribute significantly to the overall character of the DVSP area due to their prominence as a land use. Parking lots cover roughly half of the land Downtown, and thus affect the look and feel of the Downtown community significantly. Because of this, attention to their design is critical.

Chapter 5 (Mobility) provides additional guidance for the design and management of Downtown parking facilities.

3.6.1 Required Parking Spaces

URBAN DESIGN PRINCIPLES

Parking should enhance public access to commercial and residential buildings, and support clear and easy circulation throughout Downtown. Although adequate parking should be provided to serve Downtown visitors and residents, care should be taken not to create an oversupply of parking spaces. Where opportunities exist to meet parking needs through shared parking, or to reduce overall demand for parking, these should be taken advantage of before new parking spaces are constructed.

REGULATIONS

1. Vehicle parking for single-family dwellings shall be provided according to the requirements of Vista Development Code Chapter 18.54.
2. Vehicle parking for multi-family dwellings shall be provided as follows:

Size	Spaces/Unit	Guest Spaces/Unit
Studio	1	0.25
1 Bedroom	1	0.25
2 Bedroom	2	0.25
3+ Bedroom	2.5	0.25

3. Vehicle parking for non-residential development shall be provided at a rate of 4 spaces per 1,000 sf of gross floor area, or as determined by the Community Development Director.

4. Vehicle loading spaces and motorcycle parking shall be designed according to the requirements of Vista Development Code Chapter 18.54.
5. Bicycle parking shall be provided consistent with Vista Development Code Section 18.54.080.
6. Parking surveys shall be conducted every three years according to the procedures outlined in the Downtown Vista Parking Management Plan.
7. Vehicle parking for uses in the Historic Downtown District may be provided anywhere within the District to accommodate proposed development. Off-site parking may be provided through reciprocal parking agreements anywhere within the District.
8. Compact parking spaces may be used for up to 25 percent of the required parking. Compact parking spaces measure 8 feet in width by 16 feet in depth.

GUIDELINES

1. Shared parking is encouraged, and may be provided according to the requirements of Vista Development Code Chapter 18.54.
2. With approval of the Planning Commission, the number of required vehicle parking spaces for non-residential uses may be reduced using the adjustment process in the Downtown Vista Parking Management Plan or Vista Development Code Section 18.54.050.
3. In-lieu fees may be substituted for vehicle parking spaces as follows:

Non-residential uses	Up to 25 percent of required vehicle parking spaces
Multi-Family Dwellings	Up to 100 percent of required guest parking spaces

3.6.2 Parking Facility Design

URBAN DESIGN PRINCIPLES

Parking facilities should be designed to enhance the sites and districts where they are located, integrating them in such a way that they do not alienate pedestrians or cyclists. The visual impact of parking facilities should be minimized by reducing their size where possible and screening them from adjacent uses, streets, and outdoor public spaces. When visible, the look of parking facilities should be softened with trees, landscaping, and other design elements.

Circulation within parking facilities should be safe and efficient, without requiring complicated maneuvers for drivers. Once parked, people should be able to move safely to and from buildings in clearly designated paths. Parking facilities should not present a barrier to pedestrians or cyclists, who should be able to access building entrances without crossing parking lots.

REGULATIONS

1. Where more specific requirements are not included in this section, the design and layout of parking facilities shall conform with the requirements of Vista Municipal Code Chapter 18.54.
2. Pedestrian pathways shall be provided from sidewalks or streets to main building entries. Pathways shall have a minimum clear width of five feet and shall meet State and Federal accessibility requirements.
3. A 20' setback shall be provided in front of all garages that face public streets.
4. When parking facilities are not screened by buildings, landscape buffers or screening elements shall be provided to separate public right-of-ways from parking facilities.
5. Landscape buffers or screens should be composed of a minimum four feet of landscaped strip between the vehicle area and the public sidewalk, with a 30" high screening element of either a dense hedge, a wall or fence integrated with shrub planting.

GUIDELINES

1. On-site parking facilities should be located behind or to the side of buildings.
2. Pedestrian pathways should be provided within parking facilities, separate from traffic lanes, to allow pedestrians safe access to building entries as follows:
   a. Pathways running parallel to the parking rows should be provided for every four rows and pathways running perpendicular to the parking rows should be no further than 20 parking stalls apart.
   b. Pathways should provide a minimum clearance of five feet.
   c. Where pathways cross the vehicle lane, the pathway should be clearly delineated by a contrasting color, pavement pattern, and/or be raised slightly to form a speed table.
   d. Parking facilities with over 150 parking spaces should have pathways designed with adjacent planting areas for trees and other landscaping; smaller parking lots should include this treatment whenever possible.
   e. Where appropriate, pathways should be raised to standard sidewalk height.
   f. Trees should be planted along the interior pedestrian paths to provide needed shade.
3. All parking lots with more than 24 stalls (approximately one-quarter acre) should provide a tree canopy to eventually cover 50 percent of the lot at time of trees' maturity (approximately ten years from

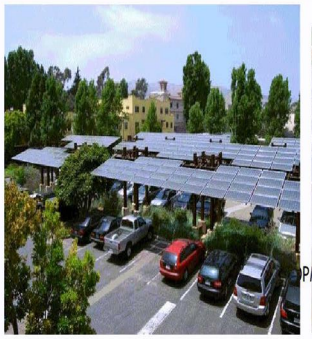
planting). Trees should be evenly spaced throughout the lot (planted "orchard-style").

4. In parking lots with over 150 parking spaces (roughly one acre in area) landscape areas with a minimum width of 5 feet should be located on both sides of at least half of the pedestrian pathways within the parking lot.
5. Public art may be substituted for up to 10 percent of required landscaping, with approval of the Public Art Commission.

3.6.3 Low Impact Design

Design guideline strategies support minimizing or slowing the flow of stormwater runoff, allowing it to filter into the soil, sustaining an area's natural hydrological cycle, and in some cases, allowing microbes to break down contaminants before entering the soil layer. Guidelines include:

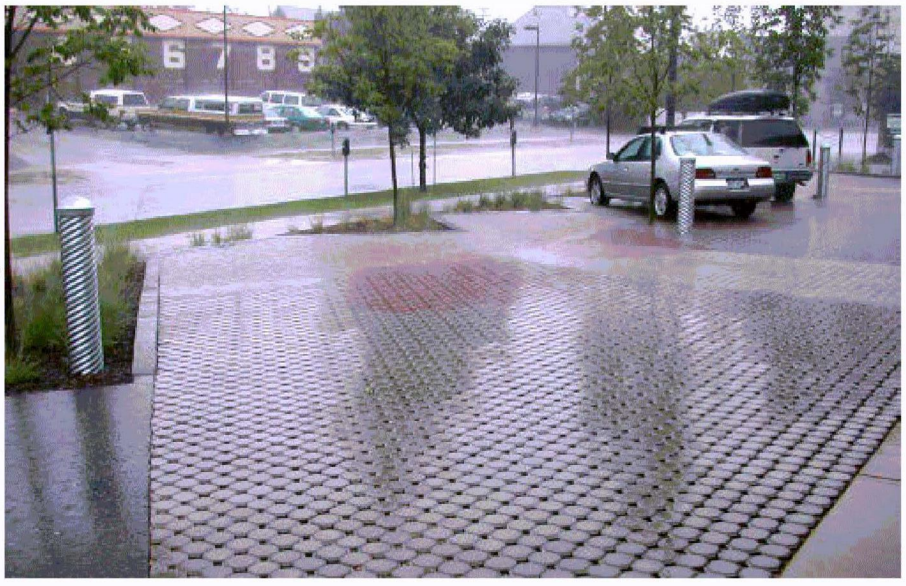
1. Parking lot designs are to be designed to meet Low Impact Development (LID) code requirements.
2. Provide green parking lot design (Green Lots) by incorporating a variety of environmentally preferable features, including a minimized footprint and/or impervious surfaces, stormwater best management practices (BMPs), and/or alternative parking surface materials.
3. Hybrid options may be used such as having aisles and driveways use conventional pavement, while alternative pavers can be used in parking stalls, crosswalks, and overflow lots.



Solar PV Vehicle Shade Structures



Storm Water Biofiltration Swale



Permeable Pavers at Parking Lot

3.7 Affordable Housing

Any application for a Site Development Plan for 20 or more multiple dwelling residential units, for sale or rent, shall satisfy the City's affordable housing requirements found in Section 18.34.130 of the Vista Development Code.

A vibrant, high-quality, sustainable parkland network that enhances the identity of Downtown Vista; bolsters the economy; provides spaces to relax, play, and socialize; and conserves and enhances natural resources, especially Buena Vista Creek.

4. Buena Vista Creek, Parks and Open Space

4.0 Parkland in Downtown Vista

A key goal of the Specific Plan is to meet the diverse needs of the community, which are evolving as people who are seeking a more urban and dynamic lifestyle are attracted to Downtown Vista. Achieving the vision for Downtown Vista as an active, vital place where people can live, work, shop, and play relies on incorporating a vibrant network of parks and open spaces into the fabric of the Specific Plan area. This comprehensive and interconnected parkland network will provide a variety of active and passive outdoor opportunities for residents of all ages, employees, and visitors to enhance quality of life and community health and wellness, promote community engagement, and stimulate economic vitality, and support tourism. Distinguishing features include green infrastructure and sustainable design, incorporation of public art, and embracing the City's history and culture as a unifying theme.

Downtown Vista's parkland network consists of public parks, recreational facilities, manmade and natural open spaces, the Buena Vista Creek corridor, cultural and historical facilities, and pedestrian and bicycle trails. There are already many existing public and private assets upon which to build this active, connected, and green parkland network.

Public parks and special recreational/resource areas serve as the foundation for the parkland network within Downtown Vista. Wildwood Park, Civic Center Park, and the newest addition, a park that is being constructed as a part of the Paseo Pointe Apartments development, contribute a total of approximately seven acres of neighborhood parks that provide both active and passive recreational options. The Wave Waterpark is a 4.8-acre family waterpark with water slides, a lazy river, a swimming pool, and other active amenities. Creek Walk Park in Vista Village is a unique 2.9-acre public park along Buena Vista Creek that offers pedestrian paths along the creek, an amphitheater, native vegetation, pedestrian bridges, and sustainable flood protection. Vista Unified School District property includes approximately 10 acres of recreational amenities, including ball fields, basketball courts, and a pool on the current Vista Middle Magnet School site. This area is not available to the general public; however, as one of the largest areas of parkland in Downtown Vista, it offers a significant opportunity to benefit the greater community.





Buena Vista Creek is an annual flowing waterway that runs roughly east to west across Vista, through the heart of Downtown Vista. In its current state it flows above ground through natural areas and human-made channels, and underground through pipes and box culverts. The creek plays a critical role in watershed management, flood control, and the protection of biological resources. Although it is a major defining characteristic of the City, it had largely been ignored in the development of properties fronting it and under which it flows. Completion of Creek Walk Park in 2002 elevated Buena Vista Creek to a signature feature in Downtown Vista upon which future development will be oriented.

Publically accessible open spaces enhance the parkland network by providing outdoor spaces of varying sizes that can be used for a variety of uses, such as sitting, dining, socializing, recreating, and as venues for arts and entertainment. Manmade open space includes plazas, piazza, courtyards, and paseos. Existing open spaces include the plaza in front of the movie theater on Main Street, the plaza at corner of Main Street and Michigan Avenue, and the shade structure at corner of Main Street and Indiana Avenue. Open spaces also provide protection for public health and safety, such as the Monte Vista detention basin at the southern end of the South Santa Fe District.

Public rights-of-way, including streets, sidewalk, bikeways and trails, physically connect the parkland into a network within Downtown Vista, with linkages to the rest of the City and the region. Public rights-of-way in the Specific Plan function as a vital part of the open space network by providing shade trees, generous sidewalks, street furniture, public art, and spaces for people to sit. They also encourage active transportation and support the compact, walkable design envisioned in the Specific Plan. Existing pedestrian pathways connect the Civic Center with the library and run along Buena Vista Creek through Creek Walk Park. The Paseo Santa Fe project redesigns South Santa Fe Avenue between Vista Village Drive and Civic Center Drive into a green boulevard.

Building connections between parks and open spaces throughout the City is critical to realizing the vision of the Specific Plan. The existing pathway along Buena Vista Creek in Creek Walk Park will be extended to provide a continuous west-east pedestrian and bicycle route through the downtown area. Similarly, the Inland Rail Trail will run parallel to the existing SPRINTER line, connecting open space at the Vista Transit Center and Paseo Santa Fe with parklands to the south and linking Vista to other cities in the region. Additional existing and proposed trails in the Civic Center and South Gateway districts (see Figure 2.2), along with the implementation of the City's Bicycle Master Plan, will create new connections within the Specific Plan Area and to neighborhoods adjacent to Downtown Vista.

The "bones" are in place in Downtown Vista to develop a dynamic and signature parkland network. The following sections of Chapter 5 provide both the guidance and development regulations to help achieve this vision. The Specific Plan parkland network both supports and relies on the active

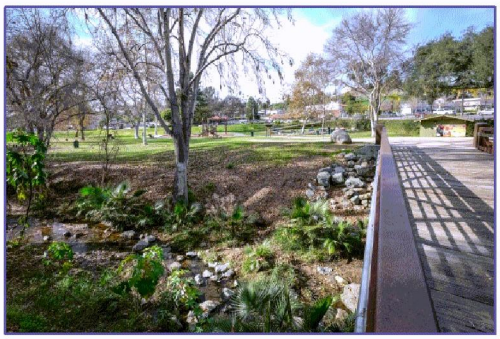
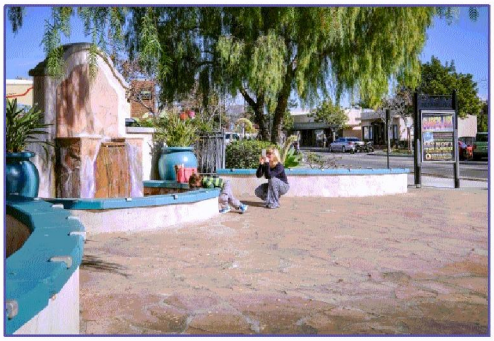
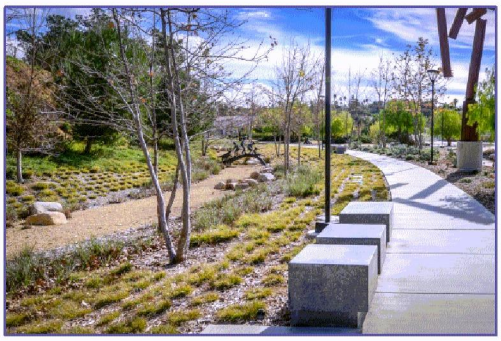
transportation system identified in Chapter 6 to create new linkages and strengthen existing ones within the downtown and to the rest of the City and region.

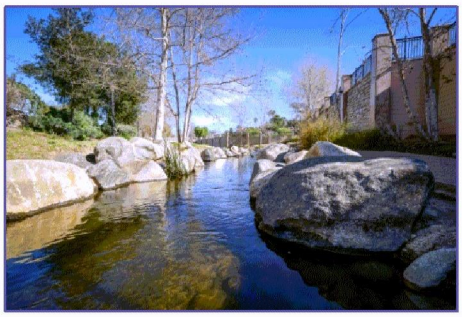
4.1 Parks and Public Rights-of-Way

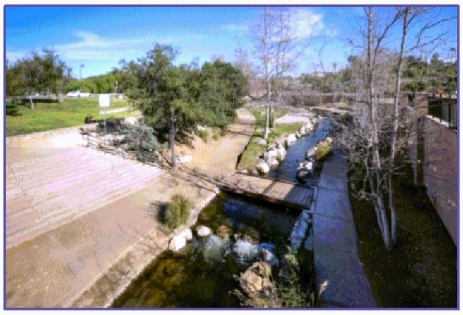
The Specific Plan envisions the creation of new neighborhood parks, pocket parks, parklets, and public rights-of-way that can be used for public open space as opportunities become available. This is expected to occur over time through a variety of ways, including acquisition of property by the City, public improvements funded by grants and the City's Capital Improvement Program, public/private and public/public joint ventures, and through private development.

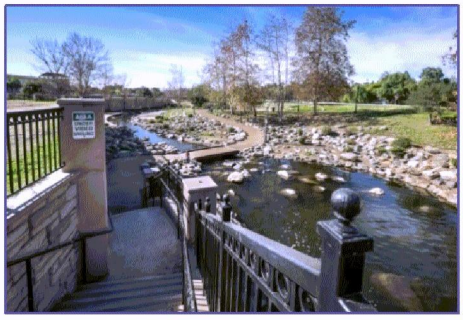
GUIDELINES

1. New residential and mixed-use development may be required to dedicate park space and construct park improvements as part of a Development Agreement.
2. New development may be required to incorporate pedestrian trails and bicycle paths in design of the projects to complete sections of the trails network or dedicate easements for future construction of trails and paths identified in this plan.
3. The City and the Vista Unified School District (VUSD) will explore joint use and improvement of VUSD's existing recreational facilities for the community.
4. The City will evaluate the allowance of parklets. Parklets convert on-street parking spaces or public rights-of-way into public open spaces, such as places to sit, socialize, or enjoy a cup of coffee. Parklets also can be used for natural or ornamental gardens, and may be adopted by community members and groups. They are privately constructed and maintained, but are open to the public. Any parklet placed within the public ROW would be subject to approval of an Encroachment Permit.









4.2 Buena Vista Creek

Opportunity Area #1 (Buena Vista Creek) of the General Plan calls for the development of a linear park along Buena Vista Creek throughout the City that includes a connected system of natural open space, parks and recreation, trails and access improvements, and public art. Achievement of the linear park will require enhancements to the creek corridor, including uncovering portions of the creek that are underground, modifying or removing channelized portions of the creek, implementing water quality and flood control projects, and protecting and restoring natural resources, such as vegetation and habitats.

It will be necessary for both public and private development to participate in the design and implementation of the linear park and associated public improvements.

4.2.1 Public improvements for Buena Vista Creek

GUIDELINES

1. The City will continue to evaluate opportunities to uncover additional portions of Buena Vista Creek for use as active spaces, and for environmental enhancement and flooding and stormwater management.
2. The City will consider opportunities to uncover a portion of Buena Vista Creek that currently runs underground through the VUSD Magnet School site at the time the school property is sold or converted to another use.

4.2.2 New development adjacent to Buena Vista Creek

REGULATIONS

1. Setbacks from the creek are required per VDC 18.58.300 and VMC 13.18.045. Additional setbacks may apply for new development based upon the recommendations of the project biologist.
2. Any regulations that are established for Buena Vista Creek will apply to all development in the Specific Plan.
3. The use of native, naturalized, and non-invasive plants and turf is required.
4. Existing landscaping that is invasive, non-native, and/or non-naturalized must be removed.
5. Use of pesticides and fertilizers is prohibited.
6. Utilization of low impact development (LID) techniques is required. Existing planters, hardscape, and other similar features must be replaced with LID features.

GUIDELINES

1. Orient development toward Buena Vista Creek whenever possible and incorporate the creek as an integral part of private and public development.

2. Parkland that is required for new development should be designed to enhance existing and proposed public open spaces along the creek as appropriate.
3. New development should uncover the portions of the creek that are currently covered, to the extent feasible. If this is not possible at the time of development, the City may require an easement or other legal instrument to preserve access to and the right to make changes to the creek and adjacent land.
4. New development should modify or remove the channelized portion of the creek that run through or adjacent to the subject property to accommodate pedestrian access, environmental enhancements, and flood control, to the extent feasible. If this is not possible at the time of development, the City may require an easement or other legal instrument to preserve access to and the right to make changes to the creek and adjacent land.

4.3 Open Space Requirements for Development

New development will be required to include open spaces that can be used for a variety of public uses, from relaxing, dining, and festivals to green spaces for stormwater management. Open spaces such as plazas, piazzas, courtyards, and paseos will be designed to link to public spaces, such as parks, rights-of-way, sidewalks, and trails, to visually and functionally expand the use and benefits. When designing open spaces, consideration should be given to the particular use(s), the District in which it is located, and location in relation to existing and proposed public and private parkland spaces to maximize utility.

4.3.1 Requirements for Non-Residential Development

This section provides regulations and guidelines for parks and open space required for stand-alone non-residential development or the non-residential component of a mixed use development.

REGULATIONS

1. A minimum of 10% of the net lot area must be provided as open space. For mixed-use projects, this is in addition to open space required for the residential portion of the mixed-use development.
2. Roof decks may count up to 25% of required open space.

GUIDELINES

1. Areas which are accessible to the passing public are considered public spaces and should be designed as such. Orient non-residential open space toward public sidewalks, paseos, courtyards, piazzas, and other publically accessible space so that it is visually and physically connected to the parkland network of Downtown Vista.





2. Design public spaces as “outdoor rooms” that can be used for social interaction and cultural activities. Avoid undifferentiated, empty spaces.
3. Design and locate open spaces to be useable year-round. Provide shelter from the elements by incorporating awnings, sun shades, landscaping, and windbreaks.
4. Include amenities such as benches, tables, landscaping, and public art.
5. If possible, link public parkland spaces to private spaces for residents’ use to allow for joint utilization when appropriate.
6. Include sustainable design elements, such as permeable pavers, bioswales, vegetated filter strips, solar collection, and energy efficient lighting.

5. Mobility

A robust Downtown transportation network connects residents, visitors, and businesses.

5.0 Mobility in Downtown Vista

Downtown Vista's transportation network consists of the system of roads, pedestrians and bicycle pathways, and transit routes that serve the community. By allowing people to easily visit the area, and to move around safely and comfortably once they arrive, the transportation network supports the well-being of Downtown Vista's economy and community. As a key component of the physical environment Downtown, the transportation network also helps to set the tone of the neighborhood. Strengthening the physical connections that make up the transportation network is a key goal of both the City's General Plan and the Downtown Vista Specific Plan.

The roadway network Downtown includes one primary east-west route (Vista Village Drive) and two primary north-south routes (South Santa Fe Avenue and Civic Center Drive). While vehicle traffic is relatively high on these roads, congestion is not severe at most locations and traffic signals help accommodate traffic at major intersections along these roads. Parking is available both on the street and in public and private lots throughout the area.

The Paseo Santa Fe street improvement project includes roundabouts along Paseo Santa Fe. Several intersections improvements are recommended to mitigate potential impacts from diverted traffic due to the installation of these roundabouts, as follows:

Civic Center Drive at Eucalyptus Avenue

- EB left turn lane (100' minimum)
- Separate EB through lane from left and right turn lane
- Lengthen WB left turn lane

Vista Village Drive at Civic Center Drive

- Provide for an additional NB left turn lane
- Increase NB left turn green time in traffic signal timing

North Santa Fe Avenue at Vista Village Drive

- Provide for an additional SB left turn lane

Appendix 2 includes conceptual plans for these improvements.



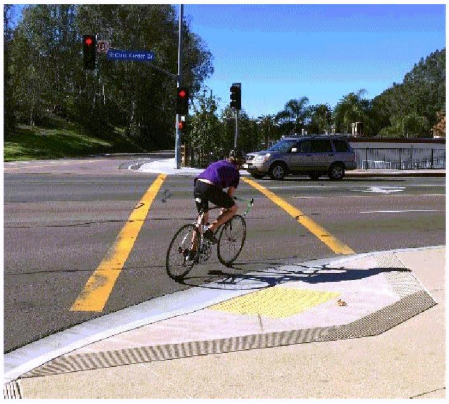
The Vista Transit Center is one of two SPRINTER stations located within the DVSP area.

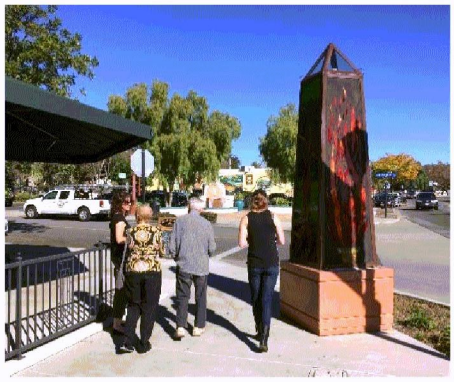
Downtown Vista is served by several bus routes and two SPRINTER light-rail stations, including the Vista Transit Center at Vista Village Drive and Paseo Santa Fe and the Civic Center SPRINTER station on Civic Center Drive (formerly Escondido Avenue). The SPRINTER provides east-west connections to locations in Oceanside, San Marcos, and Escondido, including Cal State San Marcos and

the Escondido Transit Center to the east, and the Oceanside Transit Center to the west. Wayfinding signs direct people to area transit stops.

Bike lanes, lockers, and bike parking are located throughout the Specific Plan area to support and encourage biking in the area. Bike lanes are in place on Vista Village Drive and South Santa Fe Drive south of Civic Center Drive. Civic Center Drive is also a designated bike route. Bike lockers are available at both SPRINTER stations in the Downtown area. The Inland Rail Trail, a multi-use trail that extends from Escondido to Oceanside, is located adjacent to the SPRINTER line.

Sidewalks, marked crosswalks, curb ramps, and pedestrian paths make up the basic structure of Vista's pedestrian network. Throughout most of the area, sidewalks and curb ramps are in place and in good repair. Pedestrian pathways run along Buena Vista Creek across from the Wave Waterpark, as well as along the east side of the Civic Center property. Marked crosswalks at several key locations feature striping and specialized paving to draw attention to users.







5.1 Active Transportation

Active transportation is "human-powered" travel such as walking, biking, or skateboarding. The active transportation network includes the infrastructure that supports these transportation modes of transportation, such as sidewalks, crosswalks, or bike paths.

The design of a neighborhood's roads and buildings, as well as the type and mix of land uses within a neighborhood, affect active transportation. For example, narrow roads with slow-moving traffic, wide sidewalks, and abundant landscaping can promote walking. Similarly, providing secure bike parking and direct routes for bike travel make cycling an appealing travel choice. Including a dense, diverse mix of land uses within a neighborhood further encourages active transportation by allowing residents and visitors to complete daily errands by bike or on foot.

5.1.1 Pedestrian Access

REGULATIONS

1. Design sidewalks, crossings, and pedestrian pathways to meet the needs of all pedestrians, including seniors, the disabled, and those with impaired mobility.
2. When building entrances are not located adjacent to sidewalks, designate safe and direct routes from sidewalks to building entrances and avoid using driveways for access.

GUIDELINES

1. Orient buildings toward the pedestrian network, with building fronts and primary entrances adjacent to the sidewalk.

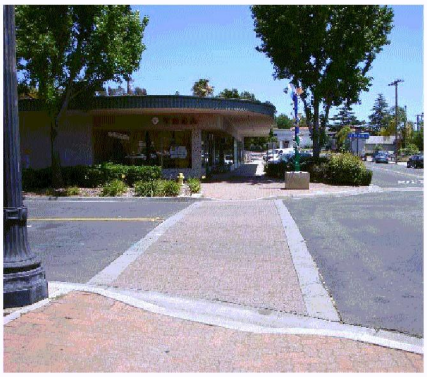
2. Provide pedestrian connections along easements or other areas where vehicles are not permitted, as appropriate.
3. Allow for temporary closures to vehicular access along Main Street for permitted special events.

5.1.2 Sidewalks and Pedestrian Crossings

REGULATIONS

1. Provide sidewalks with adequate width to accommodate street furniture and landscaping without impeding pedestrian movement.
2. Design driveways and vehicle access points to ensure adequate visibility between pedestrians and drivers.
3. Provide adequate lighting along sidewalks and pedestrian pathways to promote nighttime safety and security.
4. Regularly maintain sidewalks to prevent damage, such as cracks, that may be hazardous to pedestrians.
5. Minimize interruptions to the sidewalk network from driveways.

GUIDELINES



1. Enhance street crossings with design features to improve pedestrian safety (e.g., curb extensions or median refuge islands) at key locations, such as adjacent to the Vista Transit Center or at Inland Rail Trail crossings.[1]
2. Provide pedestrian push buttons at crossings on primary and major roadways.
3. Provide a landscaped buffer between the road bed and sidewalk.
4. Consider alternative crosswalk markings, such as artwork and/or paint, to better define crossings.

5.1.3 Pedestrian Amenities



REGULATIONS

1. Provide street furniture and other pedestrian amenities, such as landscaping, benches, trash and recycling bins, or public art installations, to enhance the pedestrian environment.
2. Designate art and/or exercise walking routes using signage in English and Spanish, as well as pavement markings, to indicate routes and distances.
3. Provide shade for sidewalks using street trees and building awnings.

GUIDELINES

1. Incorporate decorative elements into street furniture to promote community identity and increase the appeal of walking. Examples may

[1] *See Appendix 2 for conceptual plan for crossing improvements at Vista Village Drive and Santa Fe Avenue*

include painted utility boxes, and decorative paving and tree well grates.

2. Encourage walking in Downtown Vista through promotions and events (e.g., walking tours, Open Streets events, or discounts for people who walk to Downtown businesses).



5.1.4 Bicycle Network and Access

REGULATIONS

1. Implement bicycle infrastructure improvements in accordance with the City's *Bicycle Master Plan*.
2. Locate bicycle parking adjacent to primary building entrances to ensure convenience and security for cyclists.
3. Include bicycle lanes and multi-use paths in regular street sweeping and maintenance.

GUIDELINES

1. Provide separate facilities for bicyclists and pedestrians as appropriate, discouraging sidewalk riding when it would create unsafe conditions for pedestrians or bicyclists.
2. Enhance street crossings at key locations to improve bicycle safety, such as adjacent to the Vista Transit Center or at Inland Rail Trail crossings.
3. Install bike crossing buttons and bicycle-sensitive traffic signal loop activation systems where feasible.

5.1.5 Bicycle Amenities

REGULATIONS

1. Provide secure bicycle storage for new multi-family residential development.
2. For non-residential development, provide two bicycle parking spaces or five percent of the required automobile parking spaces, whichever is greater.

GUIDELINES

1. Develop themed bicycle parking and signage to enhance community identity and create visual interest Downtown.
2. Encourage bicycling in Downtown Vista through promotions and events (e.g., bike tours, Open Streets events, or discounts for people who ride to Downtown businesses).
3. Consider bicycle corrals where high-volume bicycle parking is necessary.
4. Provide showers and other amenities at key employment locations to promote biking to work.

5.2 Transit

Public transit is an important component of the transportation system, providing access to both local and regional destinations. Fixed-route rail and bus service connects users to key locations, such as schools and employment centers, in Downtown Vista and in surrounding jurisdictions. On-demand public transit, like taxis or ride-sharing services, provide additional flexibility for users while still allowing them to travel without a car. Transit can also encourage active transportation by providing connections for longer trips, as transit users often walk or bike to and from transit stops.

5.2.1 Transit Service

REGULATIONS

1. Support existing regional transit and the development of new regional transit service.
2. Provide increased access to local transit through coordination with private development, capital projects, and the North County Transit District.

GUIDELINES

1. Encourage visitors to use transit to frequent Downtown establishments and attend Downtown events.
2. Promote the development of housing and commercial uses near transit stops and stations.
3. Encourage the use and expansion of on-demand transit services.
4. Integrate the transit system with parking planning decisions.



On-demand transit services that provide as-needed transportation by phone or through smartphone apps can improve mobility for seniors and others who may be unwilling or unable to drive.

5.2.2 Transit Stops and Stations

REGULATIONS

1. Provide adequate trash and recycling receptacles at the Vista Transit Center and major transit stops.
2. Enhance crossings and pathways surrounding the Vista Transit Center to facilitate access by bicyclists and pedestrians.
3. Construct bus turnouts and shelters adjacent to new development where transit demand warrants.
4. Designate loading zones for taxis and on-demand transit where demand warrants.
5. Connect transit stops directly with the pedestrian and bicycle network.

GUIDELINES

1. Create a safe and comfortable environment around transit stops, incorporating shade, seating, and art to make transit stops an inviting part of the urban fabric.

5.3 Parking Management

Vehicle parking plays a key role in the mobility of a community. Providing adequate parking makes driving easy and efficient, helping to ensure access to homes and businesses. At the same time, an oversupply of parking takes up valuable land that could be used more productively. Because of this, it is important to optimize investments in parking facilities before constructing new parking.

Vehicle parking should be effectively managed so that the "right" amount of parking is provided to meet overall mobility goals for the DVSP area. Rapid turnover of parking spaces should be encouraged in premium locations where demand for short-term parking is high. Safe and well-maintained parking should be provided in central locations that allow users to park once for access to multiple destinations downtown. Finally, a variety of incentives should be used to encourage transit use and active transportation in order to decrease demand for vehicle parking.

5.3.1 Parking Demand Management

REGULATIONS

1. Eligible employers shall participate in California's parking cash-out program, as required by State law.

GUIDELINES

1. Businesses should be educated about providing employees with incentives to use alternative modes of transportation.
2. On-street parking should be maintained for short-term parking at high-demand locations.
3. Employees should be required to park in low-demand, long-term parking spaces, reserving premium parking for customers and other visitors.

5.3.2 Parking Supply Management

REGULATIONS

1. No on-street loading shall be permitted on Santa Fe Avenue or Vista Village Drive.

GUIDELINES

1. Shared or reciprocal parking should be encouraged where appropriate.
2. The City should secure shared use agreements to allow Downtown visitors to use privately-owned lots or lots owned by other public entities (e.g. schools) during specific high-demand periods.

3. Parking wayfinding signs should be installed at locations identified in Figure 5.1. Design and branding of wayfinding signs should be consistent with other wayfinding signage in the DVSP area.

4. Consider implementing a parking wayfinding program to direct visitors to available parking locations.

5. On-site signage and branding of existing public parking lots should be enhanced, consistent with wayfinding signage in the DVSP area.

6. On-site parking and wayfinding signs for private parking facilities should be designed for consistency with public parking and wayfinding signage in the DVSP area.

5.3.3 Parking Administration

REGULATIONS

1. Existing and future parking regulations shall be consistently enforced within the DVSP area.

GUIDELINES

1. The City should invest in emerging technologies to assist in parking management, as appropriate.

2. The public should be educated about the operations and benefits of new parking strategies as they are implemented within the DVSP area.



LINSCOTT LAW & GREENSPAN engineers

N:\2321\Figures
Date: 3/16/15

Figure 5–1

Recommended Wayfinding Signs Location

CITY OF VISTA PARKING MANAGEMENT PLAN

A variety of mechanisms will fund public improvements required for the implementation of the DVSP.

6. Financing and Infrastructure

Public improvements associated with the DVSP consist primarily of infrastructure improvements, such as sewer, water, and storm water system improvements, and improvements to the circulation system, including streets, sidewalks, trails, and bikeways. The public improvements within the Specific Plan area are part of separate citywide infrastructure plans that layout the master plans for age and condition-related improvements, as well as capacity-related improvements. Each of these areas is discussed below.

6.1 Sewer System

The Specific Plan area is located within the Vista Sanitation District (VSD). The VSD adopted a Sewer Master Plan in 2008, which establishes the planned upgrades to the sewer system within the Specific Plan area. Sewer system upgrades are split into two primary categories: (1) age and condition-related improvements; and (2) capacity-related improvements. Projects within both categories are located within the Specific Plan area, and are planned for implementation based on the City's ability to incorporate such improvements within other capital projects (such as the Paseo Santa Fe Street Improvement project) or construct as stand-alone capital projects based on need.

All sewer system improvements needed to accommodate buildout of the Specific Plan are identified and ranked in the Sewer Master Plan. Such projects are financed through the sewer fees charged for connection and services, as well as other capital funds available through the City's Capital Improvement Program.

6.2 Water System

Water is provided to the DVSP area by the Vista Irrigation District (VID), who owns and maintains all water-related infrastructure within the City. VID adopted an Urban Water Management Plan in 2011, which establishes the planned upgrades to the water distribution system within the Specific Plan area. Water system upgrades are planned for implementation based on the District's ability to incorporate such improvements within other capital projects (such as the Paseo Santa Fe Street Improvement project) or construct as stand-alone capital projects based on need.

All water system improvements needed to accommodate buildout of the DVSP are identified in the District's Urban Water Management Plan. Such projects are financed through the fees charged for connection and services, as well as

other capital funds available through the District's Capital Improvement Program.

6.3 Storm Water and Drainage System

The storm water system serving the Specific Plan area consists of a combination of public and private facilities that tie into the Buena Vista Creek drainage basin. The City prepared a Drainage Master Plan Update in 2009, which assessed the condition and capacity of the public drainage system. The Master Plan outlines several facilities within the Specific Plan area that are in need of upgrades due to capacity or condition, and provides a framework for financing and implementing improvements to these facilities. Financing for future improvements to the drainage system will be provided through a combination of drainage fees from private development within the Specific Plan, capital funds, grants, and other sources.

6.4 Circulation System

The circulation system serving the Specific Plan area includes a combination of streets, sidewalks, bikeways, and transit facilities. Planned improvements to the circulation system within the Specific Plan area are programmed and financed through the City's Capital Improvement Program.

6.5 Financing

Financing of the implementation of the DVSP will be accomplished through the use of various funding sources, including private funding, capital funds, development impact fees, grants, enterprise funds, and other available financing mechanisms.

The DVSP will be administered in compliance with the City's General Plan and Development Code.

7. Administration and Implementation

The General Plan land use designation for the entire Specific Plan area is Mixed Use (M-U). Zoning designations for all districts within the Specific Plan are provided on the Land Use Map included in Section 2 of this plan.

All reviews, approvals, and permitting associated with the DVSP shall be implemented in accordance with the applicable sections of the Vista Development Code (VDC). The permitting processes for the various types of land use entitlements described herein are provided in the following chapters of VDC Title 18:

Plot Plan and Site Development Plan:	VDC Chapter 18.64
Minor Use Permit:	VDC Chapter 18.66
Special Use Permit:	VDC Chapter 18.74
Temporary Use Permit:	VDC Chapter 18.76

Amendments to this Specific Plan shall be processed in accordance with VDC Chapter 18.80.

Interpretations of the provisions of this Specific Plan shall be at the discretion of the Community Development Director.

Appendix 1

Definitions

Note: For definitions of terms not included in this section, see City of Vista Development Code Chapter 18.02.

Adult-Oriented Business - See City of Vista Development Code Chapter 18.84.

Alcohol Sales, Off-Site - See City of Vista Development Code Chapter 18.38.020 (#22)

Alcohol Sales, On-Site - See "Eating and Drinking Establishments."

Animal Clinic, Small - An establishment for the medical treatment of small domestic animals (e.g. birds, cats, dogs, etc). May include accessory grooming and temporary boarding. Excludes pet boarding facilities, pet hotels or similar activities.

Arcade - A business with five or more coin- or token-operated games as a primary use. This term shall not include juke boxes, children's mechanical rides (e.g. horses, rocket ships, etc.) or machines that sell merchandise.

Art Studio (Commercial) - An establishment that provides space for the creation and rehearsal of written, visual, or performance arts and crafts to the public for a fee, including art schools (e.g. dance schools, drama schools, music school, photography schools). Commercial art studios may include instructional classes and retail sales incidental to the purpose of the establishment. Industrial Arts studios are not included within this definition.

Art Studio (Industrial) - An establishment for the creation or fabrication of art using small-scale machinery or mechanical equipment. Examples include:

1. Architectural products
2. Candy-making
3. Ceramics/pottery-making
4. Culinary or catering services
5. Glass-blowing
6. Metal- or wood-working
7. Sign-making

Art Studio (Private) - An establishment for the creation and rehearsal of written, visual, or performance arts and hand-crafts.

Art Studio (Retail) - An establishment for the creation of written or visual arts and hand-crafts that includes retail sales of items created on the premises.

Automobile Sales - An establishment that sells or leases new motor vehicles.

Bed and Breakfast Inn - A single family dwelling with guest rooms where lodging and one or more meals are offered for compensation to overnight guests.

Business Support Services - Establishments that primarily provide services in support of business operations, such as copy shops, printers, mail services,

photo processing, or janitorial services. This term shall not include outdoor uses, uses that require outdoor storage, warehousing of materials or storage of equipment or fleet vehicles.

Commercial Recreation Facility - Indoor - Establishments that provide recreation services for a fee, including the following activities:

- basketball courts
- bowling alleys (more than 50% of gross floor area)
- handball courts
- ice rinks
- laser tag
- paintball
- racquetball courts
- skating rinks
- swim centers
- tennis courts
- trampoline and gymnastics centers

May also include commercial facilities customarily associated with the above indoor commercial recreational uses, including bars and restaurants. Does not include facilities with five or more arcade machines (see "Arcades"), indoor gun or shooting ranges, or health and fitness facilities (see "Health and Fitness Facilities").

Community Garden - A space for public use where plants are grown and maintained by community members. Community gardens may be used to raise food, as ornamental gardens, and as educational or rehabilitative facilities. Community gardens exclude private residential gardens and commercial farming operations.

Cultural Institution - A public or private institution that displays or preserves objects of community or cultural interest in one or more of the arts or sciences as a primary use, such as a museum.

Dance Hall - An establishment in which more than 10% of the total floor area is designated and used as a dance floor, or where an admission fee is directly collected for dancing. .

Day Care Center - A facility where non-medical care and supervision is provided for infant to school-age children in a group setting for periods of less than 24 hours. This definition does not include in-home family child care.

Eating and Drinking Establishments

- Bar, Cocktail Lounge or Nightclub - An establishment that primarily sells alcoholic beverages for consumption on the premises, an establishment that sells food and beverages where the sale of alcoholic beverages exceeds 25 percent of gross receipts for food and beverage sales or an establishment that requires and Alcohol Beverage Control

License Type 40 (On-Sale Beer, Bar/Tavern, Type 42 (On-Sale Beer & Wine - Public Premises, Bar/Tavern), or Type 48 (On-Sale General - Public Premises, Bar/Nightclub). Does not include microbreweries and wineries with or without on-site tasting rooms.

- Restaurant - An establishment where food and beverages are prepared, served, and consumed within the principal building or designated outdoor seating area, and where the sale of alcoholic beverages is 25 percent or less of gross receipts for food and beverage sales.

- Outdoor Dining - A portion of a restaurant located on a sidewalk that provides food service and is either enclosed or unenclosed.

Financial Facility - An establishment for the custody, loan, or exchange of money; for the extension of credit; or for facilitating the transmission of funds. Excludes check cashers and bail bond businesses.

Health Club

- Small - An indoor facility of 5,000 square feet or less in size where passive or active exercises, fitness classes and related activities are performed for the purpose of physical fitness, improved circulation or flexibility, and/or weight control.

- Large - An indoor facility of more than 5,000 square feet where passive or active exercises, fitness classes and related activities are performed for the purpose of physical fitness, improved circulation or flexibility, and/or weight control.

Hotel/Motel - A facility containing living or sleeping accommodations used only for transient occupancy.

Light Manufacturing - The creation of finished products or parts, predominantly from previously prepared materials, which have no negative impacts on surrounding properties. This includes processing, fabrication, assembly, treatment and packaging of the products, and incidental storage, sales, and distribution of the products, but excludes basic industrial processing and custom manufacturing. Examples of light manufacturing include:

- Micro-brewery or winery with ancillary tasting room facilities
- Cabinet shops
- Carpenter shops
- Cosmetics or perfume (except soap)
- Furniture finishing
- Optical goods

Live Performance Venue - An establishment for the performance of live music, dance or theater for an audience.

Live/Work Unit - A dwelling unit used for both dwelling purposes and any arts, retail, or service use permitted in the zone in which the unit is located.

Lodge Halls/Private Clubs - A facility without sleeping accommodations that serves membership organizations that hold regular meetings. Does not include fraternities or sororities.

Medical Laboratory - A facility offering diagnostic or pathological testing and analysis of blood, blood fluids, pathological specimens, DNA sampling and analysis, dental laboratories and clinics or any other diagnostic tests generally recognized in the healthcare industry.

Medical Services - Clinic, Laboratory, Urgent Care. A facility where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include:

- outpatient care facilities
- outpatient surgery facilities
- urgent care facilities
- other allied health services

These facilities may also include incidental medical laboratories. Does not include counseling services by other than medical doctors, psychiatrists or hospitals (see City of Vista Development Code Chapter18.02.340).

Mixed-Use Development - A building or groups of buildings designed to encourage a diversity of compatible land uses, and that include a mixture of two or more of the following uses: residential, office, retail, recreational, light manufacturing, and other miscellaneous uses.

Movie Theater - A theater where films are shown regularly for a fee.

Multi-Family Dwelling - A dwelling or group of dwellings on one lot, containing separate living units for two or more families, including apartments, row houses, and condominiums.

Outdoor Dining - See "Eating and Drinking Establishments."

Personal Services - Establishments that provide personal services, such as:

- barber and beauty shops
- clothing rental shops
- day spas
- dry cleaning pick up stores with limited equipment
- locksmiths
- shoe repair shops
- tailors and seamstresses
- travel services
- Other similar uses that fulfill the spirit and intent this Specific Plan as determined by the Zoning Administrator

These uses may also include accessory retail sales of products related to the services provided.

Places of Assembly - A facility where groups or individuals voluntarily meet to pursue their common social, educational, religious, or other interests.

Public Open Space - An outdoor area largely without structures that has been permanently set-aside for public use (e.g. a park, plaza, playground, square, athletic field, or gathering).

Public Parking Facility - A facility used exclusively for the parking of operable motor vehicles.

Public Utility - Offices, structures, lines, and facilities related to the provision, distribution, collection, transmission, or disposal of water, storm and sanitary sewage, oil, gas, power, information, telecommunication and telephone cable, and includes facilities for the generation of electricity.

Retail Sales (General) - Any retail establishment that specializes in the sales of newly finished, dated, or restored goods purchased by consumers on site, limited to those uses permitted in the C-1 zone (See City of Vista Development Code Chapter 18.38.010). Excludes the sale of any goods prohibited under state or federal law.

School (Commercial) - Business, secretarial, or vocational school offering specialized trade and commercial courses. Including facilities, institutions, and conference centers that offer specialized programs in personal growth and development.

Sign - See Municipal Code Chapter 18.52 (Signs).

Telecommunications Facility - Any facility that transmits and/or receives signals by electromagnetic or optical means, including antennas, microwave dishes, horns, or similar types of equipment, towers or similar structures supporting such equipment, and equipment buildings.

Transportation Service - A business that operates as its primary service motor vehicles offered to the public for the purpose of carrying or transporting passengers for a charge or a fee. Includes taxi services. Storage yards associated with transportation services are not included as part of this definition.

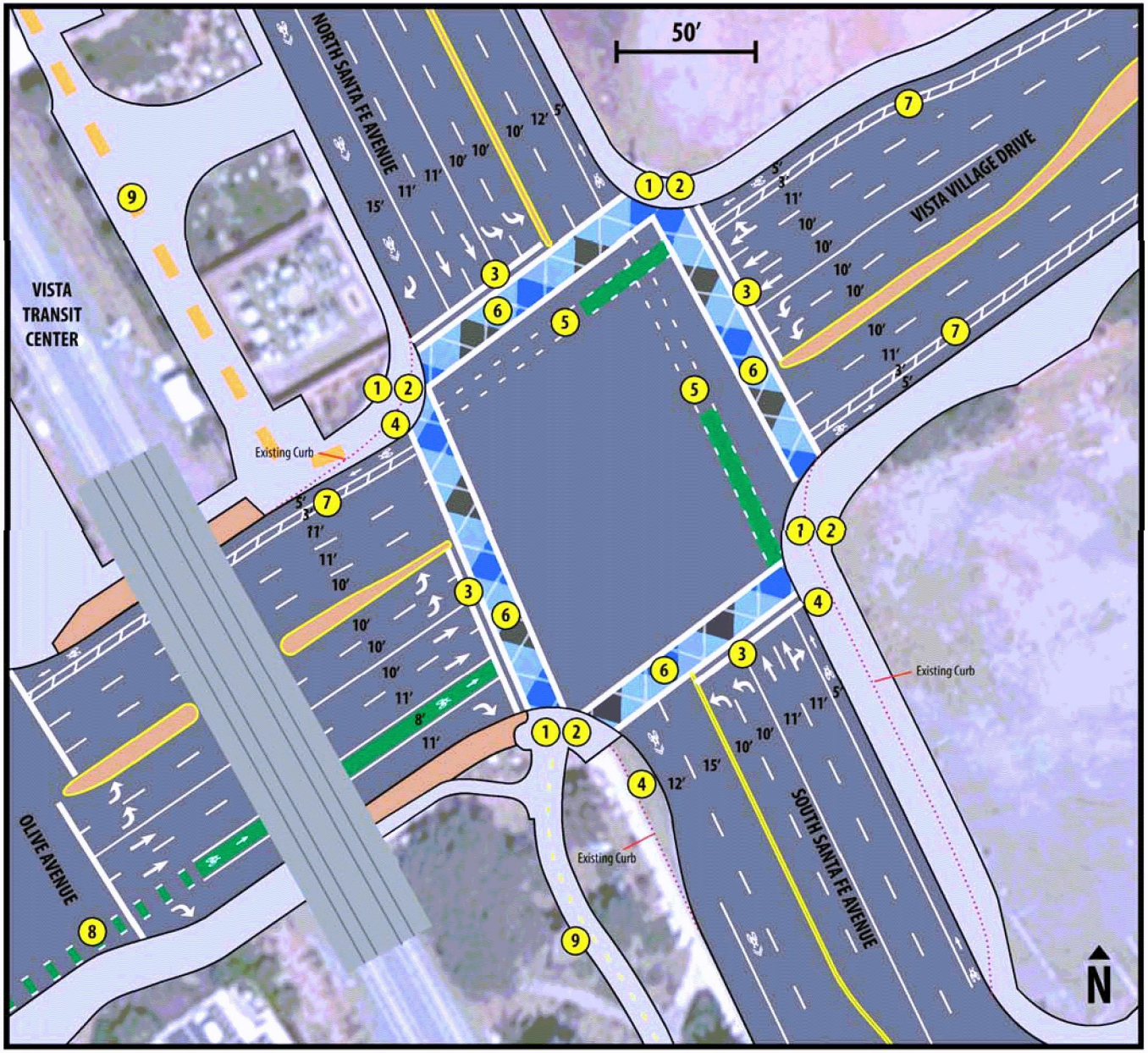
Appendix 2

Conceptual Plans for Intersection Improvements

Vista Village Drive & North and South Santa Fe Avenue Intersection Concept

1. Pedestrian Countdown Signals with the Inland Rail Trail project
2. Lead Pedestrian Interval with the Inland Rail Trail project
3. Advanced Stop Line (west leg with the Inland Rail Trail project)
4. Curb Extensions / Widened Sidewalk (northwest and southwest corners with the Inland Rail Trail project)
5. NACTO-Approved Bicycle High Visibilty Intersection Markings
6. Ladder crosswalks with the Inland Rail Trail project/ Decorative crosswalks with a future development project
7. Cycle Track
8. NACTO-Approved Bicycle High Visibilty Right-Turn Only Lane Conflict Treatment (with the Inland Rail Trail project)
9. Inland Rail Trail Alignment

CHEN RYAN



Appendix 3

Parking Management Plan