

From: Mulloy, Richard <richard.mulloy@us.dlapiper.com>
Sent: Sunday, February 8, 2026 1:55 PM
To: Jean Crutchfield; Planning Mail Box; asmulloy3@icloud.com
Subject: Variance V25-002; 355 14Th Street

Follow Up Flag: Follow up
Flag Status: Completed

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 Members of the Del Mar Planning Commission:

I am writing in support of the fence variance application for 355 14th Street. My wife and I live at 345 14th Street, which is next door to the property.

We have followed the Voigtlander remodeling project closely over the past 6 years. To say that they have invested substantial time, effort and resources into the modernization of their home is a massive understatement. Whereas the prior house, fence and yard were run-down and a refuge for rodents and other pests, the new, remodeled home enhances the neighborhood and our 14th Street community.

As far as the fence is concerned, it has been there for as long as we have owned our property. The recently replaced fence is much nicer than the prior fence, which was propped up by dilapidated wooden beams and bougainvillea plants that were not maintained and only further contributed to the rodent problem. We cannot see any difference in the height of the fence even though we have a reference point as a result of the connection between the Voigtlanders' 14th Street fence and the backyard fence that separates our two properties. In addition, requiring any additional work on the fence at this point will be disruptive to us and other neighbors on 14th Street.

We hope that you will consider supporting the Voigtlanders' request to maintain what has always been there.

If you can please confirm receipt of this correspondence, we would appreciate it. Thank you for your consideration.

Best regards,
Rick and Andrea Mulloy
345 14th Street
(619) 743-4787

is strictly prohibited. If you have received this communication in error, please reply to the sender and destroy all copies of the message. To contact us directly, send to postmaster@dlapiper.com. Thank you.



From: Janet Wilson <janet@silverhook.com>
Sent: Saturday, February 7, 2026 12:59 PM
To: Planning Mail Box
Cc: JGrewal@delmar.ca.us; PPosner@delmar.ca.us; PLeonard@delmar.ca.us; MRittenbaum@delmar.ca.us; MSpieker@delmar.ca.us; Karen Brindley; Amanda Lee; Jean Crutchfield
Subject: Planning Commission Meeting - Item 1 - Variance V25-002

Follow Up Flag: Follow up
Flag Status: Completed

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,

I am writing to support the staff recommendation to deny Variance Request V25-002. In general, I do not support any variance unless it improves public safety, and that is not the case here.

As the applicant states, the area is extremely busy because many Del Mar Plaza employees and customers park on these streets. Busy intersections require greater visibility. Additionally, the area lacks sidewalks, forcing pedestrians to walk in the street, where the only “safe harbor” is to step between parked cars. I have experienced this situation many times while walking with my dogs to the plaza.

For many years, the sightlines at both corners and along the driveways at this property have been obstructed. As noted in the staff report, the applicant has reconstructed the significantly over-height perimeter wall without prior approval and is now seeking a variance to retain those improvements.

Granting this variance would normalize a build-first, seek-permission-later approach, and the tall walls would continue to compromise public safety.

Cities have sightline ordinances because blocked visibility is a well-documented contributor to preventable accidents. In fact, Del Mar has many regulations requiring clear lines of sight at intersections, driveways, and pedestrian walkways:

30.86.150 - Street Corner Sight Distance

No structure, plant material, or other object shall be erected, placed, planted, or allowed to grow within 20 feet of the intersection of arterial streets or arterial-collector streets, as measured from the center of the nearest curb return or, where there is no curb, from the edge of pavement, in such a manner as to materially obstruct or impede vision from passing automobiles.

https://library.municode.com/ca/del_mar/codes/municipal_code?nodeId=TIT30ZO_CH30.86SURE_30.86.150STCOSIDI

23.08.074 - Regulatory Conclusions—Traffic, Parking and Pedestrian Circulation.

(G) The proposed development provides inadequate sight distances for motorists and pedestrians entering or exiting the property.

(H) The proposed development interferes with off-site circulation safety or efficiency.

https://library.municode.com/ca/del_mar/codes/municipal_code?nodeId=TIT23BUCO_CH23.08DERE_23.08.074RECORAPAPECI

30.92.040 - Development Standards

(B)(5)(e) ... Any vegetation proposed to be planted adjacent to a driveway shall be selected and located so as to maintain adequate sight lines to and from the property, and along the property frontage to the public street(s) and intersection(s).

https://library.municode.com/ca/del_mar/codes/municipal_code?nodeId=TIT30ZO_CH30.92HOELIMOVZO_30.92.040DEST

The staff report also notes that a new hedge has been planted along the street-facing walls and is “expected to grow denser and higher over time”. This new hedge, when fully grown, will further block sightlines, and if planted in the public right-of-way, it requires an encroachment permit. Any vegetation obstructing the specified pedestrian 5-foot “safe harbor” in the public right-of-way is prohibited.

23.28.040 - Prohibited Encroachments

4. Any Encroachment would create a trip hazard or other impediment that would interfere with safe pedestrian passage; and

5. Any Encroachment that would create an unsafe line of sight for pedestrians or motorists.

https://library.municode.com/ca/del_mar/codes/municipal_code?nodeId=TIT23BUCO_CH23.28ENPE_23.28.040PREN

110 Private Encroachments into the City Rights-of-Way

1.c) Interfering with or not accommodating safe pedestrian passage (retention/provision of a continuous, minimum five-foot-wide “safe harbor” along the edge of the paved roadway is the standard applied by the City)

<https://www.delmar.ca.us/DocumentCenter/View/1956/110-Private-Encroachments-Into-City-Rights-of-Way-PDF>

Finding D(4) Would authorize or legalize the maintenance of any private or public nuisance. Approving this variance would allow excessively tall perimeter walls to continue obstructing sightlines, raising concerns under Finding D(4) because those blockages may constitute a public nuisance.

Del Mar’s regulations consistently emphasize preserving sightlines and visibility at street edges to ensure safe passage for pedestrians, and they serve a clear purpose. Approving this variance would be inconsistent with their intent and would introduce foreseeable risk to public safety.

Thank you for your time and effort on this important public safety issue.

Janet Wilson

Hoska Dr.

Neighbor Opposition to Variance Request V25-002 – 355 14th Street

City of Del Mar
Administrative Services Dept.

Dear Members of the Del Mar Planning Commission,

We write on behalf of concerned Del Mar Neighbors to respectfully urge the Planning Commission to **deny Variance Request V25-002** for the property located at **355 14th Street**, concerning fencing and entryway structures along **14th Street and Luneta Drive**.

The applicants are requesting multiple variances from the Del Mar Municipal Code, including:

- A variance from **DMMC Section 30.86.090(A)(1)** to allow the retention of fencing and gates up to **8 feet in height** at the front and street-side property lines, where the maximum permitted height is **3.5 feet**;
- A variance from **DMMC Section 30.86.090(A)(2)** to allow the retention of fencing and gates up to **8 feet in height** within the rear yard setback, where the maximum permitted height is **6 feet**; and
- A variance from **DMMC Section 30.86.090(A)(4)** to allow the retention of an **entryway structure exceeding the dimensions allowed** within the front yard setback.

We believe approval of these variances would be inconsistent with both the **intent of the Municipal Code** and the **established character of the surrounding neighborhood**.

First, no other property in the hills of Del Mar has a **6- to 8-foot-high metal fence placed directly on the property line**, particularly along front or street-side yards. Granting this variance would establish a precedent wholly out of scale with the surrounding neighborhood and contrary to long-standing community standards.

Second, the existing fence is an **enormous, stark metal structure** that visually resembles fencing more appropriate to an **industrial or commercial setting**, not a quaint residential neighborhood such as Del Mar. Its height, materiality, and massing are jarring and out of character with the community's coastal, open, and landscaped aesthetic.

Third, if every home along **14th Street or Luneta Drive** were to install similar fencing on the property line, pedestrians would effectively be walking through a **corridor or tunnel of metal walls**. This would dramatically degrade the public realm, eliminate visual openness, and fundamentally destroy the character of the neighborhood that the zoning code is intended to protect.

Finally, it is not valid to argue that the proposed fence should be allowed simply because a prior fence existed. While a prior fence may have been present, it bore little resemblance to the current structure. The previous fence visually functioned more like a **well-manicured hedge**, with a substantially lower solid portion and a more transparent upper element. In contrast, the current fence has a **much taller and more dominant solid metal component**, making it significantly

more noticeable, imposing, and incompatible with the neighborhood. As demonstrated in the exhibits attached hereto, these differences are material and meaningful and undermine any claim that the current installation is equivalent to what existed before.

The Del Mar Municipal Code's fencing and setback regulations exist to preserve neighborhood character, visual openness, and compatibility between private development and the public streetscape. Granting the requested variances would contradict those objectives and invite similar requests in the future, eroding the unique character that makes Del Mar special. **Moreover, approving a variance after the applicable regulations were disregarded and construction completed would set an especially concerning precedent.**

For these reasons, we respectfully request that the Planning Commission **deny Variance Request V25-002.**

Thank you for your time, consideration, and continued service to the Del Mar community.

Sincerely,
Concerned Del Mar Neighbors

Haley Cherkoway

428 Van DeKe Ave
PO Box 3011
Del Mar, CA 92014

Neighbor Opposition to Variance Request V25-002 – 355 14th Street

FEB 09 2025

City of Del Mar
Administrative Services Dept.

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For these reasons, we respectfully request that the Planning Commission **deny Variance Request V25-002.**

Thank you for your time, consideration, and continued service to the Del Mar community.

Sincerely,
Concerned Del Mar Neighbors

Anne Checkoway

422 Van Dyke Ave.
PO Box 3011, Del Mar, CA
92014



February 9, 2026

City of Del Mar
 Planning and Community
 Development Department
 1050 Camino Del Mar
 Del Mar, CA 92014
 Attn: Nicole Morrow, Associate Planner
Nmorrow@delmar.ca.us

Subject: SANDAG Comments on the Environmental Justice Element – General Plan Amendment GPA24-002 (Public Review Draft, December 2025)

Thank you for the opportunity to comment on the Environmental Justice Element prepared as part of the General Plan Amendment (GPA24-002) for the City of Del Mar (City). San Diego Association of Governments (SANDAG) appreciate the City's efforts to integrate equity, public health, and environmental considerations into long-range planning. The following comments are provided to help strengthen clarity, implementation, and equity outcomes within the Environmental Justice Element.

Public Participation in the Planning Process (Section 4.2, Page 17)

The discussion of public participation would benefit from explicitly referencing consultation and communication with tribal groups regarding both public and private development projects. In addition, it would be helpful to clarify whether the City consulted with any tribal governments or organizations during preparation of the General Plan amendments, rather than only offering consultation opportunities. Providing this context would improve transparency and demonstrate meaningful engagement.

Policy Statements Supporting Equity and Fair Treatment (Section 4.4, Page 18)

To strengthen this section, we recommend including examples of how the policy statements are operationalized through corresponding action items or implementation measures. Linking high-level policy goals to specific actions would help demonstrate how equity considerations will be carried out in practice.

Additionally, the reference to the prohibition of ghost guns appears out of place in this section, as it does not clearly relate to environmental justice or land use planning considerations. The City may wish to reconsider its placement or provide additional context explaining its relevance.

Goals and Policies – Civic Engagement, Equity, and Fair Treatment (Section 4.6, Page 20)

For Policy 4.6.1, the City may wish to reference the resources identified in Section 4.5 and emphasize collaboration with community partners that serve people of all races, cultures, incomes, and national origins, similar to the approach described in Policy 4.6.2 implementation actions.

For Policies 4.6.3 and 4.6.4, we recommend emphasizing partnerships with community-based organizations that serve diverse populations. These organizations can play a key role in outreach, education, and ensuring that disadvantaged residents are informed and meaningfully included in civic processes.

Goals and Policies – Promote Safe and Healthy Homes (Section 6.6, Page 33)

Policy 6.6.4 references pursuing State Housing Acceleration Program (HAP) grant opportunities through SANDAG’s Regional Early Assistance Program (REAP). The policy would benefit from clarifying and streamlining this language to avoid confusion and clearly describe how the City intends to pursue and coordinate these funding opportunities.

Air Quality (Section 5.1, Page 21)

This section could be strengthened by expanding the discussion of primary air pollutant exposure sources that intersect with sensitive populations, such as senior centers or schools located near major roadways. Consider also addressing indoor air quality concerns, particularly in older housing units with gas appliances.

Additionally, the City may wish to identify potential investments that reduce exposure to air pollutants, such as zero-emission municipal fleets, incentives for electric landscaping equipment, or other targeted mitigation measures.

Water Quality (Section 5.2, Page 22)

We recommend expanding the discussion to address how climate-driven risks—such as intensified runoff, flooding, and storm events—can create episodic water quality challenges and exposure risks for users of public coastal resources.

This section could also highlight opportunities for regional coordination to advance climate-resilient water quality planning.

Energy Conservation (Section 5.3, Page 23)

Consider including strategies to support renters who may experience energy burdens but have limited ability to implement energy efficiency upgrades in their units.

While the Home Energy Savings (HES) Program is described, this section would be strengthened by clarifying next steps, such as whether the program was a pilot, whether it will be expanded, or whether the City intends to pursue similar efforts in the future.

In addition, the City may wish to address how energy efficiency investments can improve resilience to extreme events, such as fire-related power outages that can disproportionately impact seniors and medically vulnerable populations.

Waste Diversion (Section 5.4, Page 24)

To ensure waste reduction ordinances are implemented equitably, we recommend identifying investments in education and technical assistance, particularly for renters and multifamily properties that may experience lower diversion rates.

The discussion of food waste diversion could also be expanded to highlight co-benefits such as local food security and reductions in methane emissions.

Climate Action Plan (Section 5.5, Pages 24–25)

The Environmental Justice Element would benefit from highlighting the co-benefits of Climate Action Plan measures beyond greenhouse gas reduction, such as improvements in air quality and public health, and clarifying how implementation prioritizes vulnerable populations.

Additionally, consider describing how the City's Climate Action Plan aligns with and is implemented in coordination with regional efforts, including the SANDAG San Diego Regional Climate Action Roadmap.

Goals and Policies – Monitoring and Implementation (Section 5.6, Page 26)

For Policy 5.6.1, we recommend clarifying how monitoring data will be used to inform decision-making, such as triggering mitigation actions, prioritizing capital investments, or guiding program updates.

For Policy 5.6.2, consider adding language that clarifies how areas and populations with the greatest risk and least capacity to respond will be prioritized.

To further strengthen Policy 5.6.2, Implementation Action 5.6.2.D, the City may wish to emphasize that these actions aim to reduce energy burdens and increase access to the benefits of clean energy.

Finally, for Policy 5.6.4, we recommend framing transportation demand management strategies to include co-benefits such as improved safety, reduced air pollution, and enhanced public health outcomes.

SANDAG appreciates the opportunity to provide these comments and remains committed to collaborating with the City of Del Mar and our regional partners to advance environmental justice and equitable outcomes in San Diego County. Please feel free to contact Anna Millar at amill@sandag.org for any clarification or discussion regarding these recommendations.

Sincerely,



Anna Millar
Associate Environmental Planner
SANDAG



AANNESTAD ANDELIN & CORN LLP

160 CHESTERFIELD DRIVE • SUITE 102
CARDIFF-BY-THE-SEA • CALIFORNIA 92007
www.aac.law • (760) 944-9006

Item 1

Coastal Property Rights, Land Use & Litigation

February 9, 2026

VIA EMAIL

City of Del Mar Planning Commission
c/o Jean Crutchfield, Associate Planner
1050 Camino del Mar
Del Mar, California 92014
jcrutchfield@delmar.ca.us

Re: Agenda Item 1: Voigtlander variance application (V25-002)

Dear Chair Posner, Vice Chair Grewal, and Honorable Commissioners:

I write to address certain issues omitted from the staff report on this matter. For the reasons described below and in my letter dated January 20, 2026 (attached to the staff report), findings *can* be made to support a variance, and the Planning Commission should vote to approve a variance for the Voigtlanders.

First, the staff report is incorrect in stating that there is nothing unique about this property that would justify a variance. Stunningly, the staff report fails to even mention the primary factor presented in support of the Voigtlanders' application, namely, the extreme traffic and parking around the perimeter of their property. As described in the Voigtlanders' application, this property is adjacent to a busy commercial district, which includes the Del Mar Plaza, L'Auberge, and numerous business establishments along Camino del Mar. Notably, 14th Street is the first street to the south of Del Mar Plaza that allows free, public street parking. The businesses at Del Mar Plaza notoriously do not pay for their employees to park in the underground garage, so the employees are forced to park on 14th Street, Luneta Drive, and other surrounding streets. And some patrons of these businesses choose to park on the streets to avoid paying the parking fee. Thus, these streets are heavily trafficked and full of parked cars all day and into the evening, seven days a week. Users often leave litter behind as well. Photographs of these conditions are enclosed. See also the attached parking study, commissioned by the City in 2013.

Conditions have only worsened since 2013. The Voigtlanders have no objection to the public's use of the street, but they cannot enjoy the level of privacy expected for a family home without a fence that exceeds the 3.5 feet allowed by code. This is a special condition, unique to this property, that justifies the granting of a variance, similar to variances that have been granted for other heavily trafficked areas, such as properties adjacent to beach access points.

Despite what is suggested in the staff report, it would not be a straightforward matter to relocate the fence closer to the house. On the east side of the lot, facing Luneta Drive, there is a sharp drop of approximately three feet from the street grade, with the soil held in place by a retaining wall. The privacy fence must be located at the top of that elevation, close to the street, to prevent pedestrians from falling and injuring themselves. If the fence and entryway were relocated any closer to the house, that area would be an exposed hazard. A relocated fence would also leave the Voigtlanders without a front courtyard, an amenity common to Del Mar homes. On the north side, facing 14th Street, pulling the fence closer to the house would effectively eliminate the side yard and require relocation of the permitted hot tub. Thus, it is unfair for staff to say that this is a problem of the Voigtlanders' own making and could be avoided by pushing the fences toward the interior of the lot.

Related to this point, when the Voigtlanders were planning their remodel, they initially considered a full teardown and rebuild. Staff informed them that if they did so, they would have to bring nonconforming structures on the property into compliance, but if they did just a remodel and minor addition, they could repair and replace nonconforming structures in kind. Because they did not want to lose the privacy afforded by the existing fence, the Voigtlanders elected to do a remodel and minor addition. Consistent with staff's direction, the plans approved through administrative design review point include callouts stating: "EXISTING SITE WALL TO REMAIN, REPAIR AND/OR REPLACE IN-KIND." A copy of the relevant page of the approved plans is attached.

The Voigtlanders did not simply choose to do this project. While the original fence was very old and in need of substantial repair, the Voigtlanders had not been contemplating a full replacement of the fence. The Voigtlanders were compelled to act when an automobile crashed onto their property, taking out a large section of fence. (Photographs attached.) Had that not happened, the Voigtlanders would not have replaced the fence.

Contrary to what is stated in one red-dot letter, the fence as currently constructed is actually at or below the height of the original fence for its entire length. This is shown in the measurements submitted with the Voigtlanders' application. Additional visual evidence is attached. Also, though it has metal construction, the fence is designed to have the same look and feel as the original, including the lattice to allow the passage of air and light. The overall visual impact is greatly improved with the unruly and overgrown vines now removed. Nevertheless, the Voigtlanders would be happy to plant vegetation in front of the fence to further soften its appearance.

The Voigtlanders have not planted anything in the public right-of-way as stated in another red-dot letter. While the Voigtlanders share Ms. Wilson's concerns about safety for dog walkers (the Voigtlanders are also dog owners and frequently walk their dog around the neighborhood), safety can be addressed while still granting the variance. Notably, the fence was at its current height or taller for several decades, and there was never any complaint or insinuation that the fence constituted a nuisance. Nor has any accident been caused by the fence height, to our knowledge.

Finally, the entryway has already received a variance, which has not expired. The current entryway is installed within the outline of the original, except that it is set back a few feet from the street so

City of Del Mar Planning Commission

February 9, 2026

Page 3 of 3

that the gate can open outward without encroaching into the right-of-way. In granting a variance for the entryway, the Planning Commission in 1984 recognized the existence of the nonconforming fence and did not state any concern about it. Quite the opposite: the Planning Commission approved a variance for the entryway to complement the fence! The Planning Commission expressly found that “application of Chapter 30 would deprive the applicant of developing the property in a consistent manner.” A copy of the 1984 variance is attached. Nothing about the situation has changed, except that the parking problem has worsened, increasing the need for the fence.

Thank you for your careful consideration of this matter.

Very truly yours,

AANNESTAD ANDELIN & CORN LLP



Lee M. Andelin

cc: Jim Sneed
Christian Voigtlander
Rosee Voigtlander



California
8JRT626
2011-2012



California
8NDM318
EXP. 12/2025

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DEC
CY95K03
AUTOMATION







OCTOBER 16, 2013

37-8373.00

EXECUTIVE SUMMARY

Walker Parking Consultants (Walker) performed a survey of parking demand and supply in the Del Mar Village area of the City of Del Mar in August of 2013. Two occupancy counts each were conducted on a busy weekday and weekend day, during the lunch and dinner hours. Length-of-stay data was collected for cars parked in the area as well. Briefly summarizing the findings of the parking survey:

- The peak parking occupancy rate for on-street spaces was observed during the Saturday mid-day count, when 83 percent of on-street spaces were occupied. Although 85 percent to 90 percent represents the parking industry standard for an acceptable level of on-street parking occupancy, we note that is the recommended occupancy rate per block face. 83 percent represented the average occupancy rate recorded for the entire study area. A number of block faces were found to consistently be at 95% to 100% occupancy; there was effectively no available parking along these blocks.

The observed on-street parking utilization during the Saturday mid-day count was comparable to the utilization recorded for the same period in a parking study conducted in January 2012, although off-street parking utilization in the 2012 study was approximately 10 percent higher than the summer observations.

- Peak occupancy for the survey area overall occurred during the Saturday evening count when 76 percent of on-street and 59 percent of off-street spaces were occupied. Excluding parking at Del Mar Plaza, just 36 percent of off-street spaces were occupied during the period of peak demand. The low off-street parking occupancy rates demonstrate that, even during the period of highest demand for parking observed in the district, more than 400 off-street parking spaces were unoccupied.
- 23% of cars parked on Camino del Mar were present for three hours or longer during the period of peak demand despite diligent enforcement efforts.

The survey findings demonstrate that Del Mar Village and the adjacent area do not suffer from a lack of parking spaces overall but rather concentrated areas of high parking occupancy rates in the most convenient spaces. All parkers are competing for the finite number of “most convenient” (typically on-street) spaces. A redistribution of parking demand is necessary to make more spaces available in convenient locations while better utilizing the many unoccupied spaces that exist nearby. When it comes to the most desirable parking spaces, visitors must have priority.

The parking issues facing Del Mar are therefore not an infrastructural problem, but rather the result of parking management issues. The issues regarding parking availability in Del Mar are the result of the policies in place that encourage the current behavior and habits of long-term parkers that we have observed. Changing these policies will improve parking availability; maintaining these policies will result in continued challenges, not only from the perspective of poor level of service to visitors, but traffic congestion in the area as well. Even if additional



OCTOBER 16, 2013

37-8373.00

parking spaces could be constructed, they will not result in improvements unless new policies are implemented first.

In order to better manage parking demand in and around Del Mar Village, a portion of the parking demand needs to be redistributed using policies that discourage long-term parking in spaces that should serve visitors and customers while encouraging the use of unoccupied parking spaces off street. We recommend:

- The development of an employee parking program to mitigate the impact of employees who park on city streets, particularly in locations where providing parking for visitors is the priority. Elements of this program should include:
 - The opening of some private off-street lots (including some belonging to houses of worship) to allow employee and/or public parking in these lots after the close of the business day or when spaces are generally observed to be highly underutilized;
 - Improving wayfinding to the public parking available at the City Hall lot, and providing clearer signage at the entrance to the lot; and
 - Incenting employees to park in designated off-street parking areas while discouraging long-term parking in high visitor locations on the street.
- Increase the turnover of long-term vehicles parked on Camino del Mar by:
 - Extending the hours of enforcement of time limited spaces from 6:00 PM to 9:00 PM to discourage restaurant/nighttime employee use of these spots.
 - Expanding paid parking to the busiest blocks of Camino del Mar. Paid parking has proven to be the only effective method by which to make parking spaces available to customers and visitors. Paid parking is most effective where the demand for parking is highest. The availability of parking is typically more important to paying customers than having to pay a small fee when seeking out a dining or shopping destination.
- Improve parking availability for residents by reintroducing residential parking permit programs for residents that are implementable per Coastal Commission regulations.

Policies are necessary that A) are effective in making parking spaces for visitors available on the street and B) make off-street parking spaces available for parkers, particularly employees.

The chronic parking challenges that Del Mar has faced for years are the result of parking behavior that appears to have become ingrained as the result of ineffective policies and the habits they reinforce. The consequences of not implementing both types of policies will result in the perpetuation of the parking issues that the City currently faces and the less than desirable level of service for drivers who visit and wish to park in the area.



OCTOBER 16, 2013

37-8373.00

CURRENT CONDITIONS

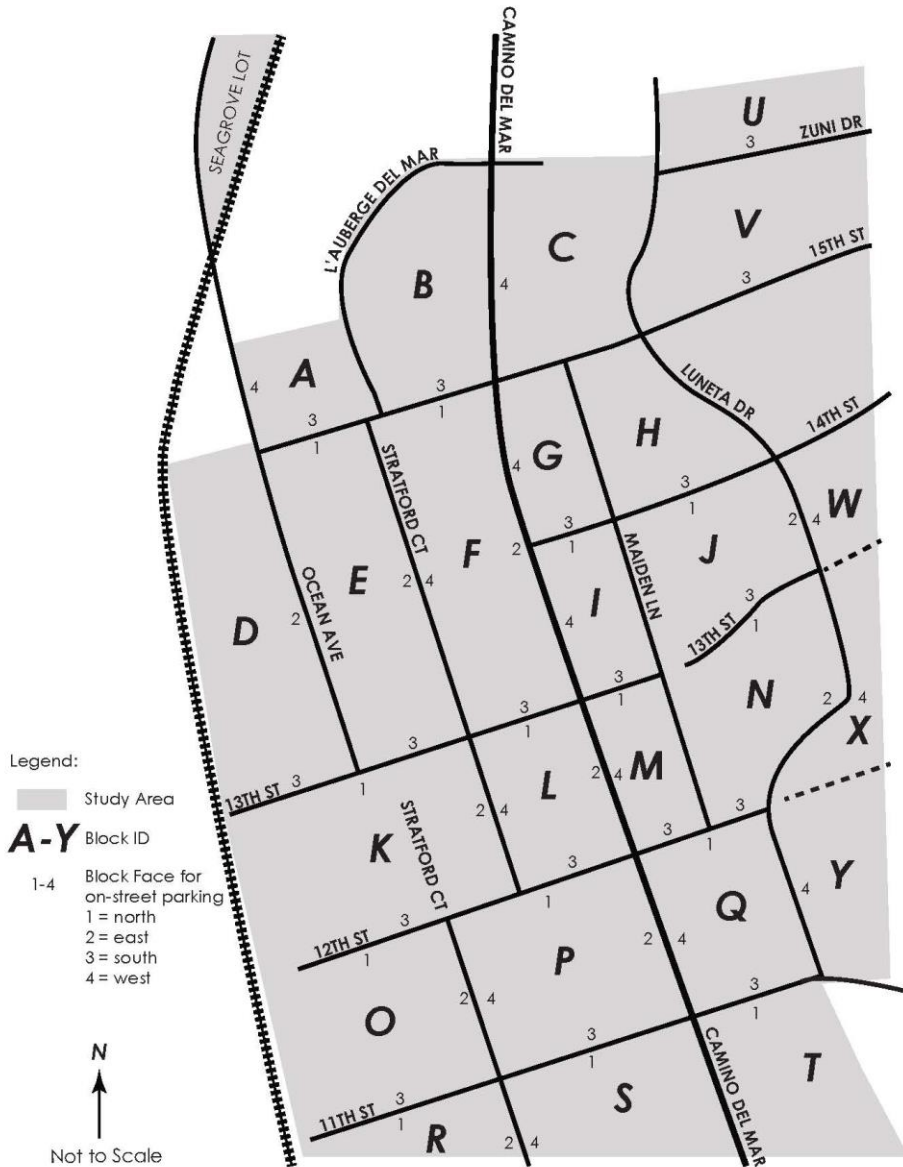
DEL MAR VILLAGE PARKING INVENTORY

Walker Parking Consultants (Walker) performed an inventory (parking supply count) of on-street and off-street parking spaces in the study area, which is illustrated below in Figure 1. Blocks were lettered in a manner similar to the format used in the January 2012 study in order to compare the results of this and the previous study; the block lettering and block face numbering in this report vary slightly from the January 2012 study due to differences in the study area and the desire to make the numbering/lettering more clear and consistent.

Walker determined that the number of spaces in the study area totals 1,875± with 691± on-street (37 percent) and 1,184± off-street (63 percent) spaces. Of the off-street spaces, 140 (12 percent) are publicly owned while the remaining 1,044 (88 percent) are privately owned. The following table summarizes the Downtown Del Mar Parking Inventory. The collected parking inventory information does not include off-street residential parking.



Figure 1: Downtown Del Mar Study Area



STUDY AREA AND BLOCK IDs

Figure 1



Table 1: Downtown Del Mar Parking Inventory Summary

Block (Jan 2012 Block)	On-Street	Off-Street		Total
		Public	Private	
A (B)	17		47	64
B (C)	14	60	68	142
C (D)	8		340	348
D (E)	34			34
E (F)	25			25
F (G)	80		135	215
G (H)	10		59	69
H (I, J)	18	14	46	78
I (K)	26	9	69	104
J (L)	42			42
K (M, N, O)	42			42
L (P)	43		39	82
M (Q)	17		78	95
N (R)	31			31
O (S, T)	36			36
P (U)	73		50	123
Q (V)	38		24	62
R (X, Y)	22			22
S (Z)	24	57		81
T (AA)	18		89	107
U	22			22
V	16			16
W	10			10
X (W)	12			12
Y (W)	13			13
Total	691	140	1044	1875

Source: Walker Parking Consultants, 2013

Block A includes the Post Office parking lot, Block B includes the parking lot under the L'Auberge Hotel which includes permit and metered public parking in addition to some of the hotel's employee parking. Block C includes the parking structure for Del Mar Plaza.



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DEL MAR VILLAGE AREA PARKING DEMAND

To determine demand for parking in the study area Walker performed occupancy counts on one weekday and one weekend day. Based on discussions with City staff and our experience with coastal destination communities in Southern California, Thursday and Saturday were chosen as the typical busy days to perform the occupancy counts. The occupancy counts were collected during the summer to capture parking occupancy rates during the peak summer season.

Counts were specifically conducted during the racing season to incorporate the impact of racing season on parking demand in the Del Mar Village area. We note that the weather during the counts was warm and sunny, typical of the weather during Del Mar's busiest and most popular season.

The actual occupancy counts were performed at 12:30 PM and 6:00 PM on Thursday August 22, 2013 and at 12:30 PM and 7:00 PM on Saturday August 24, 2013.¹ The times of the occupancy counts were selected to generally match with the mid-day observations in the January 2012 parking study and to capture the evening parking demand peak.

Figures 1 – 4, later in the report, contain maps that illustrate parking occupancy rates on a per-block basis for each of the occupancy counts both for on-street and off street parking.

We note that 85 percent to 90 percent per block face (1 to 2 available spaces) represents the parking industry standard for an acceptable level of on-street parking occupancy. Depending on the parking user group, 90 percent (for visitors) to 95 percent represents the typical industry standard for an acceptable level of off-street occupancy.

PEAK PARKING DEMAND

Peak occupancy occurred during the Saturday evening count when 1,222± vehicles were parked in the study area. During this period, overall 76 percent of on-street and 59 percent of off-street spaces were occupied. However, excluding parking at Del Mar Plaza, which exceeded 100% of its 'regular' capacity due to valet operations on Saturday evening, 36 percent of off-street spaces were occupied. Table 2 on the following page illustrates weekday occupancy by block in the study area. We note that the peak parking occupancy rate for on-street spaces was observed during the Saturday mid-day (lunchtime) count when 83 percent of on-street spaces were occupied.

WEEKDAY PARKING DEMAND AND UTILIZATION

Weekday peak occupancy occurred during the mid-day count when 1,148 vehicles were parked in the study area. During this period 77 percent of on-street and 52 percent of off-street spaces were occupied. The observed on-street parking utilization was comparable to the utilization seen in the January 2012 study.

¹ An additional count was performed in the midafternoon on Thursday, but this data was found not to represent peak conditions during the day and to be of limited use.



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Mid-day off-street parking utilization in the January 2012 study was approximately 10 percent higher than the current observations. This difference is due largely to higher observed occupancy in Del Mar Plaza in the January 2012 study. City staff noted that at the time of the August 2013 counts, there were two large vacancies in Del Mar Plaza. Tables 2 and 3 show the observed off-street and on-street demand respectively, including a comparison to the January 2012 results. We note that, not including the Del Mar Plaza parking structure, the occupancy rates for off-street parking are virtually the same for January 2012 and Walker's August 2013 parking occupancy counts although results by block in some cases vary significantly.

Table 2: Off-Street Supply and Parking Occupancy by Block – Weekday

Block (Jan 2012 Block)	Inventory	Walker Collected Data		Jan 2012 Study	Walker Collected Data	
		Thursday August 22, 2013		Thursday	Thursday August 22, 2013	
		12:30pm		12:00pm	6:00pm	
		Demand	Utilization	Utilization	Demand	Utilization
A (B)	47	20	43%	48%	20	43%
B (C)	128	88	69%	20%	82	64%
C (D)	340	190	56%	85%	357	105%*
F (G)	135	63	47%	62%	62	46%
G (H)	59	31	53%	51%	23	39%
H (I, J)	60	11	18%	87%	18	30%
I (K)	78	40	51%	48%	34	44%
L (P)	39	24	62%	97%	13	33%
M (Q)	78	47	60%	51%	28	36%
P (U)	50	35	70%	75%	8	16%
Q (V)	24	17	71%	86%	5	21%
S (Z)	57	24	42%	41%	6	11%
T (AA)	89	29	33%	55%	13	15%
Total	1184	619	52%	63%	669	57%
Total Without Plaza Del Mar	844	429	51%	53%	312	37%

* = Demand in the Plaza Del Mar lot exceeds regular supply in the evening due to valet operations

Source: Walker Parking Consultants, 2013, Village Specific Plan (August 2012)

Table 3: On-Street Supply and Occupancy by Block – Weekday

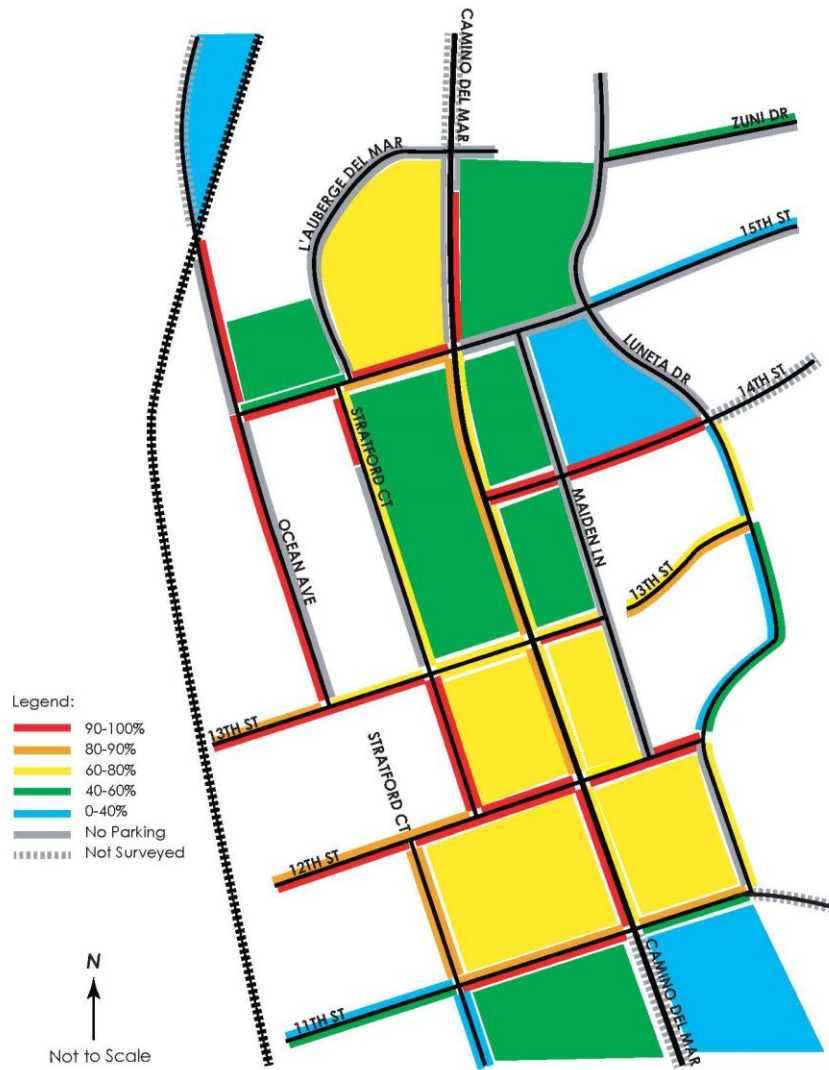
Block (Jan 2012 Block)	Inventory	Walker Collected Data		Jan 2012 Study	Walker Collected Data	
		Thursday August 22, 2013		Thursday	Thursday August 22, 2013	
		12:30pm		12:00pm	6:00pm	
		Demand	Utilization	Utilization	Demand	Utilization
A (B)	17	13	76%	63%	14	82%
B (C)	14	14	100%	87%	14	100%
C (D)	8	8	100%	67%	8	100%
D (E)	34	32	94%	83%	31	91%
E (F)	25	23	92%	88%	24	96%
F (G)	80	67	84%	85%	77	96%
G (H)	10	8	80%	91%	10	100%
H (I, J)	18	17	94%	94%	17	94%
I (K)	26	21	81%	66%	19	73%
J (L)	42	28	67%	92%	26	62%
K (M, N, O)	42	39	93%	63%	27	64%
L (P)	43	40	93%	88%	25	58%
M (Q)	17	13	76%	100%	13	76%
N (R)	31	14	45%	50%	10	32%
O (S, T)	36	25	69%	90%	17	47%
P (U)	73	65	89%	72%	41	56%
Q (V)	38	32	84%	91%	30	79%
R (X, Y)	22	7	32%	71%	12	55%
S (Z)	24	14	58%	48%	10	42%
T (AA)	18	10	56%	43%	9	50%
U	22	9	41%	NA	7	32%
V	16	6	38%	NA	8	50%
W	10	7	70%	NA	2	20%
X (W)	12	7	58%	67%	2	17%
Y (W)	13	10	77%	NA	10	77%
Total	691	529	77%	76%	463	67%

Source: Walker Parking Consultants, 2013, Village Specific Plan (August 2012)

Figures 2 illustrates weekday mid-day on-street and off-street parking utilization and Figure 3 illustrates weekday evening on-street and off-street parking utilization.



Figure 2: Observed Weekday Mid-day Parking Utilization – Weekday August 2013



THURSDAY 12:30 PM ON- AND OFF-STREET PARKING UTILIZATION

Figure 2

Source: Walker Parking Consultants, 2013



Figure 3: Observed Weekday Evening Parking Utilization – August 2013



THURSDAY 6:00 PM ON- AND OFF-STREET PARKING UTILIZATION

Figure 3



SATURDAY PARKING DEMAND AND UTILIZATION

As noted earlier, Saturday peak occupancy occurred during the evening count when 1,222± vehicles were parked in the study area. During this period 76 percent of on-street and 59 percent of off-street spaces were occupied.

The observed on-street parking utilization during the mid-day count was comparable to the utilization seen in the January 2012 study. Mid-day off-street parking utilization in the January 2012 study was approximately 10 percent higher than the current observations. This difference is due largely to higher observed occupancy in Del Mar Plaza in the January 2012 study. City staff noted that at the time of the August 2013 counts, there were two significant vacancies in Del Mar Plaza. Tables 4 and 5 show the observed Saturday off-street and on-street demand respectively, including a comparison with the January 2012 results.

Table 4: Off-Street Supply and Occupancy by Block – Saturday

Block (Jan 2012 Block)	Inventory	Walker Collected Data		Jan 2012 Study	Walker Collected Data	
		Saturday August 24, 2013		Saturday	Saturday August 24, 2013	
		12:30pm		1:00pm	7:00pm	
		Demand	Utilization	Utilization	Demand	Utilization
A (B)	47	19	40%	48%	22	47%
B (C)	128	93	73%	79%	109	85%
C (D)	340	223	66%	85%	386	113%*
F (G)	135	57	42%	47%	66	49%
G (H)	59	20	34%	24%	17	29%
H (I, J)	60	21	35%	26%	21	35%
I (K)	78	24	31%	38%	15	19%
L (P)	39	20	51%	68%	14	36%
M (Q)	78	27	35%	15%	22	28%
P (U)	50	18	36%	27%	6	12%
Q (V)	24	21	88%	62%	6	25%
S (Z)	57	10	18%	45%	3	5%
T (AA)	89	23	26%	36%	7	8%
Total	1184	576	49%	57%	694	59%
Total Without Plaza Del Mar	844	353	42%	44%	308	36%

* = Demand in the Plaza Del Mar lot exceeds regular supply in the evening due to valet operations

Source: Walker Parking Consultants, 2013, Village Specific Plan (August 2012)



Table 5: On-Street Supply and Occupancy by Block – Saturday

Block (Jan 2012 Block)	Inventory	Walker Collected Data		Jan 2012 Study	Walker Collected Data	
		Saturday August 24, 2013		Saturday	Saturday August 24, 2013	
		12:30pm		1:00 PM	7:00pm	
		Demand	Utilization	Utilization	Demand	Utilization
A (B)	17	17	100%	38%	17	100%
B (C)	14	14	100%	87%	14	100%
C (D)	8	5	63%	100%	8	100%
D (E)	34	33	97%	94%	33	97%
E (F)	25	24	96%	92%	25	100%
F (G)	80	81	101%	97%	79	99%
G (H)	10	11	110%	73%	9	90%
H (I, J)	18	16	89%	100%	18	100%
I (K)	26	21	81%	72%	25	96%
J (L)	42	28	67%	65%	30	71%
K (M, N, O)	42	43	102%	86%	41	98%
L (P)	43	35	81%	95%	36	84%
M (Q)	17	12	71%	100%	14	82%
N (R)	31	13	42%	50%	8	26%
O (S, T)	36	35	97%	100%	33	92%
P (U)	73	59	81%	93%	38	52%
Q (V)	38	35	92%	89%	28	74%
R (X, Y)	22	21	95%	84%	16	73%
S (Z)	24	19	79%	82%	7	29%
T (AA)	18	8	44%	26%	2	11%
U	22	10	45%	NA	17	77%
V	16	16	100%	NA	16	100%
W	10	4	40%	NA	4	40%
X (W)	12	4	33%	0%	3	25%
Y (W)	13	7	54%	NA	7	54%
Total	691	571	83%	83%	528	76%

Source: Walker Parking Consultants, 2013, Village Specific Plan (August 2012)

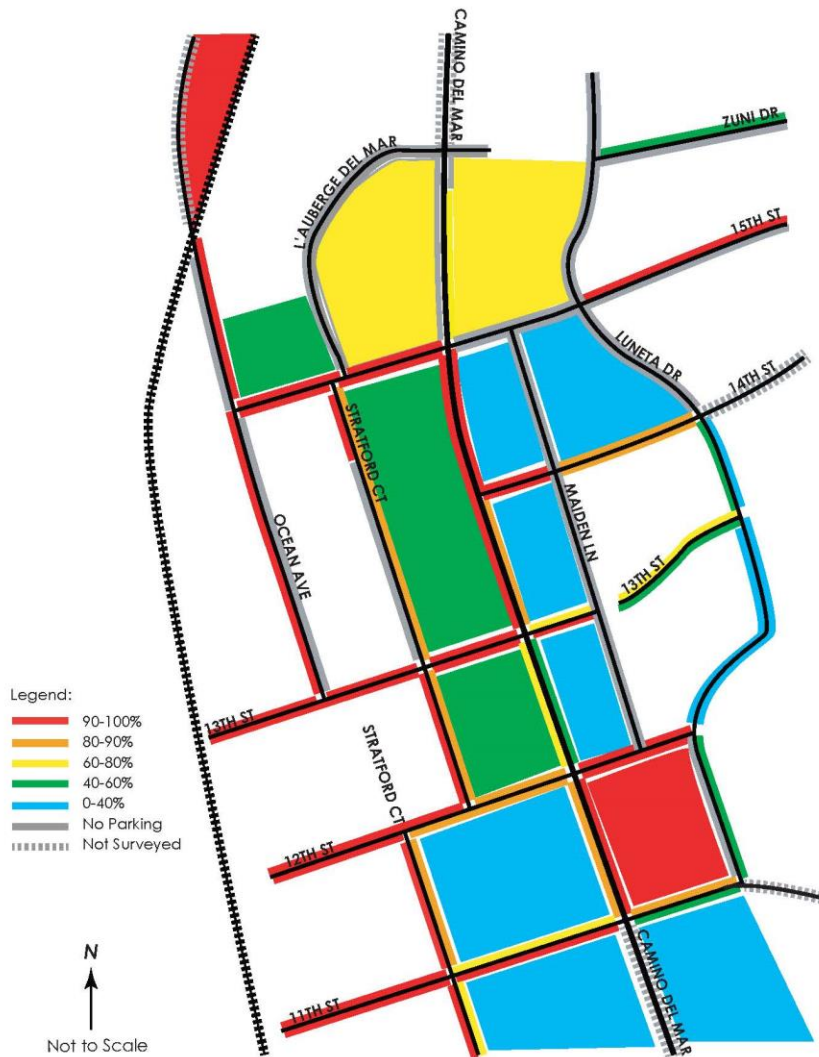


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Figure 4 illustrates Saturday mid-day on-street and off-street parking utilization. Figure 5 illustrates Saturday evening on-street and off-street parking utilization.

Figure 4: Observed Saturday Mid-day Parking Utilization



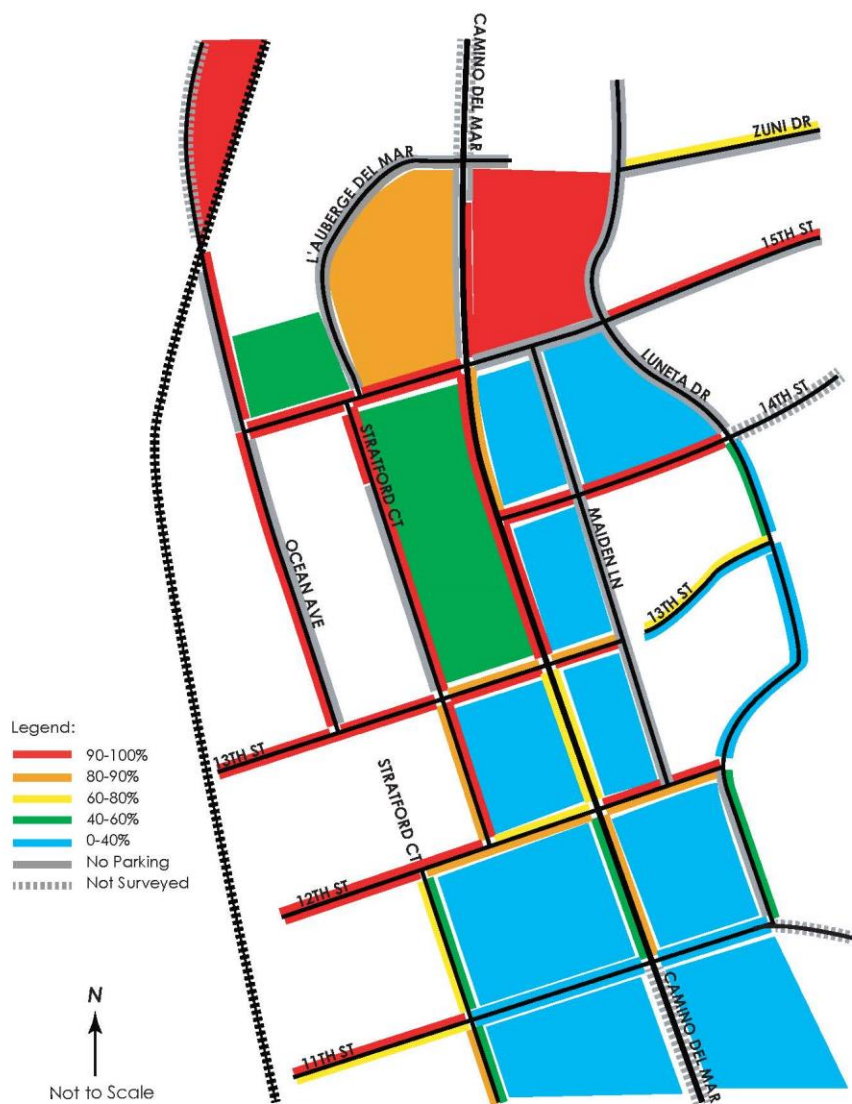
SATURDAY 12:30 PM ON- AND OFF-STREET PARKING UTILIZATION

Figure 4

Source: Walker Parking Consultants, 2013



Figure 5: Observed Saturday Evening Parking Utilization



SATURDAY 7:00 PM ON- AND OFF-STREET PARKING UTILIZATION

Figure 5

Source: Walker Parking Consultants, 2013



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TURNOVER

Walker performed license plate inventory (LPI) surveys to examine how long parked vehicles remained in parking spaces, or "parking space 'turnover.'" With LPI we record the last 4 digits of a license plate every hour in order to determine how long a vehicle remains parked. The focus of this portion of the study was on:

- locations experiencing high occupancy of 85+ percent during the weekday peak periods and other areas of concern noted in discussions with City staff, as vehicles parked for long periods of time in these locations could negatively impact drivers looking for parking in these locations;
- the on-street parking spaces serving the main commercial blocks along Camino del Mar; and
- Parking spaces along residential blocks that experienced relatively high parking occupancy rates.

On August 23, 2013, Walker performed hourly turnover counts from 10:30 am to 7:30 am on Camino Del Mar between 12th Street and Del Mar Plaza, on Stratford Court between 12th Street and 15th Street, on 11th, 12th, 13th and 14th Streets between Camino Del Mar and Luneta Drive, on 15th Street between Luneta Drive and Carolina Road and on Luneta Drive between 11th Street and 14th Street. Additional turnover counts were performed along some residential streets in order to record the presence of cars earlier in the morning.

A summary of the results of the fieldwork follows.

- Within the LPI area, occupancy peaked at 12:30 PM at 262± parked vehicles, consistent with the weekday mid-day peak hour.
- During the 12:30 PM peak, there were 74± cars parked on Camino Del Mar in the LPI area. Of these, 17 (23%) were parked for at least 3 hours in spite of the 2-hour (and occasional 20-minute) time restriction of spaces on Camino Del Mar. Parking enforcement was noted actively chalking parked cars. Walker noted parkers' attempts to avoid enforcement of the time restriction, as a few instances of chalk being wiped off tires was observed. A few cars were also observed re-parking in different spaces. Some cars that were parked beyond the posted time limits had placards for people with disabilities displayed.
- In the rest of the LPI study area there were 188± parked cars during the 12:30 PM peak. Of these, 128 cars (68% of occupied spaces) were occupied by vehicles parked for at least 4 hours. There are few time restricted spaces on the LPI streets other than on Camino Del Mar. However it is worth noting that the majority of the on-street parking occurring on the side streets consisted of long-term parkers. The percentage of 4+ hour parkers on the side streets among cars parked at 12:30 PM ranged from 58% on Stratford Avenue to 85% on 12th Street.

Table 6 shows the total number of cars parked all day (as opposed to a "snapshot" of the number of cars parked at the peak) observed during the LPI period, and how long they were



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parked. Additionally, Table 6 shows the same information broken out for Stratford Avenue, 14th Street and Luneta Drive.

Table 6: License Plate Inventory – Duration of Stay

Hours Parked	Total Area		Stratford		14th		Luneta	
	# of Cars	% of Total	# of Cars	% of Total	# of Cars	% of Total	# of Cars	% of Total
1	424	47%	8	15%	19	20%	11	18%
2	205	23%	9	17%	23	24%	18	30%
3	98	11%	9	17%	14	15%	3	5%
4	40	4%	2	4%	11	12%	6	10%
5	39	4%	8	15%	10	11%	3	5%
6	23	3%	4	7%	4	4%	2	3%
7	35	4%	6	11%	5	5%	8	13%
8	20	2%	3	6%	6	6%	2	3%
9	5	1%	-	0%	1	1%	1	2%
10	22	2%	5	9%	2	2%	6	10%
Total Cars Observed	911	100%	54	100%	95	100%	60	100%

Source: Walker Parking Consultants, 2013

In general, most parking spaces on Camino Del Mar are turning over, although not to the extent that the posted policy suggests. On the side streets where there are no time restrictions, parking spaces are turning over with much less frequency. Based on the observations recorded, parking on the side streets is a mix of employee, resident, beachgoer and downtown visitor parking. There was also a clear occurrence of long-term parkers turning over during the 3:30 and 4:30 observation periods, indicating that many of the 5-7 hour parkers were employees of downtown or Del Mar Plaza businesses.

SAMPLE PARKING TURNOVER IN DETAIL – CAMINO DEL MAR AND STRATFORD COURT

The following tables demonstrate in greater detail the extent to which cars parked on Camino del Mar and Stratford Court during the lunch-time peak hour are long-term vehicles.

Table 7 below demonstrates that just over 20 percent of parking spaces (17 cars parked) on Camino del Mar were occupied by cars parked for approximately three hours or more. Six percent of spaces were occupied by cars parked for approximately four hours or more. These spaces, occupied by long-term parkers, are effectively out of service to the general visiting public.



Table 7: Camino del Mar - Length of Stay During the Peak Hour

				TYPE	INVENTORY	CARS PARKED AT 12:30 PM	LENGTH OF STAY			PERCENT OF SPACES NOT AVAILABLE FOR SHORT-TERM PARKING
							1-2 HOURS	3 HOURS	4 HOURS OR LONGER	
CAMINO DEL MAR	15TH ST	PLAZA ENT	EAST	20MIN	2	2	2	--	--	0%
				2HR	6	6	3	3	--	0%
		14TH ST	EAST	20MIN	1	1	1	--	--	0%
				2HR	7	7	2	5	--	0%
	CROSSWALK	WEST	20MIN	1	1	1	--	--	0%	
			2HR	13	13	12	1	--	0%	
			ADA	1	1	1	--	--	0%	
			2HR	13	12	10	1	1	8%	
	14TH ST	13TH ST	EAST	20MIN	1	--	--	--	--	0%
	CROSSWALK	13TH ST	WEST	20MIN	1	1	1	--	--	0%
				2HR	14	13	10	2	1	7%
	12TH ST	13TH ST	EAST	2HR	8	4	1	0	3	38%
				ADA	1	--	--	--	--	0%
			WEST	20MIN	4	2	2	--	--	0%
				2HR	9	11	11	--	--	0%
	Total					82	74	57	12	5

Source: Walker Parking Consultants, 2013

Table 8 below demonstrates that just over 50 percent of parking spaces (31 cars parked) on Stratford Court were occupied by cars parked for approximately four hours or more. However, unlike Camino del Mar the length of stay on Stratford Court does not necessarily convey whether the vehicle belongs to a resident, employee or business owner. On Stratford Court we observed that a significant number of the cars parked early in the morning were not present in the mid-afternoon and that a significant of those cars present in the mid-afternoon were not parked in the morning. We conclude from these observations that the on-street parking along Stratford Court is used heavily, though by no means exclusively, by employees and business owners.



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Table 8: Stratford Court - Length of Stay Peak Hour

STREET	FROM	TO	SIDE OF STREET	TYPE	INVENTORY	CARS PARKED AT 12:30 PM	LENGTH OF STAY IN HOURS			PERCENT OF SPACES OCCUPIED BY LONG-TERM PARKERS
							1-3 HOURS	4-5 HOURS	6 HOURS OR LONGER	
STRATFORD	12TH ST	13TH ST	EAST	REG	13	12	1	2	9	69%
			WEST	REG	13	13	3	3	7	54%
	13TH ST	15TH ST	EAST	20MIN	3	2	2	--	--	--
				2HR	5	4	4	--	--	--
				REG	20	19	9	3	7	35%
	WEST	2HR	5	5	5	--	--	--		
	Total					59	55	24	8	23

Source: Walker Parking Consultants, 2013.



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FINDINGS

The following are highlights of the analysis of the data we collected during our parking surveys and their significance. Overall our findings suggest that even with a number of block faces effectively lacking available parking spaces, significant number of parking spaces were unoccupied on adjacent streets or off-street surface parking lots, which are currently off-limits to most parkers. The findings demonstrate that the use of the current parking policies will result in the continued imbalance in parking demand throughout the district.

ON-STREET

- Observed weekday mid-day and Saturday peak parking occupancy rates during the August 2013 counts were very similar to the peak occupancies observed in the January 2012 study. However, the addition of evening counts revealed that Saturday evening represents the overall peak period of parking due to valet parking and the resulting high utilization in the Del Mar Plaza parking structure as well as evening events at the L'Auberge Hotel. This suggests that cooperation with these two properties with regard to their evening employee parking needs could ease the demand for on-street parking in the evenings. The development of a comprehensive employee parking program for the district is important.
- During the Saturday evening peak, 76 percent of on-street and 59 percent of off-street spaces were occupied. During the Saturday midday count, the peak parking occupancy rate for on-street spaces was 83 percent of on-street spaces were occupied. Despite the different parking patterns observed during both periods, the number of unoccupied off-street spaces in each case numbered over 400. These vacant spaces represent an underutilized resource.
- Throughout the study area on-street parking between 13th Street and 15th Street was observed to be more heavily utilized during all observation periods than on-street parking spaces south of 13th Street. Parking demand on Camino del Mar was illustrative of this phenomenon. For most of our surveys, on-street parking spaces along Camino del Mar north of 13th Street experienced occupancies above 90% and in some cases nearly 100%. Meanwhile on-street spaces along Camino del Mar south of 13th Street tended to experience occupancy rates well below 90% overall. The availability of on- and off-street parking spaces in the study area south of 13th Street, particularly on weekends represents parking spaces to which parking demand could be redistributed.
- The Del Mar Village Association-sponsored valet program on the west side of Camino Del Mar just south of 15th Street does not appear to be highly utilized. At 7:30 PM on the Friday of the license plate inventory there were just four vehicles parked in the designated valet lot. The low utilization number suggests that the valet program should be reassessed. Parking spaces currently made available to the valet program may be more useful if opened to general public parking for visitors and perhaps employees.



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OFF-STREET PARKING

- Off-street parking was generally underutilized with the exception of the L'Auberge employee lot, the metered and public parking under the L'Auberge, and the Del Mar Plaza parking structure. The underutilization of private off-street parking (not including Del Mar Plaza) was especially pronounced on the weekend, however at any given time during our surveys there were at least 400 unoccupied off-street parking spaces in the district overall.

The Del Mar Plaza parking structure was observed to be only 60%-70% full during the mid-day periods, but was effectively at 100% capacity during the evenings with valet operations. While Plaza employees were observed parking on Camino Del Mar, on 15th Street west of Luneta Drive and on Zuni Drive, visitors and beachgoers were observed parking at the Plaza and then heading elsewhere.

- While a portion of the City Hall lot is free public parking, it is still underutilized. This may be partially due to conflicting and inconsistent signage at the entrance to the upper level of the City Hall lot, as well as a lack of wayfinding signage to guide people to the parking lot. A family was observed during our counts parking at the public meters under the L'Auberge and dining at Café Secret on Camino Del Mar between 12th Street and 11th Street. Free parking at the City Hall lot would have been a closer parking option and an acceptable walking distance.

LENGTH OF STAY AND PARKING TURNOVER

Our surveys suggested that, on residential streets where the demand for parking was high, parkers were made up of a mix of parking user groups including residents, employees, and visitors.

- Based on our LPI observations and analysis on Stratford Avenue between 13th and 15th Streets, we conservatively estimate that 25 percent of the spaces not subject to time restrictions are occupied by residents during the 12:30 pm peak hour. Of the remaining vehicles we project that approximately half belonged to employees of downtown businesses due to observed lengths of stay of four hours or more.
- Based on the LPI observations of 15th Street east of Luneta Drive, there is a clear mix of residents and Plaza employees parking on the street. Demand for parking on the block peaked at a consistent 15 to 16 cars in the second half of the day, from 3:30 pm to 7:30 pm. We project that approximately half of those parked cars belonged to employees and one quarter belonged to residents.
- Ample, available parking on Luneta Drive was observed between 11th Street and 14th Street throughout the day. However a significant portion of the parked cars were observed to belong either to downtown business employees or residents, which we estimate represented 15 and 10 of the cars parked respectively during the peak demand period. During the 12:30 pm peak hour a total of 34 total cars were observed parked from 11th to 14th Street.



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- Several cars parked on-street on Luneta Drive throughout the LPI were later observed parked in residential driveways on Luneta Drive.
- The parking lot at Bruegger's Bagels/Starbucks did not turn over as often as expected; we estimate that most cars were parked far longer than the 20 – 30 minute length of stay that we would expect at that location. Most customers were observed parking above the site at the metered church lot or at the bank parking stalls after hours. Other customers for this location were observed walking from the Del Mar Plaza parking garage. While we did not specifically perform a length of stay survey, we suspect that some long-term parking may be taking place in this lot, perhaps including some employees of the businesses.

RECOMMENDATIONS

The parking system serving Del Mar Village and adjacent areas does not suffer from a lack of parking spaces overall but instead is in need of a redistribution of parking demand in order to better utilize underutilized (generally unoccupied) spaces. Indeed, even if more parking spaces were added to the parking system, an improvement in the availability of visitor parking is extremely unlikely; competition for - and the lack of availability of - the most convenient spaces for visitors would persist.

The parking issues facing Del Mar are not an infrastructural problem, but rather operational, parking management and policy issues. These issues result in part from the behavior of long-term parkers, typically those who work in the area. All policies, or lack thereof, encourage a behavioral response. The issues regarding parking availability in Del Mar are, to a significant extent, related to policies in place that encourage the parking behavior and habits that we have observed. Changing these policies will improve parking availability; maintaining these policies will result in continued challenges.

Finally, it is worth noting that the demand patterns for the parking system observed during the peak summer months were generally consistent with those observed during busy days in the winter.

In order to better manage parking demand in and around Del Mar Village, the demand for parking needs to be redistributed. In order to do so, we recommend that the City pursue the following measures:

- Develop an employee parking program to mitigate the impact of employee parking on city streets, particularly in locations where providing parking for visitors is a priority. Several of the following recommendations would be elements of this program, both to better utilize some off-street parking spaces for employees and discourage the use of visitor parking spaces by employees.
- Open up privately owned off-street lots (including those belonging to houses of worship) to allow employee and/or public parking in these lots after the close of the business day or when spaces are generally observed to be highly underutilized.



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Incentives for property owners are a useful tool for facilitating such a policy. Making existing, underutilized parking spaces more widely available is far more cost effective than building new parking spaces and is more likely to provide parking in locations that are convenient to parkers' destinations.

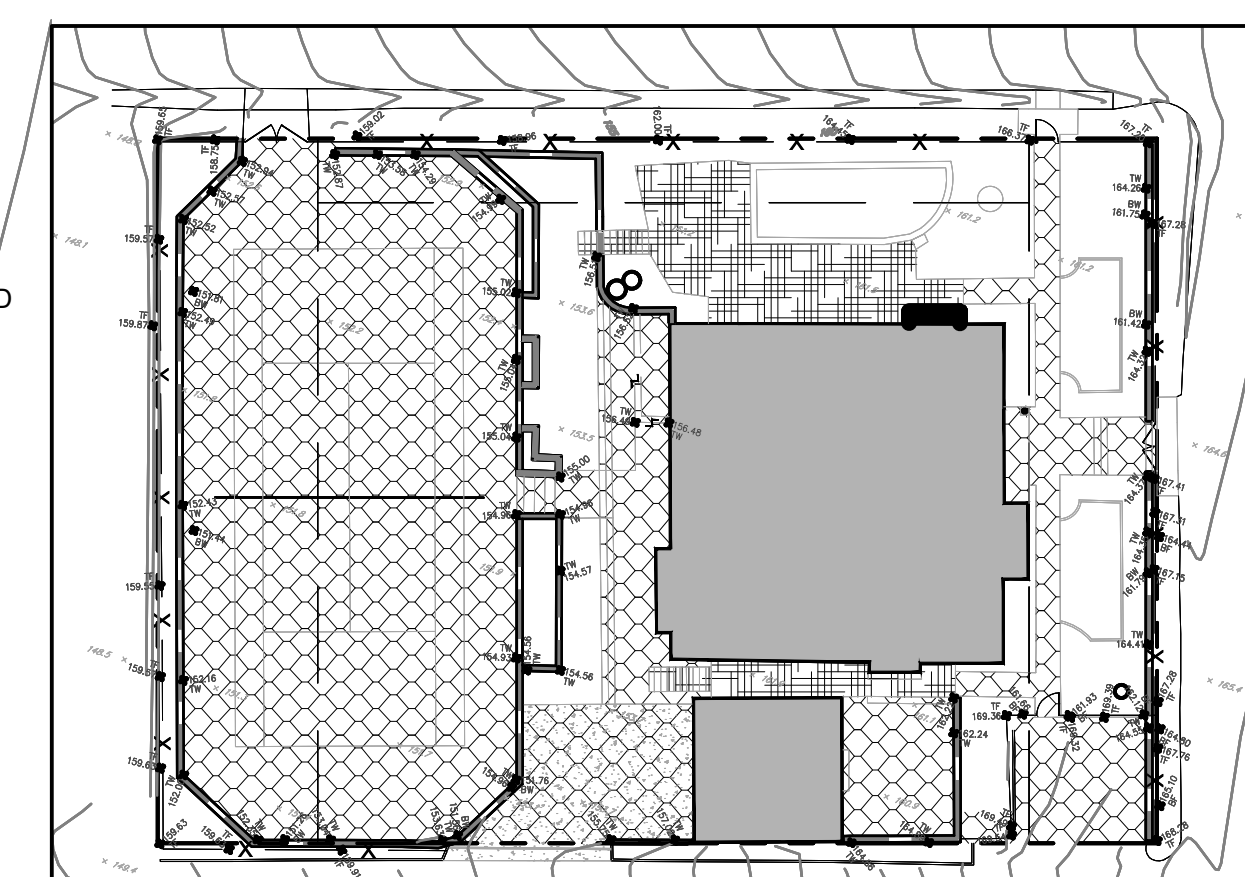
- Due to the low utilization of the existing valet program, make the lot currently used to park valet cars in the evening available for general public parking.
- Increase turnover on Camino del Mar by extending the hours of enforcement of time limited spaces from 6:00 PM to 9:00 PM to discourage restaurant/nighttime employee use of these spots at the beginning of their shifts. With the current ending of the 2-Hour time limit restriction at 6:00 PM, employees can safely park on Camino Del Mar after 3:30 PM and not move their car until their shift ends, taking up valuable restaurant parking for customers.
- Improve wayfinding to the public parking available at the City Hall lot, and provide clearer signage at the entrance to the lot.
- Reintroduce parking permit programs for residents. We note that based on our research and observations, residential parking programs that exist in other California coastal cities exist in tandem with paid parking and may not be implementable for parking spaces solely regulated by time restrictions.
- Given the extent to which regulating on-street parking is limited, create a policy to incent employees to park in designated off-street parking areas including rewards for employees who are observed to park in these areas.
- Expand paid parking to Camino del Mar, north of 13th Street. Paid parking has proven to be the only effective method by which to make parking spaces available to customers and visitors. The City currently has paid parking infrastructure and operations in place in other locations. Some of these paid parking spaces are located where parking demand is lower than on Camino del Mar (such as in the lot off Maiden Lane, just south of 15th Street). Paid parking is most effective where the demand for parking is highest. Customers prefer a paid, available space to a free space that they have trouble finding and which requires a significant walk.

The parking system which serves Del Mar Village and the adjacent area is a combination of on-street and off-street, publicly- and privately-owned parking spaces. Together the parking spaces represent a comprehensive parking system; policies that impact one type of space tend to impact others. The lack of availability of on-street, visitor parking is the greatest challenge facing the parking system concomitant with the challenge of increasing utilization of restricted off-street parking spaces.

Policies are necessary that A) are effective in turning over parking spaces for visitors on the street and B) make off-street parking spaces as convenient for parkers, particularly employees, as possible. The consequences of not implementing both types of policies will result in the perpetuation of the parking issues that the City currently faces.

CITY OF DEL MAR

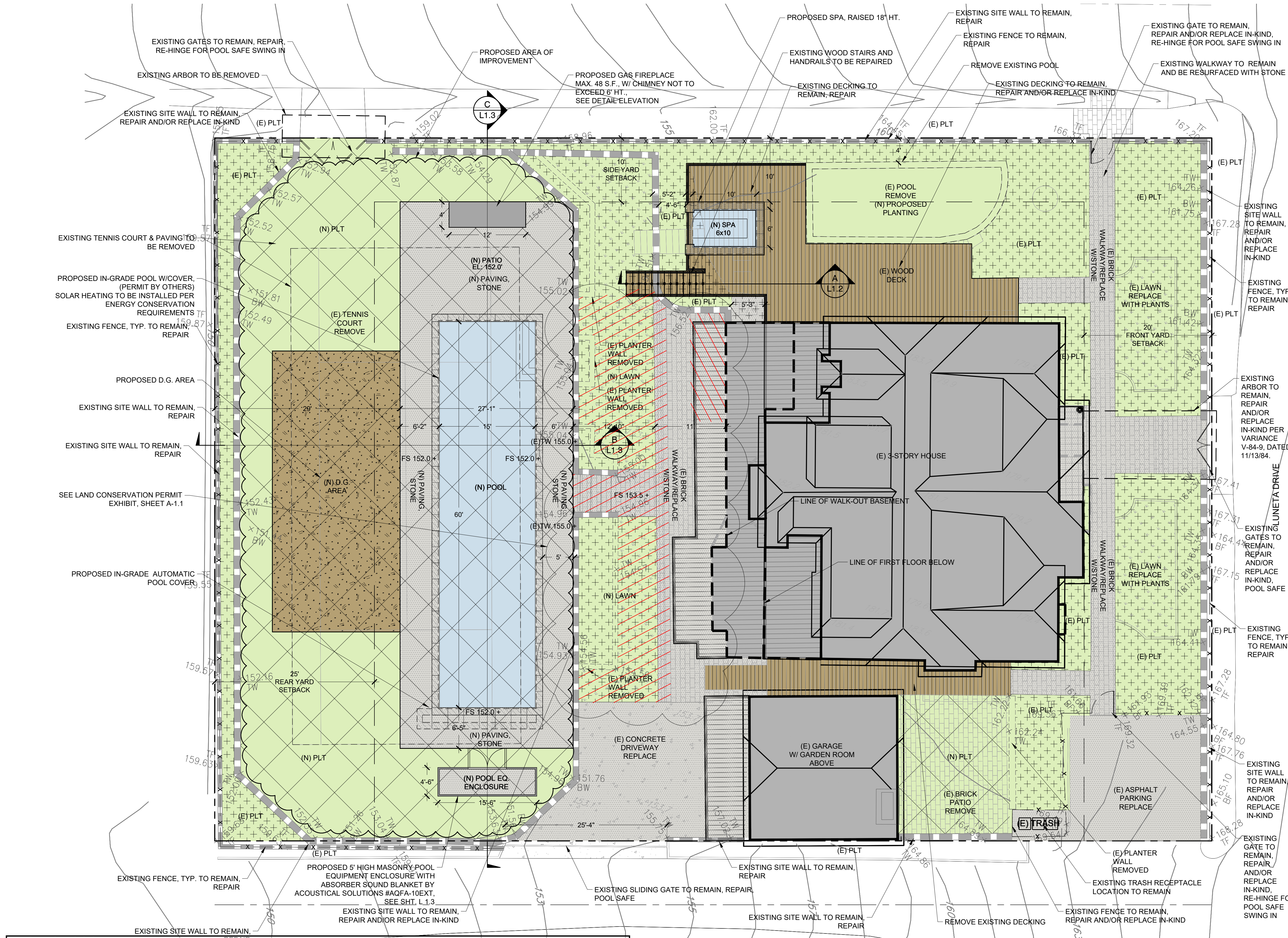
Application Date: ADR23-003
 Notice Date: 2/23/2023
 End of Appeal Date: 3/9/2023
 Approved: 3/31/2023



EXISTING PAVING PLAN - NO SCALE

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
[Symbol]	03 PAVING DESCRIPTION	
[Symbol]	PROPOSED STONE PAVING (IMPERVIOUS)	3,938 SF
[Symbol]	PROPOSED DECKING (PERVIOUS)	1,004 SF
[Symbol]	PROPOSED D.G. (PERVIOUS)	880 SF
[Symbol]	EXISTING IMPERVIOUS PAVING	8,234 SF
[Symbol]	EXISTING PERVIOUS PAVING	990 SF
[Symbol]	EXISTING IMPERVIOUS PAVING TO BE REMOVED	5,784 SF
[Symbol]	EXISTING LANDSCAPE	3,354 SF
[Symbol]	09 OTHER DESCRIPTION	
[Symbol]	PROPOSED LANDSCAPE AREA	6,291 SF
[Symbol]	PAVING-IMPERVIOUS	3,949 SF
[Symbol]	PAVING-PERVIOUS	1,884 SF
[Symbol]	POOL/SPA AREA	960 SF
[Symbol]	LOT AREA	17,187 SF
[Symbol]	BUILDING FOOTPRINT	3,352 SF



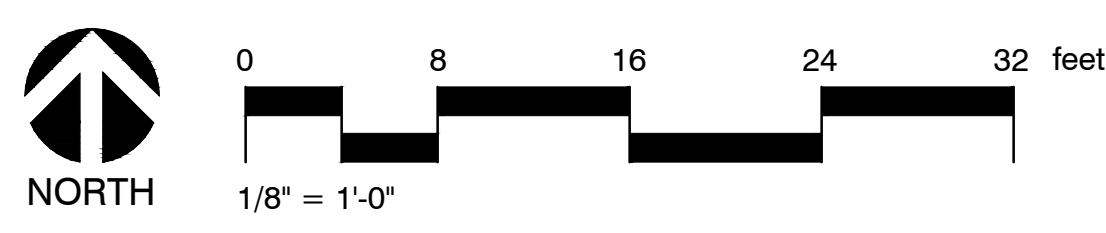
- PROJECT SCOPE:**
- (1) NEW AT-GRADE POOL AT EXISTING TENNIS COURT (NO SITE GRADING) (EXISTING POOL TO BE REMOVED/FILLED IN AND NEW LANDSCAPE ADDED).
 - (2) POOL EQUIPMENT IN NEW ENCLOSURE, 5-FOOT HIGH WALLS WITH SOUND BLANKET.
 - (3) NEW PRE-FABRICATED SPA AT NORTH DECK.
 - (4) NEW GAS FIREPLACE WITH 6-FOOT HIGH CHIMNEY AND 12-INCH HIGH SEAT WALLS, TOTAL AREA 4' X 12'
 - (5) REMOVE AND RELOCATE DECK STAIRS APPROXIMATELY 3-FEET TO THE SOUTH.
 - (6) NEW LANDSCAPE LIGHTING.

PAVING CALCULATION

EXISTING IMPERVIOUS PAVING:	8,234 SQ.FT.
PROPOSED IMPERVIOUS PAVING:	3,949 SQ.FT.
NET CHANGE:	4,285 SQ.FT. DECREASE
EXISTING PERVIOUS PAVING:	990 SQ.FT.
PROPOSED PERVIOUS PAVING:	1,884 SQ.FT.
NET CHANGE:	894 SQ.FT. INCREASE

LANDSCAPE CALCULATION

EXISTING LANDSCAPE:	3,454 SQ.FT.	20%
PROPOSED LANDSCAPE:	6,291 SQ.FT.	37%
NET CHANGE:	2,837 SQ.FT. INCREASE	



"LANDSCAPING FOR THE PROJECT SHALL BE DESIGNED TO COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE AND WITH THE GUIDELINES FOR IMPLEMENTATION OF THE WATER EFFICIENT LANDSCAPE ORDINANCE (DMMC CHAPTER 23.60)."

"I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN"

[Signature]
 SIGNATURE
 02/06/2023
 DATE

LICENSED LANDSCAPE ARCHITECT
 STATE OF CALIFORNIA

IF THIS DOES NOT MEASURE 1" ACTUAL, THIS DRAWING MAY HAVE BEEN ENLARGED OR REDUCED, AND ALL LABELLED SCALES ARE INCORRECT.







Comparative Analysis of Fences at 355 14th Street

Examining side by side

14th Street



Luneta

The elevations of the old building are identical to the new ones.
You could not see the building; the fence was significantly taller.



The prior entry gate was non-conforming in its width. The new entry gate utilizes the same stairs and is therefore of the same width. The arbor (under variance 84-9) is taller than the new entry structure.



Luneta/14th Street corner



Alley





Old fence went significantly higher as seen in this pictures.

April 10th accident against fence
View from inside of the property



View from the the outside - Luneta





city of del mar

ADOPTED BY PLANNING COMMISSION 11/13/84

UNPA

FINDINGS FOR APPROVAL --- V-84-9 (WATKINS)

1. THAT THE STRICT APPLICATION OF THIS CHAPTER (30) WOULD DEPRIVE SUCH PROPERTY OF PRIVILEGES ENJOYED BY OTHER PROPERTIES IN THE VICINITY AND UNDER THE IDENTICAL ZONING CLASSIFICATION BECAUSE OF SPECIAL CIRCUMSTANCES APPLICABLE TO THE PROPERTY, INCLUDING SIZE, SHAPE, TOOGRAPHY, LOCATION OR SURROUNDINGS.

Section 30-6.21 of the Del Mar Municipal Code mandates that required yards in general remain open and unobstructed unless otherwise provided. The property currently enjoys rights to a nonconforming 6.5+ foot trellis/fence placed at or near the lot line along the property's approximate 265-foot street frontage. Current regulations would limit fences in this location to a maximum 3.5 foot height. The addition of the proposed arbor structure would not significantly alter the situation. Because of this circumstance applicable to the property, application of Chapter 30 would deprive the applicant of developing the property in a consistent manner.

2. THAT THE GRANTING OF SUCH VARIANCE WILL NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, COMFORT, CONVENIENCE AND GENERAL WELFARE, WILL NOT ADVERSELY AFFECT THE ESTABLISHED CHARACTER OF THE SURROUNDING NEIGHBORHOOD, AND WILL NOT BE INJURIOUS TO THE PROPERTY OR IMPROVEMENTS IN SUCH VICINITY AND ZONE IN WHICH THE PROPERTY IS LOCATED.

The proposed arbor will not necessarily be detrimental to public health, safety or general welfare. Additionally, as designed, the arbor will not block views or create a "corridor effect" which the Code intends to control. Thus, the proposed arbor will not be injurious to the neighborhood or properties in the vicinity.

3. THAT THE GRANTING OF SUCH VARIANCE WILL NOT BE CONTRARY TO THE ADOPTED COMMUNITY PLAN, INCLUDING ITS GOALS, OBJECTIVES OR POLICIES, OR TO THE OBJECTIVES OF ANY ORDINANCE, REGULATION OR PLAN IN EFFECT TO IMPLEMENT SAID COMMUNITY PLAN.

Approval of the Variance application will not be contrary to the Community Plan nor to the intent of various development regulations in effect to implement the Community Plan.

4. THAT THE GRANTING OF SUCH VARIANCE WILL NOT CONSTITUTE A GRANT OF SPECIAL PRIVILEGES INCONSISTENT WITH THE LIMITATIONS UPON OTHER PROPERTIES IN THE VICINITY AND ZONE IN WHICH SUCH PROPERTY IS LOCATED.

As stated by the findings above, specifically the nonconforming rights currently enjoyed by the subject property, as they relate to front yard setback requirements, the grant of a Variance to allow an additional structure within required setbacks would not constitute a grant of special privilege inconsistent with the limitations imposed upon other properties in the vicinity of the subject lot.

1050 camino del mar, del mar, california 92014 (619) 755-9313

city of del mar

October 17, 1984

Mr. and Mrs. James Watkins
355 - 14th Street
Del Mar, CA 92014

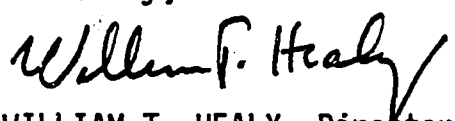
RE: Variance 84-9

Dear Mr. Watkins:

The City Planning Commission, at their Regular Meeting of October 9, 1984, approved Variance 84-9 for the existing covered arbor structure located within the required front yard setback area, subject to findings for approval to be considered by the Commission on November 13, 1984.

If you have any questions regarding this matter, please contact me directly.

Sincerely,



WILLIAM T. HEALY, Director
Planning and Community Development

WTH:kb

1050 camino del mar, del mar, california 92014 (619) 755-9313