



From: Planning Mail Box
Sent: Friday, January 9, 2026 3:10 PM
To: Nicole Morrow
Cc: Amanda Lee
Subject: FW: Comments on Draft Safety Element with Focus on Wildfire Risk

From: Janet Wilson <janet@silverhook.com>
Sent: Friday, January 9, 2026 12:56 PM
To: Planning Mail Box <Planning@delmar.ca.us>
Cc: Janet Wilson <janet@silverhook.com>
Subject: Comments on Draft Safety Element with Focus on Wildfire Risk

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Members,

I have been reading the draft Safety Element and learning how the City anticipates hazards and prepares for disasters. The purpose of the Safety Element is to identify predictable hazards and reduce risk to people and property before disasters occur.

Seismic and geologic hazards: The Safety Element addresses seismic risk proactively by identifying fault zones, liquefaction, and slope instability, and by requiring investigation and mitigation based on predicted ground behavior, **even when structures appear sound and no earthquake has occurred.**

Bluff instability and coastal erosion: The Safety Element addresses bluff failure proactively by identifying erosion rates, slope instability, and setback risks, and by requiring buffers, monitoring, and mitigation before collapse occurs, **even when bluffs appear intact.**

Flooding: The Safety Element addresses flooding proactively through floodplain mapping, drainage constraints, and modeled flow paths, guiding mitigation for existing properties based on where flooding is expected to occur **rather than waiting for inundation or damage.**

Evacuation and emergency access: The Safety Element addresses evacuation proactively by identifying constrained routes, limited ingress and egress, and access limitations in advance, **rather than waiting for evacuation failure during an emergency.**

Climate change: The Safety Element addresses climate change proactively by planning for projected future conditions such as increased fire risk, sea level rise, and extreme weather, **rather than relying on past conditions or historical averages.**

Wildfire: The Safety Element addresses wildfire risk proactively by identifying hazardous fuel conditions, requiring defensible space, and ensuring clearance for emergency access, **rather than waiting for ignition or damage.**

I have become increasingly concerned about wildfire risk, particularly after the Palisades and Eaton wildfires destroyed thousands of homes just a year ago. With much of Del Mar now designated a Very High Fire Hazard Severity Zone, this is the right time to take action to reduce wildfire risk. In that context, this Safety Element is both timely and important.

The wildfire defensible space provisions in the Safety Element appropriately address hazards such as dry brush, weeds, dead vegetation, and emergency access clearance. However, the current focus is largely limited to dry or unmanaged fuel conditions.

Current California wildfire guidance defines defensible space as a buffer that reduces both surface and ladder fuels, and state fuel reduction programs explicitly include the reduction of vertical and continuous fuels, including live vegetation, as part of wildfire mitigation. The science of wildfire behavior shows that living vegetation arranged in certain ways can create ladder fuel conditions that carry fire from the ground into tree canopies and toward homes or evacuation routes. Dense vegetation interspersed with trees can form hazardous vertical fuel continuity even when the vegetation is living and well-maintained.

Clarifying that defensible space includes hazards created by vertical fuel continuity would strengthen the City's ability to act proactively and support consistent fire safety enforcement based on public safety outcomes rather than landscaping appearance.

I would like to recommend a small clarification in the wildfire section that defensible space includes vertical fuel continuity, so ladder fuel conditions are addressed in the same forward-looking manner as other hazards identified in the Safety Element.

Thank you for your time and for serving the Del Mar community.
Janet Wilson
Hoska Dr.

Nicole Morrow

From: Planning Mail Box

From: Janet Wilson <janet@silverhook.com>

Sent: Monday, January 12, 2026 2:46 PM

To: Planning Mail Box <Planning@delmar.ca.us>

Cc: JGrewal@delmar.ca.us; PPosner@delmar.ca.us; PLeonard@delmar.ca.us; MRittenbaum@delmar.ca.us; MSpieker@delmar.ca.us; Janet Wilson <janet@silverhook.com>

Subject: Re: Comments on Draft Safety Element with Focus on Wildfire Risk

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

Since my previous Red Dot submission, I have been researching how other cities address wildfire defensible zones in their Safety Element documents and have found that many jurisdictions already explicitly include live vegetation and ladder fuels within their defensible space and or vegetation management standards.

California guidance treats ladder fuels as part of defensible space. Cal Fire includes ladder fuels and fuel continuity among defensible space considerations, and the University of California Agriculture and Natural Resources recommends eliminating ladder fuels by disrupting vertical and horizontal fuel continuity through fire-safe landscaping.

It would be a straightforward modification to Del Mar's **Safety Element** to align with this established guidance. Attached is a draft showing how fuel ladders might be incorporated into **Section 7.4, Defensible Space and Fuel Reduction Program**. The suggested changes are shown in **green** for reference and reflect approaches used in other cities with Very High Fire Hazard Severity Zones.

Thank you for reviewing this information. I hope it is helpful as you continue your consideration of Del Mar's Safety Element.

Janet Wilson / Hoska Dr.

What are ladder fuels? A fuel ladder or ladder fuel is a Fire Service term for live or dead vegetation, debris, or combustible material that allows a fire to climb up from the ground level landscape or forest floor and into the tree canopy, up fences, and into homes and structures.

7.4 DEFENSIBLE SPACE AND FUEL REDUCTION PROGRAM

The Del Mar Fire Department, per Chapter 11.12 of the Del Mar Municipal Code and California Government Code Sections 51175-51189, conducts annual inspections to ensure residents in the Very High Fire Hazard Severity Zone (FHSZ) and the Wildland Urban Interface (WUI) maintain a 100 foot (100') defensible space around their home. Defensible spaces are a buffer between the structure and the surrounding areas that are free of fire hazards such as combustible vegetation and weeds. **Within Very High Fire Hazard Severity Zones, defensible space includes reducing hazardous horizontal and vertical fuel continuity, including ladder fuel conditions formed by living or dead vegetation, consistent with guidance from Cal Fire.**

Guidelines for maintaining a defensible space include:

- ▶ Removal of any dead or dying trees or shrubs.
- ▶ Maintenance of the first 100' feet around the house free of combustible vegetation and weeds.
- ▶ Maintenance of a minimum of 10' foot clearance from vegetation to chimneys.
- ▶ Maintenance of roof and rain gutters clear of any debris.
- ▶ Maintenance of a vertical height of 13'6" that is clear from the ground up for any trees that over-hang driveways or roadways.
- ▶ **Reduction of vegetation arrangements that create vertical fuel continuity between ground fuels, shrubs, trees, structures, or evacuation routes.**

As part of the City's Fuel Reduction Program, residents can request delivery of up to two free 3-yard green waste disposal bins to facilitate brush removal from residential properties. The program is advertised on the City website and weekly newsletters and aims to help vulnerable populations complete the brush removal needed for compliance with the defensible space requirement with minimal financial burden. **The program supports wildfire risk reduction by facilitating removal of vegetation that contributes to hazardous fuel continuity, including ladder fuel conditions.** During the 2024 program, 60 waste disposal bins were delivered to residents. EDCO collected a total of 30,880 pounds of green waste and brush were removed and 100% of the material was recycled.

Outside of the annual abatement inspections, residents throughout the city are required to comply with sections 11.12.010 and 11.13.040 of the Del Mar Municipal Code which outline a resident's obligation to maintain weeds and vegetation grown on private property. Weeds or vegetation growing adjacent to sidewalks, parking areas, alleys or streets are required to be maintained in a way that does not interfere with the use of public right-of-way and does not endanger the health or welfare of neighboring properties. Chapters 11.12 and 11.13 of the Del Mar Municipal Code describe the remedial process for addressing vegetation that is in violation of the City's code. The City is responsible for maintaining the same standard of maintenance for vegetation on public property.

There are no locations in the City of Del Mar that are subject to community fire breaks for defensible space. Crest Canyon is located outside of the Del Mar City limits and is managed by the City of San Diego. In accordance with the Coastal Act, fire breaks are not permitted in the protected habitat in this canyon, which is a Marine Protected Area (MAP) located in the coastal zone. The City of Del Mar's defensible space and fuel reduction program and plans for fire protection, fire hazard reduction, and emergency response are sufficient to protect development. Similar plans are in place within the City of San Diego to protect development in the adjacent area.

Nicole Morrow

Subject: FW: Draft Safety Element Red Dot

From: plows_farrows_0@icloud.com <plows_farrows_0@icloud.com>

Sent: Tuesday, January 13, 2026 10:10 AM

To: Planning Mail Box <Planning@delmar.ca.us>

Subject: Draft Safety Element Red Dot

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

January 13, 2026

City of Del Mar
Planning Commission

Dear Chair Posner and Commissioners:

Thank you for the opportunity to provide feedback on the draft Safety Element.

Like others who have submitted letters, we are most concerned about maintaining public safety in Del Mar's Very High Fire Hazard Severity Zone (FHSZ). In 2023, we submitted a letter to the City Council—signed by 36 residents of North Hill neighborhoods—expressing our concerns about ADU's in the Very High FHSZ. The proposed Safety Element does not address the three high priority policy recommendations we made for Del Mar neighborhoods in the Very High FHSZ. Specifically, we requested: a prohibition on attached ADU's; a maximum ADU size of 800 square feet; and a minimum building separation of 10 feet. The first two recommendations are identical to the "Special ADU" regulations in the City of Santa Barbara's ADU ordinance (28.86.090) and the third is a common development standard in California cities that are economic peers of Del Mar.

Given the number of streets in the North Hill Very High FHSZ that are less than 20 feet wide—which could be problematic in a mass evacuation effort—it's disconcerting that we don't have a limit on both overnight occupancy and daytime occupancy for STR's, as many other cities do. Del Mar should have a reasonable upper limit for both overnight and daytime STR occupancy—especially for Very High FHSZ neighborhoods. It is also important to add a comprehensive definition of "bedroom" to our Municipal Code.

Regarding other fire safety strategies relative to landscaping and trees, given that CAL FIRE, the City's Fire Marshal, and the California Board of Forestry have reviewed and approved this draft, we believe that it would be best to follow their lead. In addition, the creation of a new Fire Safe Council for the City of Del Mar is currently underway. We believe this group will provide many opportunities for residents to engage with the Fire Department on best fire prevention practices and learn about the many resources that will be available to residents to encourage home hardening.

Thank you for listening and considering these recommendations.

Best,

Richard & Dolores Davies Jamison
Crest Road
Del Mar

Nicole Morrow

From: Amanda Lee
Sent: Tuesday, January 13, 2026 3:38 PM
To: Nicole Morrow
Subject: FW: Planning Commission Red: Suggestions for Del Mar's draft safety element

-----Original Message-----

From: Laura DeMarco <laurastanleydemarco@yahoo.com>
Sent: Tuesday, January 13, 2026 3:36 PM
To: City Clerk Mail Box <CityClerk@delmar.ca.us>; Karen Brindley <kbrindley@delmar.ca.us>; Amanda Lee <alee@delmar.ca.us>
Cc: Dolores Jamison <doloresdj@gmail.com>; Beth Westburg <bethwestburg@yahoo.com>; Amy Cheshire <amyacheshire@gmail.com>
Subject: Planning Commission Red: Suggestions for Del Mar's draft safety element

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commissioners and Staff,

As a member of Del Mar's Fire Safe Council and evacuee from a previous wildfire, please consider some of the following proposed modifications to the draft Safety Plan:

- 1) Add arial dimension to transportation and wildfire section since effective fire suppression requires water-dropping planes and helicopters. Emergency landing pads also need to be marked on maps and maintained clear of obstructions (trees, powerlines, gravel, etc.) at Shores Park and Powerhouse Park for medical evacuation helicopters. These medivac flights to nearby hospitals saved several train accident victims. They are also needed when regional gridlock blocks quick access to hospital emergency rooms like when the 5-freeway was recently closed at Del Mar Heights Road for 8 hours during peak commuting times. Civilian drones should be banned during emergencies so as not to interfere with first responders.
- 2) Add early alert fire sensors and thermal cameras at strategic points in and around Crest Canyon, Anderson Canyon, Torrey Pines Reserve, and other vulnerable, very flammable areas as an early warning system to activate quick and effective firefighting response to a spot fire before it turns into a conflagration.
- 3) Revise the proposed wildfire evacuation map and routes which currently contain non-existent public roads as well as streets that are very dangerous during smoky wildfire conditions with blind, hairpin turns (15th Street), no shoulder with deep ditches (9th and 15th Street) steep grades (Oribia), and obstructions narrowing them to single lanes (Crest).
- 4) Make the wildfire evacuation maps clearer with every street named and noted for those with less than required 20 ft width (excluding parking) and dead ends without 28 ft width necessary for 10 ft long firefighting apparatus to safely maneuver and operate. This will help residents understand the need to remove their encroachments in the public right-of-way, expand their off-street parking for their guests and service workers, and/or expand their driveways to accommodate their cars and emergency vehicles. Firefighters have told me that they will not endanger their crew's lives by venturing down narrow dead-end roads where they cannot quickly and safely turn around to escape.
- 5) Add plans to remove encroachments in the public right-of-way that narrow any street, evacuation route, or firefighting staging area so as to expand road width to the 20 ft minimum required in high wildfire hazard areas.
- 6) Add parking plan to maintain 20 ft minimum road width (excluding parking) in high wildfire hazard zone areas, especially along evacuation routes. Consider mandating residents use off-street parking, limiting street parking to one

side of the road, and/or implementing policies (Laguna, Oakland Hills, etc.) to eliminate street parking during red flag warning days.

7) Move street lights at each of the four corners at the roundabout intersection of San Dieguito Drive and Jimmy Durante Blvd. back by at least 10 feet so vehicles can mount the curb and pass any obstruction in the roundabout. The current light standards narrow the road to a single lane which is dangerous and does not optimize needed speedy, high volume traffic flow on this critical evacuation and emergency vehicle access route.

8) Add plan, timeline, and potential mitigation to bring existing structures and their landscaping to conform with current requirements of high wildfire hazard zones.

Thanks for your consideration,

Laura