

# Village Specific Plan

City of Del Mar, California



August 6, 2012

Adopted by  
City Council Ordinance CC-2012-869



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# Village Specific Plan

Del Mar, CA

August 6, 2012

CITY COUNCIL

Carl Hilliard, Mayor

Terry Sinnott, Deputy Mayor

Mark Filanc, Council Member

Lee Haydu, Council Member

Donald Mosier, Council Member

Adopted: Monday, August 6, 2012

By Ordinance CC-2012-869



City of Del Mar  
1050 Camino del Mar  
Del Mar, CA 92014  
858-755-9313  
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ORDINANCE NO. 869

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA, APPROVING AN APPLICATION FOR A SPECIFIC PLAN, APPLICATION SP-12-01, ENTITLED THE DEL MAR VILLAGE SPECIFIC PLAN.

WHEREAS, the City of Del Mar ("APPLICANT" hereinafter) submitted application SP-12-01 an application for a specific plan entitled the Del Mar Village Specific Plan ("VILLAGE SPECIFIC PLAN" hereinafter) for an approximately 33-acre area located along both sides of Camino del Mar extending from 9<sup>th</sup> Street north to an area north of the 15<sup>th</sup> Street/Camino del Mar intersection ("PLAN AREA OF THE VILLAGE SPECIFIC PLAN" hereinafter); and

WHEREAS, the PLAN AREA OF THE VILLAGE SPECIFIC PLAN is currently identified on maps in the Del Mar Community Plan under a variety of land use designations, including: Village Center District, Village Center and Center District; and is shown on the City's Zoning Map with a variety of zoning designations including: Central Commercial, Public Facilities, Del Mar Plaza Specific Plan, Del Mar Hotel Specific Plan and Garden Del Mar Specific Plan, and in some cases, with an additional designation of Historic Preservation Overlay Zone; and

WHEREAS, the specific plan would apply the VILLAGE SPECIFIC PLAN land use designation to all properties in the PLAN AREA OF THE VILLAGE SPECIFIC PLAN with accompanying overlay land use designations of Public Facilities Overlay for those properties within the plan area currently designated as Public Facilities on the City's Zoning Map; accompanying designations of Historic Preservation Overlay for those properties within the plan area designated as Historic Preservation Overlay Zone on the City's Zoning Map; and accompanying designations of: Del Mar Hotel, Del Mar Plaza and Garden Del Mar Specific Plan designations for the plan areas of those three previously adopted specific plans lying within the PLAN AREA OF THE VILLAGE SPECIFIC PLAN, with all such designations as shown in the land use map in Exhibit A, attached hereto, inclusive of a designation of Village Specific Plan to the approximately 12,000 square-foot parcel located at the southeast corner of the intersection of Camino del Mar and 15<sup>th</sup> Street which was originally included in the Del Mar Plaza Specific Plan (APN 300-030-82); and

WHEREAS, the Village Specific Plan sets forth a mix of allowed uses, development standards and review processes for development within the PLAN AREA OF THE VILLAGE SPECIFIC PLAN; and

WHEREAS, the VILLAGE SPECIFIC PLAN sets forth the review processes that will be applicable to development and redevelopment projects within the PLAN AREA OF THE VILLAGE SPECIFIC PLAN; and

WHEREAS, the VILLAGE SPECIFIC PLAN identifies a series of improvements for the roadways and streetscape of the rights-of-way within the PLAN AREA OF THE VILLAGE SPECIFIC PLAN, along with financing mechanisms for such improvements; and

WHEREAS, California Government Code section 65451 sets forth the required contents of a specific plan; and

WHEREAS, the preparation of the VILLAGE SPECIFIC PLAN was subject to eleven months of public review and over 80 public outreach meetings; and

WHEREAS, the PLAN AREA OF THE VILLAGE SPECIFIC PLAN is subject to the provisions of the City's Downtown Overlay Zone Ordinance, Del Mar Municipal Code (DMMC) Chapter 30.54, commonly referred to as Measure B; and

WHEREAS, DMMC Chapter 30.54 requires that proposals for development on properties located in the Central Commercial Zone containing an area of 25,000 square feet or more or proposals to develop in excess of 11,500 square feet of commercial floor area on a parcel be subject to the preparation of a specific plan; and

WHEREAS, the VILLAGE SPECIFIC PLAN was submitted for review by the City Council and by the Del Mar Planning Commission ("PLANNING COMMISSION" hereinafter); and

WHEREAS, the PLANNING COMMISSION conducted four duly-noticed public hearings for the purpose of review of the VILLAGE SPECIFIC PLAN, on May 8, May 16, June 12 and July 10, 2012; and

WHEREAS, the PLANNING COMMISSION thoroughly reviewed and considered the VILLAGE SPECIFIC PLAN, including all text, maps, exhibits, and other materials submitted by the APPLICANT and contained on record in City files; and

WHEREAS, following the close of the public hearings, the PLANNING COMMISSION adopted Resolution No. PC-12-02 on July 10, 2012, finding that the VILLAGE SPECIFIC PLAN is consistent with the provisions of the Del Mar Community Plan and recommending approval of the VILLAGE SPECIFIC PLAN by the Del Mar City Council; and

WHEREAS, the CITY COUNCIL, in addition to the many other public outreach meetings which occurred, conducted a duly-noticed public hearing on the VILLAGE SPECIFIC PLAN on August 6, 2012 ("PUBLIC HEARING" hereinafter); and

WHEREAS, the CITY COUNCIL thoroughly reviewed and considered the VILLAGE SPECIFIC PLAN, including all text, maps, exhibits, and other materials submitted by the Applicant and contained on record in City files; and

WHEREAS, additional evidence was submitted to and considered by the CITY COUNCIL, including, without limitation:

- a. Written information submitted by the APPLICANT.
- b. Oral testimony from Staff, the APPLICANT, and the public.
- c. The Staff reports, dated March 19, May 7, June 4, June 18, June 25, July 18 and August 6, 2012 which, along with the attachments, are incorporated herein by this reference as though fully set forth herein.
- d. Additional information submitted during the PUBLIC HEARING; and

WHEREAS, the VILLAGE SPECIFIC PLAN has been reviewed and analyzed in Final Program Environmental Impact Report (SCH No. 2011121069) ("PEIR" hereinafter) prepared in accordance with the provisions of the California Environmental Quality Act, Sections 21000-21178 of the Public Resources Code, and which PEIR was certified, along with a Statement in Lieu of Findings of Fact, by Resolution No. 2012-44 of the City Council on August 6, 2012; and

NOW, THEREFORE, the City Council of City of Del Mar does hereby make the following findings with respect to the VILLAGE SPECIFIC PLAN, based on the substantial evidence submitted in the record:

1. The VILLAGE SPECIFIC PLAN was prepared in accordance with Government Code Sections 65450-65457, et seq. and, pursuant to Government Code Section 65451, the VILLAGE SPECIFIC PLAN and its text, tables and diagrams, specify all of the following elements at an appropriate level of detail for the development proposed in the Village Specific Plan, including:
  - a. The distribution, location and extent of the uses allowed in the land area of the VILLAGE SPECIFIC PLAN, including private development parcels, public properties and public rights-of-way, along with open space areas;
  - b. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the VILLAGE SPECIFIC PLAN needed to support the land uses described in the VILLAGE SPECIFIC PLAN;

- c. The standards and criteria by which development in the VILLAGE SPECIFIC PLAN will proceed, and standards, where applicable, for the conservation, development, and utilization of natural resources;
  - d. The VILLAGE SPECIFIC PLAN'S conformance with all applicable City of Del Mar land use documents; and
  - e. A statement of the VILLAGE SPECIFIC PLAN'S consistency with the City of Del Mar Community (General) Plan, including the Community Development Element of the Del Mar Community Plan.
2. The VILLAGE SPECIFIC PLAN contains all of the components required for a specific plan as set forth in DMMC Chapter 30.54, the Downtown Overlay Zone Ordinance, and is also consistent with and implements the provisions of the Downtown Overlay Zone Ordinance.

AND BE IT FURTHER RESOLVED THAT THE CITY COUNCIL also hereby makes the additional following findings of fact regarding the establishment of the zoning and development standards proposed for the VILLAGE SPECIFIC PLAN;

3. Since the application of the Central Commercial Zone and Public Facilities zoning designations to the PLAN AREA OF THE VILLAGE SPECIFIC PLAN, the City has conducted studies, solicited public input and developed proposals in an effort to implement the Community Plan's goal of developing a pedestrian oriented, economically viable commercial district within the Village Center Area. Additionally, in 1986 the citizens of Del Mar passed the Downtown Overlay Zone Ordinance (Measure B) and its requirements for preparation of a specific plan for larger development proposals in the City's downtown area. Based upon the studies and public input received over time, and in accordance with the provisions of Measure B, the City prepared the VILLAGE SPECIFIC PLAN.
4. The VILLAGE SPECIFIC PLAN will not affect the established character of the surrounding neighborhood in an adverse manner. The mix of uses identified in the VILLAGE SPECIFIC PLAN is consistent with the uses currently allowed in the PLAN AREA OF THE VILLAGE SPECIFIC PLAN, as identified in the Del Mar Community Plan and on the Del Mar Zoning Map. Additionally, the VILLAGE SPECIFIC PLAN and its component chapters include neighborhood protection measures to address potential impacts of a development in the downtown area on nearby residential areas. The VILLAGE SPECIFIC PLAN also requires new and redevelopment projects to be subject to the City's design review process, thereby

ensuring that future development in the PLAN AREA OF THE VILLAGE SPECIFIC PLAN will be of low-intensity scale and be compatible with surrounding development, and that public views will be preserved and enhanced.

5. The VILLAGE SPECIFIC PLAN carries out and implements, the goals and objectives of the Del Mar Community Plan, as identified for the Village Center, by creating a vibrant downtown while also preserving a village-like atmosphere and ensuring that commercial development is integrated into the residential fabric of the community; and

WHEREAS, pursuant to Del Mar Municipal Code Chapter 30.54 ("DMMC Chapter 30.54" hereinafter), following the City Council adoption of the VILLAGE SPECIFIC PLAN, it shall be placed on the ballot for approval by the voters. A voter summary is included as Exhibit B attached hereto.

NOW THEREFORE, the City Council of the City of Del Mar, California, does ordain as follows:

SECTION ONE:

The adoption of this Ordinance is based on the entirety of the record, including all documents, plans, staff reports, oral and written evidence in the administrative record and includes the following findings based on substantial evidence in the record.

SECTION TWO:

A. The VILLAGE SPECIFIC PLAN on file with the City Clerk and attached hereto as Exhibit C, is hereby adopted and shall become effective only upon occurrence of both of the following actions:

1. Declaration by the City Council of the results of an election indicating approval of the VILLAGE SPECIFIC PLAN by a simple majority of the qualified voters of the City of Del Mar; and
2. Certification by the California Coastal Commission of the applicable segments of accompanying Local Coastal Program (LCP) Amendment LCPA-12-01.

B. At such time as both events #1 and #2 referenced above occur, the Director of Planning and Community Development is directed to immediately amend the City's Zoning Map and zoning regulations to comply with this Ordinance.

C. The VILLAGE SPECIFIC PLAN shall be of no force or effect and no permits for development shall be issued pursuant to or in reliance on the VILLAGE SPECIFIC PLAN unless and until both events #1 and #2 referenced above occur.

SECTION THREE:

This Ordinance shall be submitted to the qualified voters of the City of Del Mar at the general municipal election to be held on November 6, 2012.

SECTION FOUR:

This Ordinance, including the VILLAGE SPECIFIC PLAN adopted herein, may only be modified, amended or repealed by a simple majority vote of the qualified voters of the City of Del Mar, except that an amendment(s) to the VILLAGE SPECIFIC PLAN may be enacted pursuant to the provisions of Chapter XII of the VILLAGE SPECIFIC PLAN.

SECTION FIVE:

City staff is directed to take such actions as may be necessary to complete the election required by this Ordinance in accordance with applicable law.

SECTION SIX:

This Ordinance was introduced and first read at a meeting of the City Council of the City of Del Mar, California on the 6<sup>th</sup> day of August 2012.

SECTION SEVEN:

The City Clerk is directed to prepare and have published a summary of this Ordinance no less than five days prior to the consideration of its adoption and again within 15 days following adoption indicating votes cast.

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 2012.

\_\_\_\_\_  
CARL HILLIARD, Mayor  
City of Del Mar

APPROVED AS TO FORM:

\_\_\_\_\_  
Leslie E. Devaney, City Attorney  
City of Del Mar

ATTEST AND CERTIFICATION:

STATE OF CALIFORNIA  
COUNTY OF SAN DIEGO  
CITY OF DEL MAR

I, MERCEDES MARTIN, City Clerk of the City of Del Mar, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Ordinance No. 869, which has been published pursuant to law, and adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the \_\_\_\_ day of \_\_\_\_\_, 2012, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Mercedes Martin, City Clerk  
City of Del Mar

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# Village Specific Plan

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# Executive Summary



*The Village of the future is a lively, vital, pedestrian-oriented center of the community.*

## Village Specific Plan

### Introduction

While many new communities try hard to invent a charming village out of raw land, Del Mar's Village has existed since the City's inception. The Village Specific Plan defines the strategies to enhance Del Mar's seaside village atmosphere while creating a pedestrian-oriented Village and revitalizing the city's commercial core. The Specific Plan consists of strategies to protect the community resources and village atmosphere and improve the main street to attract new businesses.

### Vision of the Village

The Village's most enduring traits are its small-town atmosphere and eclectic mix of architectural styles. However, over the years, traffic congestion has impacted the small town feel. Parking is hard to find and the environment is not inviting to pedestrians or cyclists. These conditions will make it difficult for the Village to be competitive with other nearby developments and be financially viable in the longer term. Yet the vision has remained consistent since the 1976 Community Plan: *"Focus major retail and office activity into an economically viable, pedestrian-oriented, and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community."* The Village Specific Plan provides the program to implement the goals and policies adopted years ago and to fully realize this vision in the forthcoming decades.



*Del Mar's Village took shape in the 1930's and 1940's, which established the precedence for the proposed design regulations.*

### Community Resources

The Village Specific Plan enhances, protects and maintains resources such as historic buildings and those with architectural character, open spaces, trees, public views, and sustainable development. Neighborhood protections include safeguards from overflow traffic, spillover parking, view blockage and privacy impacts. There are many community benefits that will be derived from the implementation of this Specific Plan, including those that enhance the quality of life, improve the economic well-being of the community and lessen the impact on the environment.

Key community benefits include:

- 200+ additional public parking stalls and a citywide parking management plan to reduce neighborhood parking impacts.
- Additional capacity on Camino del Mar to reduce congestion and reduce the desire to divert onto neighborhood streets.
- Increased traffic and pedestrian safety.
- Wider sidewalks that facilitate landscaping, sidewalk cafés and other desired pedestrian-oriented improvements.
- Additional revenue from business properties for public programs and city services.
- Reduced water and air pollution with drainage and traffic improvements along Camino del Mar.

## Mobility

An important component to village revitalization is how Camino del Mar can be reinvented as a “main street,” one that does not let the automobile dominate at the expense of the pedestrian or cyclist’s safety. Yet, Camino del Mar is the principle route through the City, serving both local and through traffic. The Specific Plan restructures the congestion-causing, four-way stop intersections as roundabouts to encourage slow, steady traffic flow and make it safer for pedestrians and cyclists with wider sidewalks, shorter and safer crossings, more parking and wider bicycle lanes. Roundabouts are a proven solution cited by the Insurance Institute for Highway Safety to reduce injury accidents and improve traffic flow, thus reducing vehicle delays, fuel consumption and air pollution.

Key strategies in the Mobility Chapter include:

- Replacing four-way stops and signals with roundabouts at 9<sup>th</sup>, 11<sup>th</sup>, and 13<sup>th</sup> Streets. The existing four-way stop signs result in traffic congestion, noise, and excessive emissions. Studies have shown that roundabouts will increase the amount of traffic that can travel along Camino del Mar by creating a slower, more consistent speed for cars, instead of the “stop and go” that currently exists today. The increased traffic capacity allows the community to free up roadway area for wider sidewalks, more parking, plazas, sidewalk cafés, landscaping, lighting, and wider bike lanes.
- Providing additional on-street parking stalls with adequate room to back up without interrupting travel lanes.
- Widening bicycle lanes and increasing bicycle parking.
- Providing for transit stops, delivery areas and provisions for emergency responders and disabled access.



*(Existing) Camino del Mar stop signs cause congestion and backup.*



*(Proposed) Roundabouts replace stop signs relieving congestion and increasing traffic capacity.*

## Private Development

Del Mar's Village is primarily commercial properties. While some properties have invested in upkeep and rejuvenation over the years, many others lack the incentive to change. This environment results in buildings that do not contribute their fair share of parking, have ongoing deterioration, are not sustainable, or don't reflect the vitality and quality of Del Mar's residential neighborhoods. The Village Specific Plan incentivizes higher quality buildings, community-oriented retail and the inclusion of affordable housing to meet the State mandate.



*The vibrancy of the 15th Street area will continue throughout the entire Village corridor.*

Key strategies in the Private Development and Land Use and Development Standards Chapters include:

- Creating a mixed-use zone for the Village that allows commercial, office, lodging, parking and multifamily residential units that encourages a diverse and sustainable downtown.
- Limiting new development to no more than 220,733 square feet including up to 110 new residential units, which will encourage more viable redevelopment and reinvestments that improve downtown.
- Establishing thresholds to set interim reviews at 75,000 square foot intervals to provide checks and balances.
- Setting a limit on any building's total area so that it may not be greater than 100% of the total lot area (a 1.0 FAR or Floor Area Ratio) to regulate bulk and mass of buildings.
- Matching the allowed height limit of buildings on the east side, limiting buildings to be up to 26 feet tall on both east and west sides of Camino del Mar, with incentives and protections for public and private views.
- Strengthening the Design Review process that protects the community's small scale, views and the Village atmosphere.
- Setting the framework of the maximum building envelope, including setbacks to expand public views; and height restrictions and setbacks to protect adjacent neighborhoods.



*(Proposed) The Village of the future is a lively, vital, pedestrian-oriented center of the community.*

- Creating regulations that limit the location of outdoor dining to reduce noise intrusion; prohibit inappropriate uses; limit size of residential units; and set site design requirements.
- Providing incentives to produce affordable housing, additional public view corridors, publicly accessible plazas, sustainable buildings and public parking.

## Parking

A successful Village depends on the right amount of parking – too little parking and residents are impacted and customers are frustrated; too much and the seas of vacant asphalt erode the Village’s charm. Older downtown buildings do not provide adequate parking, which results in neighborhood spillover.

The Village Specific Plan provides for the necessary parking by maintaining current standards in the Del Mar Municipal Code and offering an incentive to produce shared public parking that can serve the many overlapping uses. The Plan also provides for additional public parking along Camino del Mar and in a public parking structure, adds bicycle and motorcycle parking; and manages parking demand and use through a Parking Management Plan.

Key strategies in the Parking Chapter include:

- Providing for over 500 public parking stalls in the Village, a 60% increase over existing supply.
- Providing additional public parking in public parking lots or structure(s), including at the City Hall site and increasing the public parking along Camino del Mar.
- Adopting a “Park-Once” strategy that promotes an overall shared parking concept, and for those properties who elect to participate in the “Park-Once” shared parking strategy, allowing them to use a reduced parking ratio.
- Maintaining the Del Mar Municipal Code parking ratio for all properties that do not elect the “Park-Once” provisions.
- Committing to a Citywide Parking Management Plan to help reduce parking impacts from existing conditions.

## Public Financing Plan

The Village Specific Plan outlines a program for financing the public improvements that does not depend upon new residential assessments, taxes or residential fees. The public improvements will be financed with a combination of grant funding, financing and developer and regulatory fees. The exact mix of funding options will depend upon the sources available at the time that the public improvements are constructed with grant funding as the first priority. It is anticipated that the streetscape improvements to Camino del Mar will cost between \$4 and \$5 million dollars and that the parking structure will cost between \$5 and \$7 million.

The new development will also bring new municipal revenue. New development is estimated to generate about \$500,000 per year in new revenue at the build-out of the plan which can be used to help finance the public improvements and will benefit the community for years to come.



*New development provides its share of parking and new public parking increases availability.*



*Public right-of-way improvements create a clear distinction between parking and pedestrian areas.*

## Implementation

Implementation of the Specific Plan will occur over time and could take upwards of 20 to 30 years to realize. There are immediate term actions that would occur, including the Citywide Comprehensive Parking Management Plan and changes to the various codes; short term actions including the public improvements along Camino del Mar and public parking; and longer-term actions, including the continued revitalization of private properties. The Specific Plan also contains policies for amending and enforcing the regulations outlined in the Plan. This Village Specific Plan intends to satisfy the requirements of Measure B (DMMC Chapter 30.54), which calls for a Specific Plan for major projects in the downtown. An important component of the Plan is the various trigger points for periodic threshold reviews to address any unintended consequences. These give the community the confidence that changes can be made to prevent future impacts. Threshold reviews are established for overall development, housing units and height.

Manage congestion with roundabouts & 2 traffic lanes, which provides additional capacity.

Widen sidewalks & shorten crosswalks for a more pedestrian-friendly environment.

Modify development and parking standards to regulate building form and provide adequate parking.

Preserve public views and create open plazas.

Create pedestrian-oriented buildings.

Add public parking spaces and a public parking structure to provide more parking.



## Summary

This Village Specific Plan is an implementing program towards reaching the Del Mar Community Plan's goal of an economically viable, pedestrian-oriented and attractive downtown; serving both residents and visitors while being well integrated into the residential community. The public improvements can enhance the Village character and address the problems of traffic congestion, parking, public safety and environmental quality. The private property improvements can provide revenue for City programs and services, higher quality buildings, and more opportunities for community enhancing uses and a better shopping experience. As a result, the Village will evolve over time, maintaining its positive attributes, enhancing its desired characteristics, correcting its problems and sustaining the heart of the Del Mar community.



*Wider sidewalks promote sidewalk cafes and pedestrian plazas; shorter crossings promote pedestrian safety.*

# I. Introduction



**Del Mar Village (circa 1947)**

Photo courtesy of the Del Mar Village Association History Committee

*“Focus major retail and office activity into an economically viable, pedestrian oriented, and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the Community.”*

Goal 4 - Community Development Element of Del Mar Community Plan



**Del Mar Village, 1960's**  
Courtesy of the Del Mar Village Association History Committee

## I.1 INTRODUCTION

For decades, a key goal for the City of Del Mar has been to have a vibrant, economically productive downtown serving residential needs. This goal has been reflected in every important downtown planning document that the City has adopted, including the Del Mar Community Plan.

This Village Specific Plan is adopted for the systematic implementation of the Del Mar Community Plan pursuant to the Specific Planning provisions of the California Planning and Zoning law beginning with California Government Code § 65450 through § 65457. As such, this Specific Plan includes standards, regulations and guidelines for the development of private and public uses within the Specific Plan area and solutions to the challenges for accomplishing such development.

Along with regulations, the Village Specific Plan includes policies and objectives that serve to guide both applicants and decision-makers in both the private and public realms. It also includes regulatory land use and development standards intended to promote a pedestrian-oriented downtown. These policies and guidelines group retail services with facilities for civic and community activities, and maintain architectural design and low intensity scale and mass, in keeping with the traditional character of the Village.

Once adopted, the Village Specific Plan's regulations for land use and development standards in both the private properties and public streets will define the standards and expectations for all future development in the Village. The Village Specific Plan will be used in conjunction with the City's Design Review process to regulate and review all development proposals.

This introductory Chapter includes a description of existing land uses and the relationship of the Village Specific Plan to the Del Mar Community Plan. This Chapter provides historic background information, addresses the purpose and intent of the Specific Plan and explains the document's organization. This Specific Plan anticipates that full implementation will occur over a 20- to 30-year period. During that time, changing circumstances and conditions may require amendments of this Specific Plan to reflect technological, economic and social change, including changes in the community's vision for the Village.

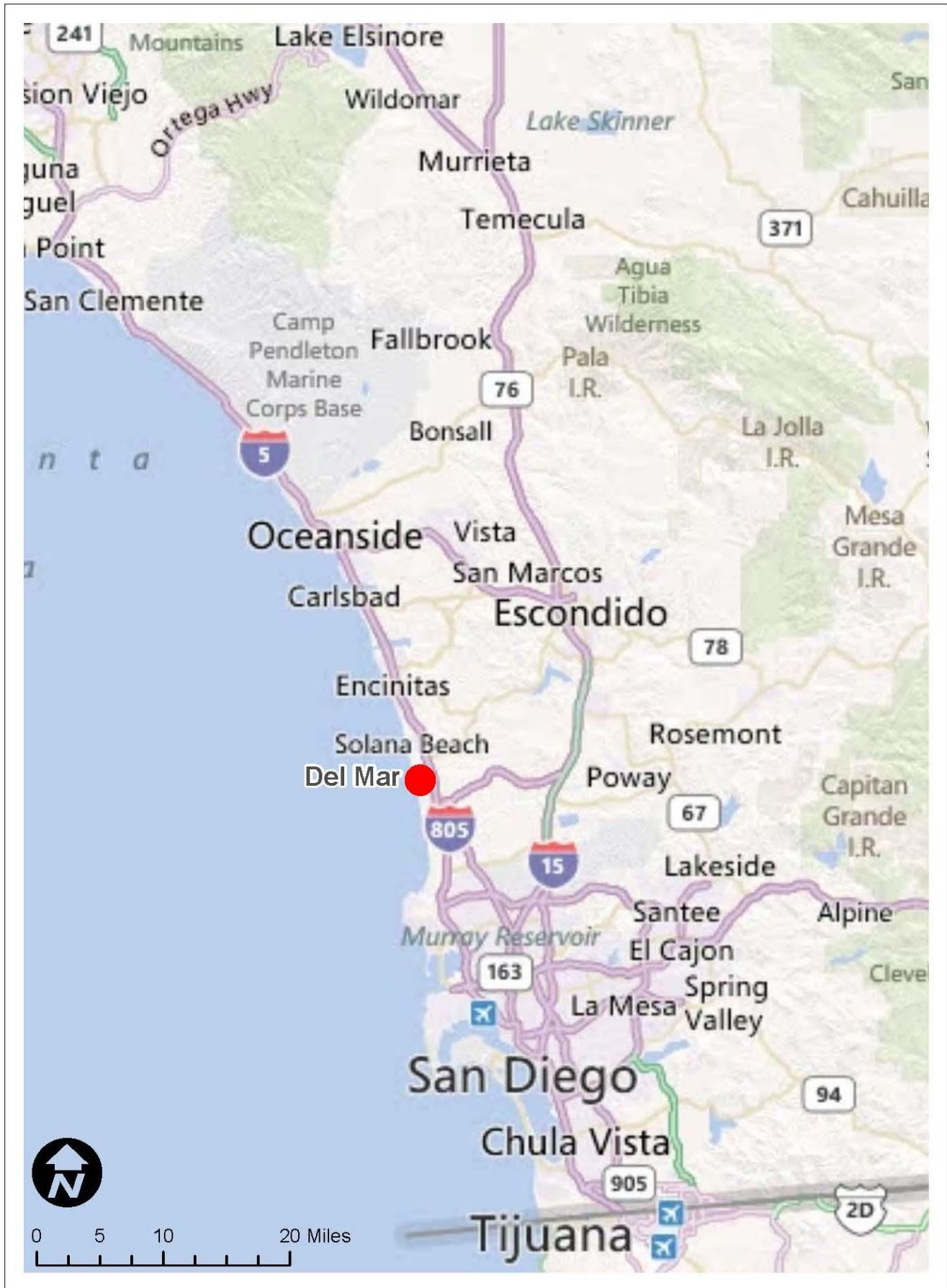


Figure I-1, Location Map

### 1.1.1 Intent

The Village Specific Plan is intended to implement the goals of the Community Plan and stimulate the environmental and economic revitalization of the Del Mar Village by fostering a vibrant, mixed use district that focuses retail and personal services at the pedestrian level and supports office, residential and lodging uses. With the appropriate mix and location, these uses will “serve both residents and visitors in an attractive, economically viable, pedestrian-oriented district” – the goal identified in the Del Mar Community Plan. Private redevelopment activity will be encouraged by creating a continuous sidewalk with enhanced pedestrian crossings along Camino del Mar; reconfiguring Camino del Mar from a four-lane arterial into a two lane collector with roundabouts and diagonal parking; requiring that retail building frontages be located adjacent to the sidewalk to reinforce the pedestrian activity; defining allowable building space and mass that expands floor area while preserving ocean views from adjacent residential areas; increasing the number and availability of public parking spaces; cleansing and reusing stormwater runoff, and encouraging practices that promote a sustainable environment and economic vitality.

*The Plan fulfills the following objectives:*

- Create a vibrant, pedestrian-oriented mixed-use village that conforms to the Goals, Objectives and Policies of the Community Plan.
- Develop a pedestrian mobility network which ties together the Village and reduces conflicts with automobiles.
- Promote commercial retail development that creates the greatest economic benefit to the community while ensuring compatibility with the Del Mar Village character.
- Increase the number of residential dwelling units by allowing buildings that mix retail and office uses with residential uses.
- Require architectural design that maintains the traditional eclectic village character of Del Mar.
- Maintain view corridors and public outdoor activity areas throughout the Village.
- Encourage retail, restaurant and professional service businesses which serve the needs of year-round residents.
- Develop cultural elements within the Village that promote and focus on Del Mar’s history, environment and residents’ accomplishments on the local, national and international scene.



Figure I-2, City of Del Mar

## 1.1.2 Project Area

The City of Del Mar is located on the northern coast of San Diego County as shown in Figure I-1, Location Map. Del Mar is uniquely situated to afford residents, visitors and businesses with views and access to the scenic, cultural and recreational amenities of the coastline and the Pacific Ocean. Encompassing approximately 1.8 square miles or 1,152 acres, the City boundaries are defined by Via de la Valle and the City of Solana Beach to the north, Jimmy Durante Boulevard, Crest Canyon, and the City of San Diego to the east, the Pacific Ocean on the west, and Torrey Pines State Park/Reserve and the City of San Diego to the south as shown in Figure I-2, City of Del Mar.

The boundaries of the Village Specific Plan were selected to include the areas that are best suited for the type of private and public revitalization that will result in focusing retail, office, residential, and cultural uses serving both residents and visitors into an attractive, economically viable, pedestrian-oriented village. The surrounding residential, residential-commercial and professional commercial zones can be regulated with conventional zoning procedures without the specific planning attention needed in the Village.

The Village Specific Plan area generally follows a six block portion of Camino del Mar, between 9<sup>th</sup> Street on the south and the Plaza and Hotel Specific Plan areas on the north and includes the commercial properties facing 15<sup>th</sup> Street, west of Camino del Mar. This area is generally known as the Del Mar Village or Village Center. The area corresponds to the City's Central Commercial Zone, and the western and eastern boundaries follow the Central Commercial Zone boundary. Three sites in the Public Facilities Zones: Civic Center site, Library site, and U.S. Post Office site are included within the Specific Plan area. Three existing Specific Plans: Del Mar Hotel, Garden Del Mar and Del Mar Plaza Specific Plans are also included within the Specific Plan area. The Specific Plan also includes the two alleys on either side of and parallel to Camino del Mar that provide pedestrian and vehicular access to the uses fronting Camino del Mar between 12<sup>th</sup> and 15<sup>th</sup> Streets. Two properties, the Stratford Square Building and Del Mar Library are also included in the City's Historic Preservation Overlay Zone District.

The boundaries of the Village Specific Plan area are shown in Figure I-3, Village Specific Plan Map and are described as follows: the northerly boundary is the northern property line of both the Hotel and Plaza Specific Plan areas and includes the U.S. Post Office located on the

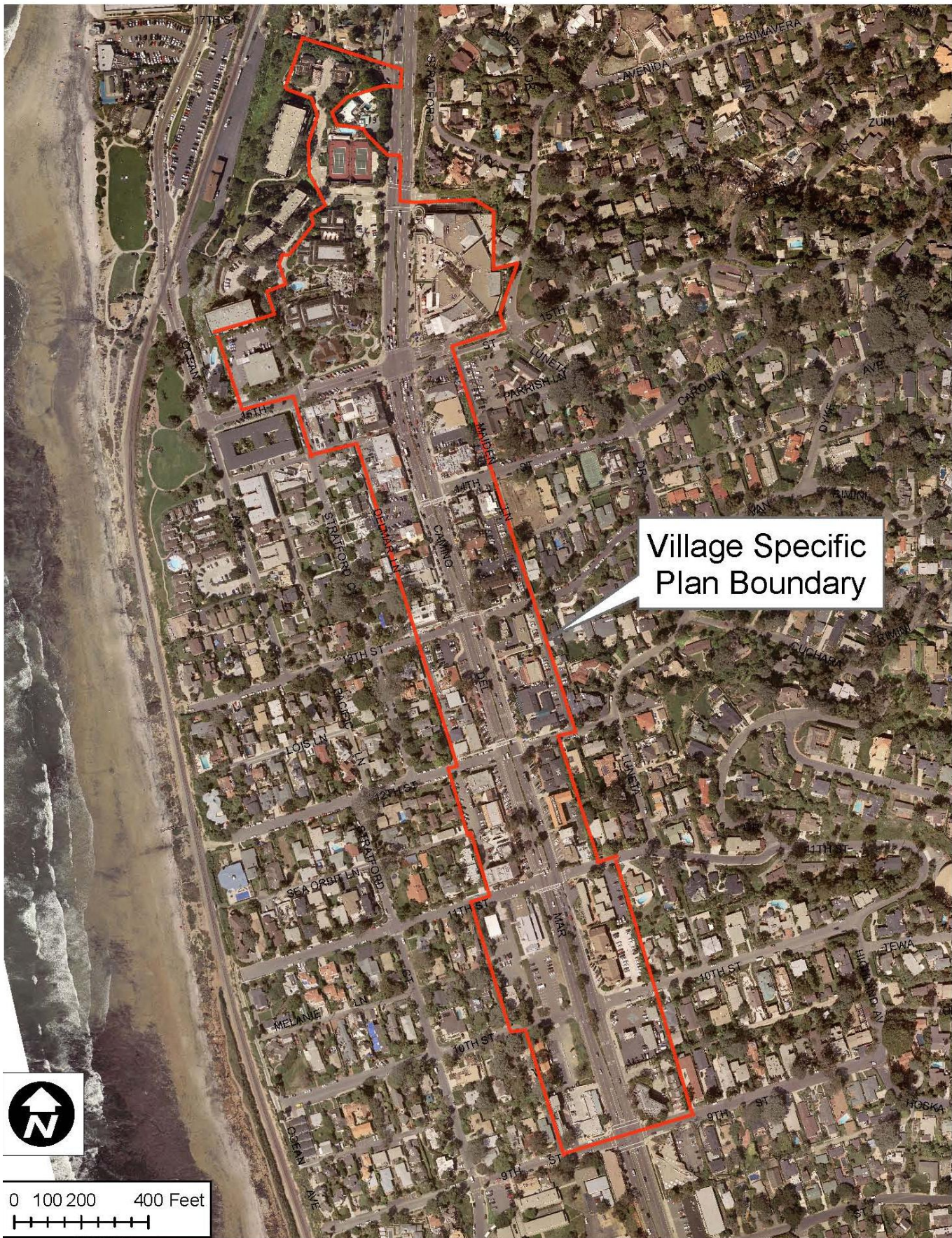


Figure I-3, Village Specific Plan Map

north side of 15<sup>th</sup> Street adjacent to the Hotel Specific Plan; the westerly boundary is Stratford Court between 15<sup>th</sup> Street and Del Mar Lane, Del Mar Lane between Stratford Court and 12<sup>th</sup> Street and the rear property lines of parcels fronting the west side of Camino del Mar between 9<sup>th</sup> and 12<sup>th</sup> Streets, including the parcel without street frontage on the west side of Camino del Mar between 11<sup>th</sup> and 12<sup>th</sup> Streets; the easterly boundary is Maiden Lane between 12<sup>th</sup> and 15<sup>th</sup> Streets and the rear property lines of parcels fronting the east side of Camino del Mar between 9<sup>th</sup> and 12<sup>th</sup> Streets; and, the southerly boundary is 9<sup>th</sup> Street. In addition, the two parcels currently in the Central Commercial Zone that are contiguous to the corner parcels at the intersection of Camino del Mar and 9<sup>th</sup> Street that have frontage on the north side of 9<sup>th</sup> Street, as well as the two parcels currently in the Central Commercial Zone that are contiguous to the corner parcel at the southwest intersection of Camino del Mar and 10<sup>th</sup> Street that have frontage on the south side of 10<sup>th</sup> Street are included.

The Village Specific Plan covers nearly 33 acres, with approximately 20 acres in private ownership, approximately 2.6 acres in government ownership and approximately 10.3 acres of streets and alleys. More exact areas are shown in Table I-1, Acreage in the Village Specific Plan.

**Table I.1, Acreage in the Village Specific Plan**

<b>Parcels</b>	
Privately owned parcels *	11.91 acres
City owned parcels	1.83 acres
U.S. Postal Service	.79 acres
Hotel Specific Plan	5.19 acres
Plaza Specific Plan*	2.18 acres
Garden Del Mar Specific Plan	.59 acres
Subtotal	<b>22.49 acres</b>
<b>Streets and Alleys</b>	
Camino del Mar	6.66 acres
Side streets within plan (including 15 <sup>th</sup> St.)	2.83 acres
Alleys	.94 acres
Subtotal	<b>10.33 acres</b>
<b>Total</b>	<b>32.82 acres</b>
* A privately held parcel to the south of 15 <sup>th</sup> Street (APN No. 300-030-82) is included in the total of the privately owned lots for the purpose of this calculation. It is currently regulated by the Plaza Specific Plan.	

The existing land uses in the Village area are retail commercial; restaurant; personal service; lodging; professional, medical, real estate and financial office; civic and community services. The distribution of these uses is shown in Figure I-4, Existing Land Uses. There are currently two residential units in the Village.

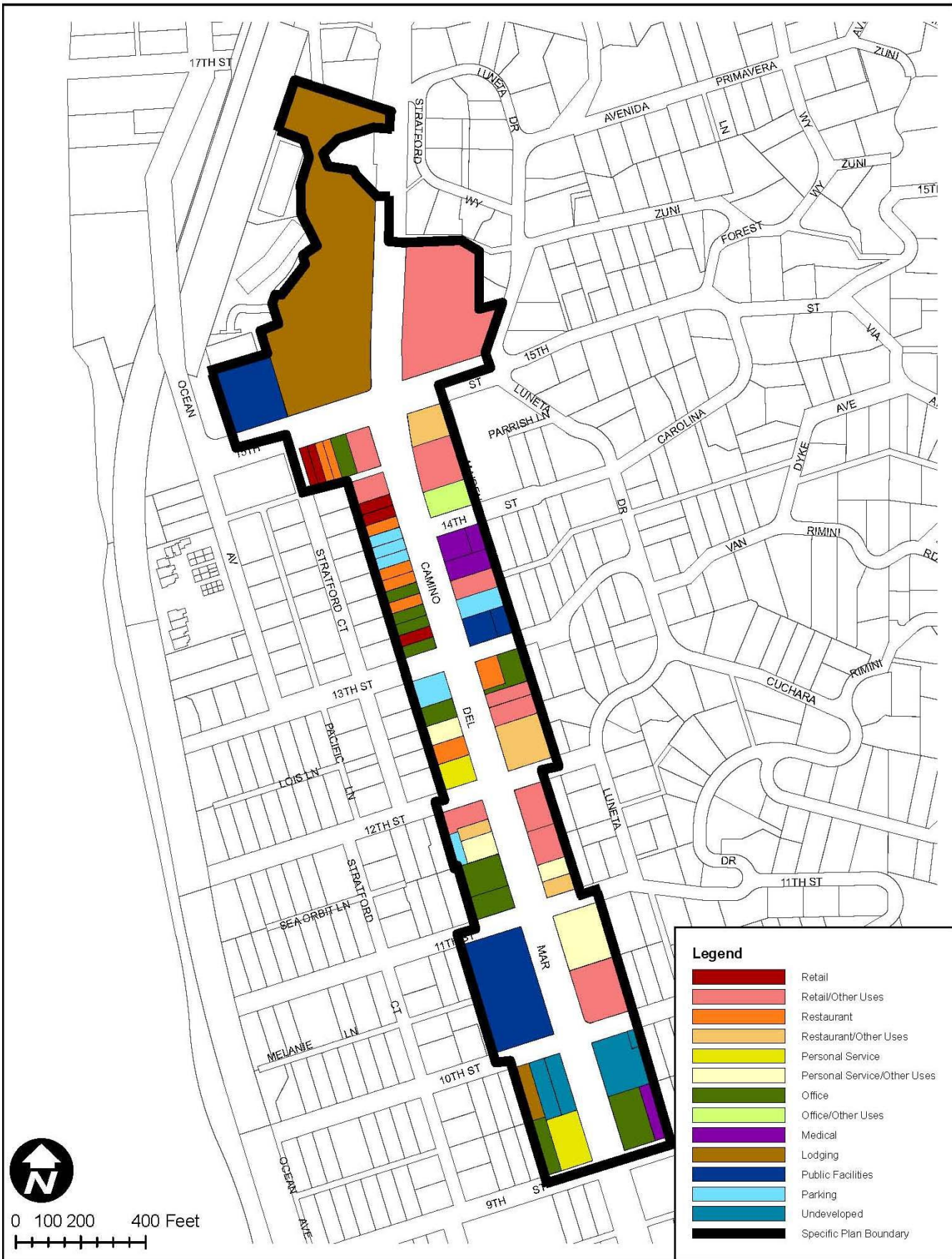


Figure I-4, Existing Land Uses

## I.2 LAND USE CONTEXT

### I.2.1 Existing Land Uses

The Village Specific Plan includes land uses regulated by the Central Commercial Zone and the Public Facility Zone. The Garden Del Mar, Plaza and Hotel Specific Plans, as well as the Historic Preservation Overlay Zone further regulate some properties in the Central Commercial Zone. These zones, specific plans and overlay zone are shown in Figure I-5, Zoning Map and described below.

#### Central Commercial Zone Land Uses

The uses and parcels in this zone make up the large majority of properties within the Village Specific Plan. Several properties in this zone are also regulated by previously adopted specific plans or an overlay zone as described below. Three specific plan areas, described below, were approved within the area of this Specific Plan prior to the approval of this Specific Plan. Upon the approval of the Village Specific Plan, the areas designated as Central Commercial are expressly incorporated in and superseded by this Village Specific Plan.

**Plaza Specific Plan** – Approved in 1987, the Del Mar Plaza consists of a variety of retail stores, restaurants and a small grocery store within a terraced multi-level structure. A large public viewing deck overlooking the Pacific Ocean is located on the top level and a three-level public parking facility is located below. No changes to the majority of the area regulated by the Plaza Specific Plan are proposed in the Village Specific Plan. However, a small portion located south of 15<sup>th</sup> Street that was not originally included in the development of the Del Mar Plaza project would be redesignated from Plaza Specific Plan to Village Specific Plan and be subject to the land use and development regulations of the Village Specific Plan.

**Hotel Specific Plan** - Approved in 1988, the L'Auberge Del Mar Resort and Spa was built on the site of the original, historic Stratford Inn that established Del Mar as a resort destination in 1909. In addition to the resort hotel, 12 time-share units are also included in the Specific Plan.

**Garden Del Mar Specific Plan** - The Garden Del Mar mixed-use development was approved in 2008 for a parcel at 10<sup>th</sup> Street and Camino del Mar. The approved project consists of retail uses and a plaza fronting Camino del Mar and condominium offices on multiple



Del Mar Plaza, 1555 Camino del Mar.



L'Auberge Del Mar Resort and Spa entrance.



Garden Del Mar Specific Plan site.

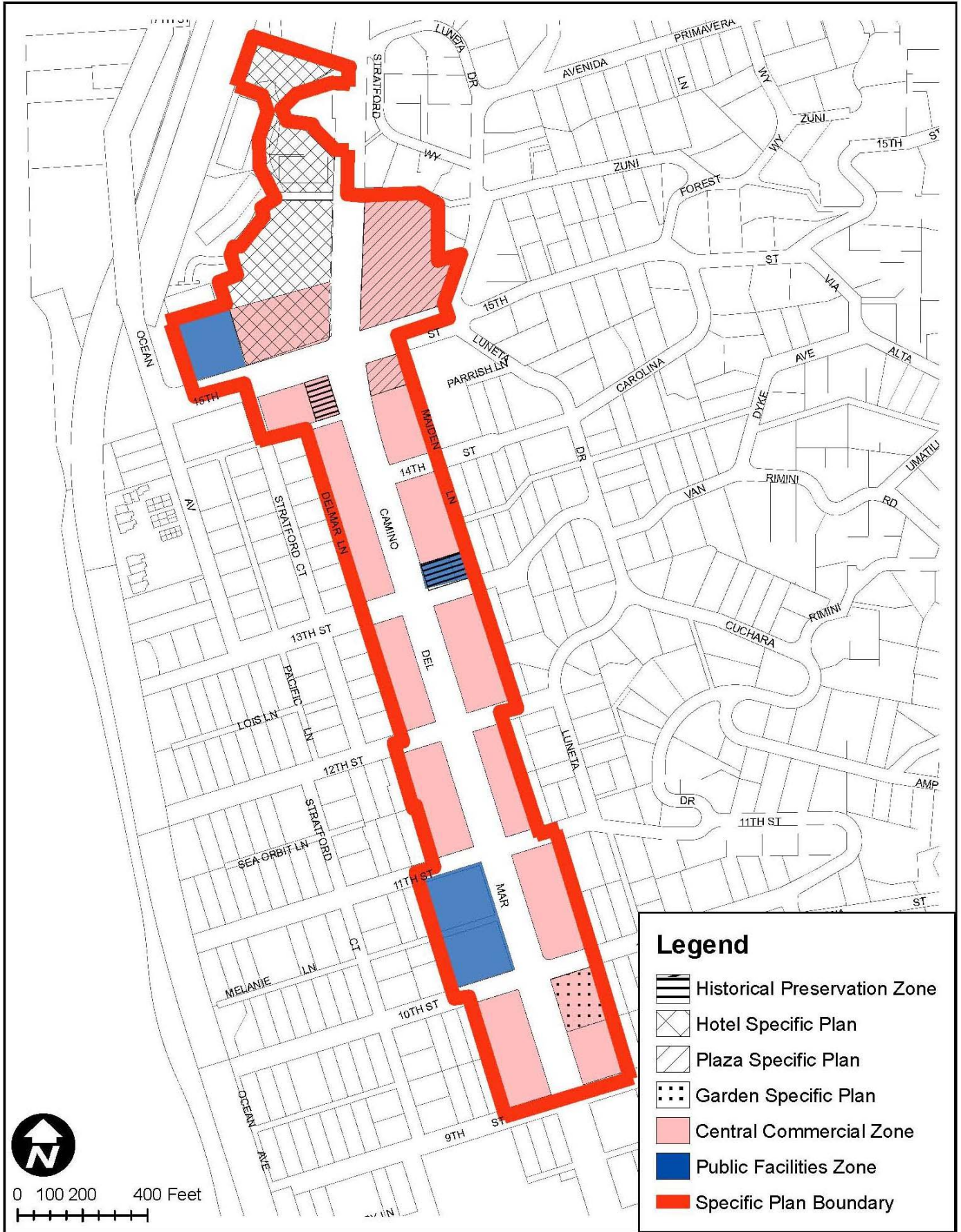


Figure I-5, Zoning Map

levels behind the retail uses. A two-level underground parking garage would provide both the required parking for the project and additional public parking. The project has not been built.

The Village Specific Plan would allow the amendment process for the Village Specific Plan to also be applicable to these previously adopted Specific Plans.

**Historic Preservation Overlay Zone** - This overlay zone was created to protect the architectural and historic integrity of certain historically significant properties located within the City of Del Mar by providing for the architectural control of such properties, and by providing for flexible designation of permitted uses more befitting the economic viability of the historic structures occupying said properties than may otherwise exist under the permitted use provisions of the underlying zone.

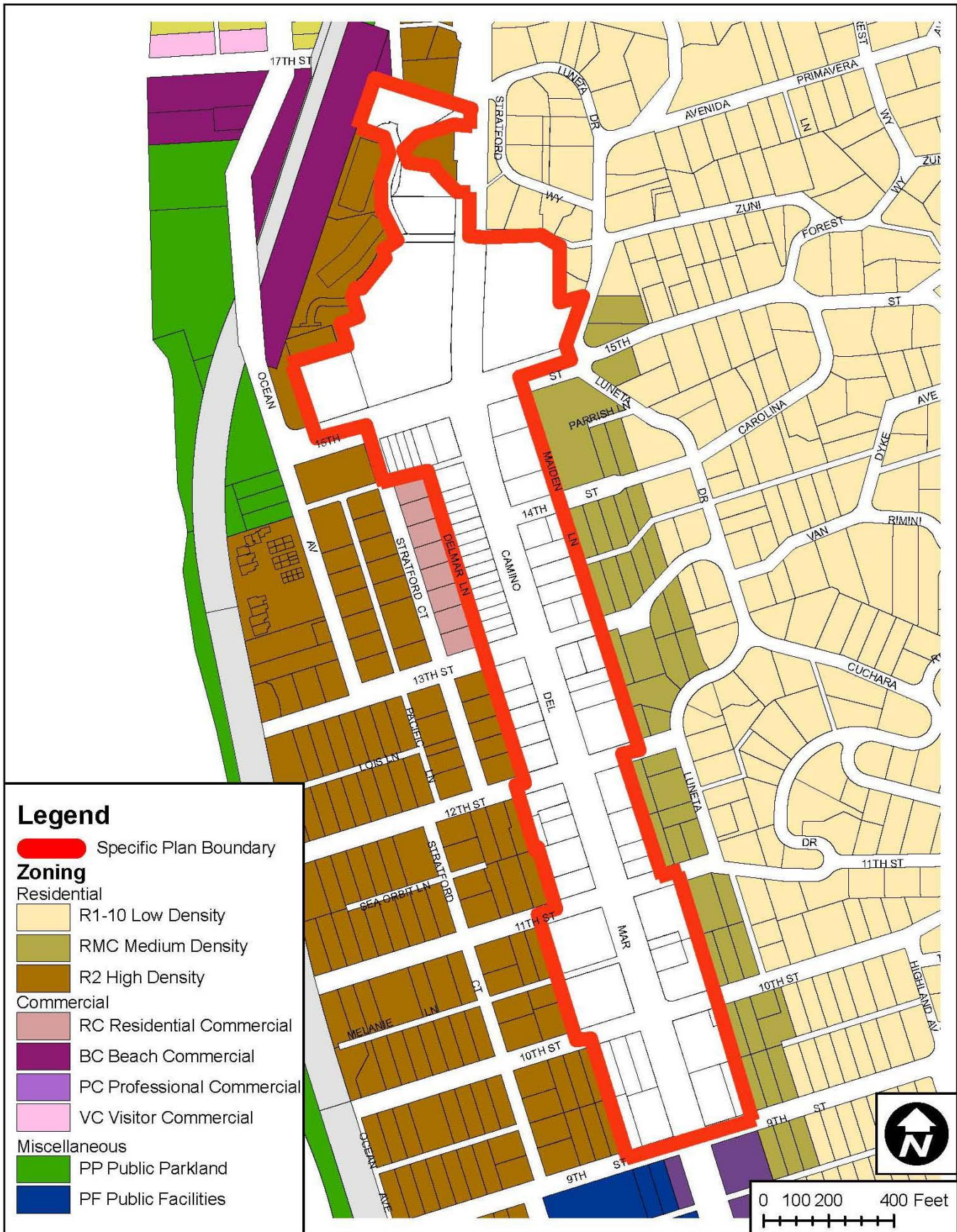
#### **Public Facilities Zone Land Uses**

The uses and parcels in this zone are owned by governmental agencies and are used to provide a variety of services to the City of Del Mar and surrounding areas. These uses include existing civic and community service facilities, Del Mar City Hall and Annex, Del Mar Communications Center, Del Mar Community Connections, U.S. Post Office, Del Mar Library, and a small urban park.

### **1.2.2 Circulation and Public Signage**

**Circulation** - Several transportation modes are accommodated on existing public streets and alleys within the Village. These include pedestrian, bicycle, motor vehicle, and public transit.

- **Camino del Mar** - The principal circulation route through the Village, and connecting Del Mar to adjacent communities, is Camino del Mar. Originally designed and constructed as the inter-urban U.S. Highway 101, connecting Los Angeles and San Diego, Camino del Mar now serves as a four-lane regional collector route, providing vehicular and bicycle access along the coast and vehicular, bicycle and pedestrian access within the Village. Regional bus services also operate along Camino del Mar. Within the Village Specific Plan area, pedestrian access along existing sidewalks within the public right-of-way is often obstructed or hampered by uneven pavement, irregular grades, discontinuous surfaces and other irregularities.



**Figure I-6, Adjacent Land Uses**

- **Local Streets and Alleys** - Local streets, providing pedestrian and vehicular access to adjacent residential neighborhoods, cross Camino del Mar at regular intervals and are numbered from 9<sup>th</sup> Street to 15<sup>th</sup> Street. Two alleys provide service access to the rear of buildings fronting both sides of Camino del Mar between 12<sup>th</sup> and 15<sup>th</sup> Streets. Del Mar Lane is the alley parallel to Camino del Mar on the west and Maiden Lane is the alley parallel to Camino del Mar on the east. These alleys also provide minor pedestrian circulation and access to private parking spaces behind and/or below structures fronting Camino del Mar.

**Parking** - On-street public parking is provided along both sides of Camino del Mar from 11<sup>th</sup> to 15<sup>th</sup> Streets and along the east side from 9<sup>th</sup> to 11<sup>th</sup> Street. On-street parking is provided both parallel to travel lanes within the public right-of-way and diagonally to travel lanes partially within public right-of-way and partially on private property (Town and Country parking). Parallel parking is located between 13<sup>th</sup> and 15<sup>th</sup> Streets and between 9<sup>th</sup> and 10<sup>th</sup> Streets (east side). Town and Country parking is generally located between 11<sup>th</sup> and 13<sup>th</sup> Streets.

**Public Signage** - Within the Village, the City of Del Mar provides traffic and parking regulatory, directional, identity, and informational signs along the right-of-way.

**Camino del Mar's wide and busy street  
diminishes the pedestrian quality**



### 1.2.3 Adjacent Land Uses

Land uses adjacent to the Village Specific Plan area are regulated by different zone classifications as shown in Figure I-6, Adjacent Land Uses. The various uses allowed in these zones will affect and be affected by the uses regulated by the Village Specific Plan and therefore must be considered.

#### Professional Commercial Land Uses

**Professional Commercial Zone (PC).** To the south of the Village Specific Plan area, several buildings providing space for professional office uses in this zone are located along both sides of Camino del Mar immediately south of 9<sup>th</sup> Street.

#### Residential-Commercial Land Uses

**Residential-Commercial Zone (RC).** To the west of the Village Specific Plan area between 13<sup>th</sup> and 15<sup>th</sup> Streets, a mix of residential and retail office activities are allowed in this zone. Commercial floor area in this zone is not allowed to exceed forty percent of the total floor area. The zone originally was intended to establish a transitional area between the more intensive uses allowed in the Central Commercial Zone and the less intensive residential uses in the R2-High Density Residential Zone located farther to the west.

#### Residential Land Uses

**Medium Density Mixed Residential (RM-Central).** This zone is contiguous with the eastern boundary of the Specific Plan Area, except a small portion that abuts the Del Mar Plaza. Maiden Lane separates properties in this zone from the Village Specific Plan Area between 12<sup>th</sup> and 15<sup>th</sup> Streets. Between 9<sup>th</sup> and 12<sup>th</sup> Streets, this zone is contiguous with the Village Specific Plan Area.

**High Density Mixed Residential (R2).** This zone lies along the western boundary of the Village Specific Plan Area except for that portion separated by the Residential Commercial Zone between 13<sup>th</sup> and 15<sup>th</sup> Streets. Between 12<sup>th</sup> and 13<sup>th</sup>, Del Mar Lane separates properties within this zone from the Village Specific Plan Area. Between 11<sup>th</sup> and 12<sup>th</sup> Streets, an informal alley and a paved private parcel currently used for parking separates the residential properties in this zone from the Specific Plan Area. Between 9<sup>th</sup> and 11<sup>th</sup> Streets, this zone and Village Specific Plan Area are contiguous. The 12 timeshare units in the Hotel Specific Plan are in an area that was originally the R2 Zone.

## 1.3 BACKGROUND

### 1.3.1 Development History



First Post Office in Del Mar (1414-1418  
Camino del Mar)

Photo courtesy of Del Mar  
Village Association History Committee



Kockritz Building (Stratford Square)

Photo courtesy of Del Mar  
Village Association History Committee

The Village of Del Mar is the central commercial and visitor district for the City of Del Mar. The Village extends along Camino del Mar from 15<sup>th</sup> Street on the north to 9<sup>th</sup> Street on the south. Within the Village area, Camino del Mar serves as Del Mar's 'Main Street'. The Village retains traces of Del Mar's historic beginning as a vacation destination and offers a variety of shops, restaurants and offices for residents and visitors.

Del Mar was founded following the completion of the California Southern Railroad in 1882, connecting San Diego to the South with San Bernardino to the North. In 1885, Jacob Taylor, a land developer and Civil War veteran from New York, laid out and recorded the first subdivision map for "Del Mar" from 1<sup>st</sup> Street on the South to the present 22<sup>nd</sup> Street on the North, extending two miles along both sides of the railroad alignment at that time and extending one-half mile inland from the ocean. At the time, Taylor's vision for Del Mar was a residential and resort community, served by the railroad. Del Mar's first rail depot was built in 1886 on the corner of what is now 9<sup>th</sup> Street and Stratford Court by the Atchison, Topeka and Santa Fe Railroad, which acquired the assets of the California Southern Railroad out of bankruptcy. In the same year, Taylor completed construction of Del Mar's first hotel, the *Casa del Mar*, near the rail depot.

With the advent of the railroad and tourist accommodations, the town grew rapidly in its early years. But in 1890, fire consumed Taylor's hotel and Taylor's interests were soon diverted elsewhere. The town languished for twenty years until W.G. Kerckhoff, president of the vast empire of the South Coast Land Company, saw great potential for development of Del Mar as part of a long range plan for the entire San Diego coastal corridor. Kerckhoff, along with his general manager Ed Fletcher, and two other investors soon laid plans for development of a new 10-acre hotel and resort complex, "in a park-like setting," north of 15<sup>th</sup> Street, along the rail line. The plans included redesign of Taylor's original street grid pattern and small lots for the area to be occupied by the new expansive hotel and resort complex. In addition, to the east of the hotel complex, Kerckhoff and Fletcher re-designed Taylor's original subdivision plat to create large parcels and romantically named streets that follow the natural contour that remains today.

Kirchhoff's new hotel resort, named "the Stratford Inn," was completed in 1909. The hotel was a grand, half-timber and stucco building modeled after the Elizabethan village of Stratford-on-Avon in England. Both the architectural style of the hotel and its location on the north side of 15<sup>th</sup> Street influenced the commercial development that was to follow. The first commercial buildings in Del Mar were constructed along U.S. Highway 101 (now Camino del Mar) close to 15<sup>th</sup> Street. A few of these historic buildings remain at the north end of the Village, including the first U.S. Post Office in Del Mar (1414-1418 Camino del Mar), the Kockritz Building (Stratford Square) and the St. James Church (Del Mar Library).

In the early years of the Stratford Inn, guests arrived primarily by train. Therefore, businesses were located within comfortable walking distance from the hotel. But as train travel gave way to the auto, commercial development within the Village extended southward, along what became U.S. Highway 101, the main auto route connecting San Diego and Los Angeles. In the 1940s and 50s, auto service stations were prominent along the stretch of U.S. Highway 101 to the south of 14<sup>th</sup> Street.

Traffic along U.S. Highway 101 through the Del Mar Village continued to increase, causing problems for local residents. In the early 1950s, the California Department of Transportation proposed to replace U.S. 101 with a six-lane freeway, destroying much of the town's commercial area. The residents of Del Mar mobilized to oppose these plans and were successful in persuading the State Highway Commission to adopt an inland route, well east of Del Mar. Flushed with victory, the opposition followed up with a successful incorporation drive which culminated in establishing the City of Del Mar on July 15, 1959. The Interstate 5 freeway was completed and opened in 1966. The State relinquished the U.S. 101 right of way to the new City of Del Mar, which promptly designated the street as Camino del Mar. The Stratford Inn was demolished in 1969, following a destructive fire, and was replaced by the L'Auberge Hotel and Spa in 1990.

Construction on the Del Mar Plaza was completed in 1989, replacing a 1960s era strip mall shopping center at the northeast corner of 15<sup>th</sup> Street and Camino del Mar with an "environmentally sensitive, community commercial core." In the ensuing years, all but one of the automotive service stations built to serve the heavy demands of U.S. 101 traffic from the late 1940s to the 1960s has been replaced by commercial buildings. As of 2012, all of the service stations sites have been re-



Twelve service stations lined Camino del Mar in the 1960's

Photo courtesy of Del Mar Village Association History Committee

moved, including the last one at the southeast corner of the Camino del Mar and 10<sup>th</sup> Street intersection. The Garden Del Mar Specific Plan has been approved for this site, although none of the development approved for the property has yet taken place and the site remains vacant.

### 1.3.2 Planning Context

**Del Mar Community Plan:** The Del Mar Community Plan was adopted by popular vote in March 1976. In July 1985, the Community Development Element of the Community Plan was amended, among other purposes, to encourage small retail commercial uses over office uses in the Village Center and retain the pedestrian scale and village character of the community. The amendments further provided that the physical character of the Village should include commercial businesses, a civic center, attractive walkways and landscaped areas, and a variety of commercially owned open spaces such as courtyards and landscaped areas. Permitted uses in the Village should include pedestrian-oriented retail activities and a limited number of offices. The area along Camino del Mar south of 9<sup>th</sup> Street should be devoted to office and professional uses.

Within the Village, social interaction and pedestrian use are encouraged by providing sidewalk seating facilities and other innovative developments. Ocean views, trees and landscaping should be protected by limiting the massiveness and siting of new construction on some or all of the undeveloped lots west of Camino del Mar. Architectural solutions should strive for an informal feeling utilizing non-massive shapes, pitched roofs, preserving ocean views and an atmosphere of open space. The 1985 Amendment also called for adoption of a Village Center Specific Plan. As envisioned in 1985, the Village Center Specific Plan should provide for:

- Continuity of landscaping theme, street furniture, lighting, public signing, sidewalk pavers, and other design features as required to identify and enhance the village area;
- Methods to allow safe and convenient pedestrian crossings across Camino del Mar;
- Location of common satellite parking areas which will serve the downtown businesses;
- Land use allocations which will help to provide economic and functional vitality to the retail portion of the downtown district;



Derby Day 1937

Photos courtesy of  
Del Mar Village Association History Committee



Camino del Mar 1934

Photos courtesy of  
Del Mar Village Association History Committee

- Right-of-way improvement to enhance the appearance of the village and which assists in its identification as the village center;
- Coordination with the Plaza-Hotel Specific Plans;
- Special provisions for the use and development of public lands including the City Hall site and/or the Del Mar Shores school grounds;
- An economic analysis of the Specific Plan's recommendations; and
- A mechanism to implement all of the above provisions.

In addition, the 1985 Community Development Element Amendment called for a Village Center Specific Plan to assess the impediments of downtown revitalization, propose solutions and take into account previous studies of the Village Center area.

In the years between the adoption of the Del Mar Community Plan and the initiation of the Village Specific Plan design process, several planning studies/plans were commissioned by the City in order to carry out the revitalization objectives of the Community Plan. As more fully described in Chapter II, The Village Vision, the Village Specific Plan takes into account a variety of planning reports completed prior to the amendment of the Community Development Plan in 1985, as well as the subsequent planning and economic studies that have been undertaken since 1985. These reports are listed below. See References-I for links to the reports below.

- Del Mar Community Plan (City of Del Mar - 1976)
- Del Mar 2000 (The Jerde Partnership, Inc. - 1982)
- Local Coastal Program – Land Use Plan (City of Del Mar - 1993) and Implementing Ordinances (City of Del Mar 2001)
- Camino del Mar Streetscape Plan (Andrew Spurlock Martin Poirier & Flores Consulting Group - 1996)
- Parking Master Plan Report - Village Center and North Beach Areas (Meyer, Mohaddes Associates, Inc. - 2000)
- Vision 2020 - Results of Long Range Planning (TLS Management Consulting - 2003)
- City of Del Mar: Downtown Village Revitalization Project (Cityworks - 2004)
- Revitalization Plan for Del Mar Village (The Community Land Use and Economics [CLUE] Group - 2007)

## **I.4 CONSISTENCY WITH THE DEL MAR COMMUNITY PLAN**

The Del Mar Community Plan sets forth a series of goals, objectives and policies for the attainment of the community's collective vision of the City. This Village Specific Plan should be used as a blueprint and tool for implementing the goals, policies and objectives of the Community Plan. The elements of this Specific Plan are designed to accomplish the following objectives from the Community Development Element of the Del Mar Community Plan:

- Encourage quality resident-oriented businesses which serve the cultural, social, recreational and material needs of the local community;
- Ensure that the downtown area is well integrated into the residential fabric of the community;
- Create a pedestrian-oriented downtown which groups retail services with facilities for civic and community activities;
- Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community;
- Initiate a beautification program for the downtown area;
- Encourage the immediate development of a precise plan for the downtown area that includes Camino del Mar circulation, parking, architectural design, and walkways.

The process for adopting the Village Specific Plan will include an amendment to the Del Mar Community Development Element for the Community Plan to assign a Village Specific Plan (VSP) designation to the Land Use Map and to provide an accompanying description of the allowed uses. The Community Development Element will also be amended to indicate that the Village Specific Plan implements the Village Center Specific Plan.

## **I.5 SANDAG SMART GROWTH CONCEPT MAP DESIGNATION**

In 2004, the San Diego Association of Governments (SANDAG) adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP provides a vision for the region based on smart growth and sustainability. A key implementation action of the RCP has been the development of a “Smart Growth Concept Map” illustrating the location of existing, planned, and potential smart growth areas (Figure I-7, Smart Growth Concept Map). The Smart Growth Concept Map is a regional planning tool that identifies locations that can support smart growth and transit. The Smart Growth Concept Map was recently updated to reflect the land use inputs of the adopted 2050 Regional Growth Forecast and the 2050 Regional Transportation Plan (RTP). The Concept Map contains almost 200 regional locations in seven smart growth categories identified in the RCP. The seven smart growth “place types” include: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers. Two Smart Growth Areas are identified on the current Concept Map within Del Mar’s jurisdictional boundaries. One (DM-1) is designated as “Existing/Planned Town Center” and is consistent with the boundaries of the Village Specific Plan area. A “Town Center” is characterized by the map as an area that is a suburban downtown with low-to mid-rise residential, office and commercial buildings, and is served by corridor/ regional transit lines. The Smart Growth Area (DM-2) is the Del Mar Fairgrounds, which is designated as a “Special Use Center”.

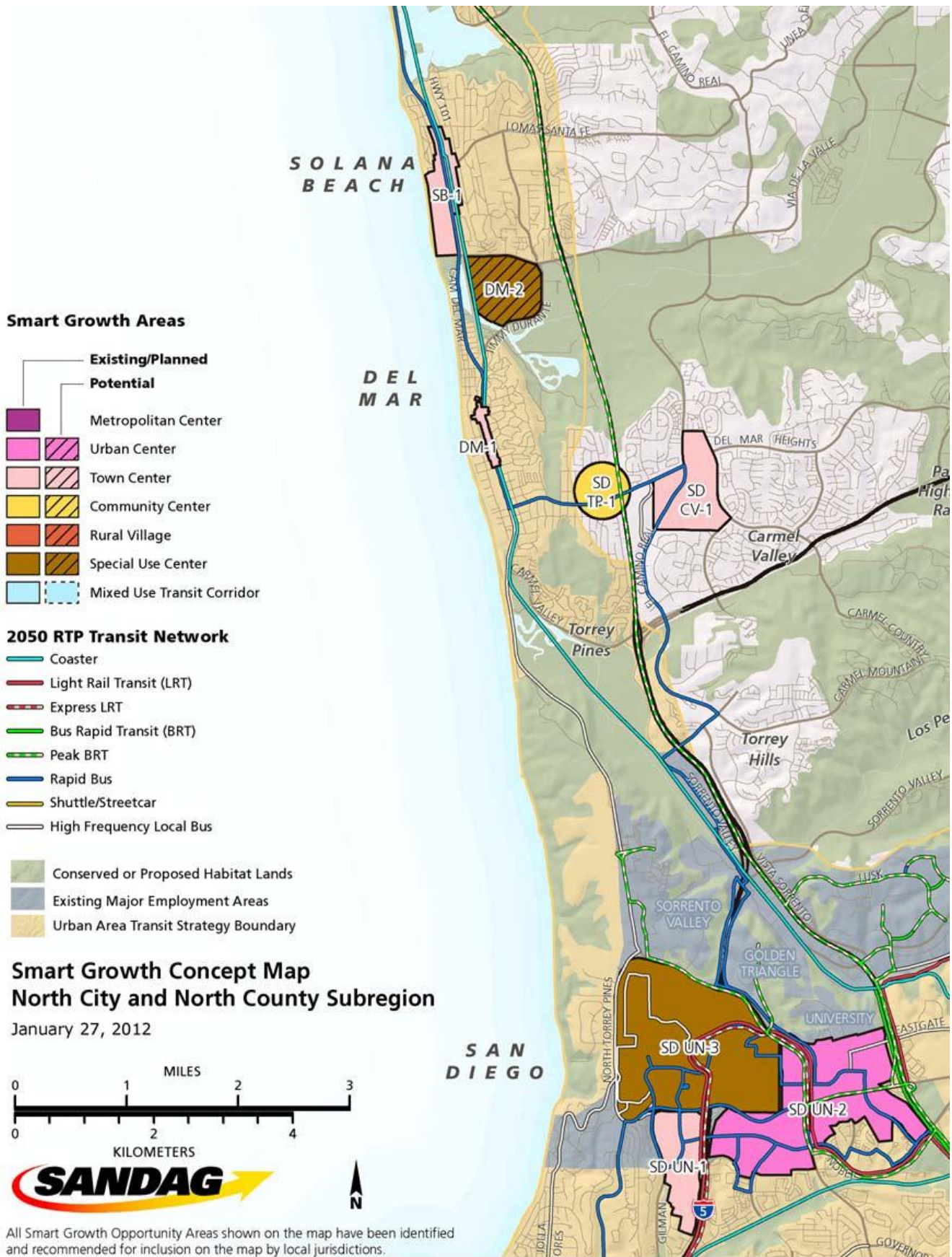


Figure I-7, Smart Growth Concept Map, SANDAG (excerpt)

## I.6 PUBLIC OUTREACH AND INPUT

This Specific Plan is the culmination of over thirty years of public outreach, input and study regarding the community's desired future for the Village. With the adoption of the Community Plan in 1976, Del Mar citizens expressed their goals and objectives for the City, many of which related directly to the Village. Many planning studies related to the downtown, most with their own extensive public input programs and citizen advisory committees, have been completed since the adoption of the Community Plan (see Reference-I for links to the prior planning documents).

In anticipation of this Specific Plan, public participation and input was gained through a series of "Community Conversations" or neighborhood meetings, community meetings and City Council workshops in three phases. The full outreach program is summarized in Appendix A -I. The Community Input Phase, or first phase, was initiated with a series of five Community Conversations located in different geographic areas of the City to gather input on earlier recommendations and solicit opinions about Village revitalization. During each of the conversations, attendees discussed the relevant goals from the Community Plan, and provided input on land uses, the Camino del Mar right-of-way, the pedestrian areas, and parking. After considering the opinions of interested community members, the City Council determined that a Specific Plan was the appropriate regulatory document to implement Community Conversation direction. This Specific Plan would also fulfill the recommendation to prepare a Village Center Specific Plan in the 1985 Community Development Element of the Community Plan.

The second phase of community input, Community Review, utilized a televised and web-streamed workshop, a survey and a two-day open house to discuss alternative development standards and alternative means to address the issues raised in the Community Conversations. Property owners, residents, and business owners were all invited, plus the open house was held at the site of the Farmers' Market, attracting a number of walk-in visitors. The workshop, survey and open houses generated responses from approximately 5% of the residents. After considering the preferences of interested community members, the City Council determined the appropriate project for both Environmental Impact analysis according to the California Environmental Quality Act (CEQA) and the project for development in the Specific Plan.



Community Conversations brought out community concerns that provided direction for the exploration of alternatives.

Community review continued throughout the formulation of the draft Village Specific Plan with workshops at City Council meetings discussing the Camino del Mar Streetscape, Building Areas, Public Finance, Implementation, and Parking. At these public meetings, the community expressed their desires and concerns as the draft Village Specific Plan was formulated, and City Council provided direction to staff on the content.



Council members and City staff gather input from members of the community at City Council Workshops.

Following the release of the draft Village Specific Plan, the City of Del Mar received 70 formal comment letters during the Public Review period of the draft Village Specific Plan and associated draft Program Environmental Impact Report (PEIR). These comment letters are included in the Final PEIR. The comments on the Village Specific Plan and responses thereto are on file at Del Mar City Hall. In addition, outreach meetings were held with property owners, business owners and residents, and discussions were conducted with various community organizations in Del Mar, including the business community and service organizations. During the draft review period alone, over 30 workshops were held, including 16 neighborhood workshops that were attended by over 200 residents. City staff also conducted four Question and Answer sessions to clarify community comments on the draft Plan during this review period. During this review period, City Council members and staff hosted a booth at the local Farmers Market for 12 consecutive weeks to hear community comments and answer questions.

Community comments were extremely important in shaping the Final Village Specific Plan and PEIR. City Council reviewed the comments during five City Council meetings and provided specific direction to staff for revisions and modifications to the Village Specific Plan. Community input formulated the Village Specific Plan direction by providing insight into the existing conditions from first-hand experiences; by sharing community preference for alternatives under consideration; and by shaping, reinforcing or modifying the recommendations, strategies and approaches discussed herein. In total, there were over 80 forums for community input during the formulation of the plan, as listed in Appendix A-5.

## 1.7 ORGANIZATION OF THE SPECIFIC PLAN

The Village Specific Plan presents background information, policy direction and land use and development regulations for the Village. The Village Specific Plan is organized into Chapters, Appendices and References as described below:

**Chapter I: Introduction** - This Chapter provides an overview of the Village Specific Plan, including the purpose and intent of the Plan, the characteristics of the existing land uses both within and adjacent to the Plan area, historic background information, public outreach activities, how the Plan is organized and the relationship of the Village Specific Plan to the Del Mar Municipal Code (DMMC).

**Chapter II: The Vision of the Village** - This Chapter provides the overall vision and the policy foundation that this Specific Plan will implement. It introduces the targets that the Village Specific Plan is intended to achieve, which become the metrics, or measures of success in Chapter X, Implementation. This Chapter also describes the planning factors and metrics related to the development and implementation of the Village Specific Plan.

**Chapter III: Protection of Community Resources** - This Chapter addresses the many community resources within the Village and the measures to protect, enhance and further develop those resources for community benefit. It includes discussions and strategies for Historical Resources and Architectural Character, Tree Protection, Environmental Protections, Sustainability, Open Spaces, Views, Residential Neighborhood Protection and Community Benefits.

**Chapter IV: Mobility** - This Chapter addresses the various modes of circulation within the Village, including pedestrian, automobile, bicycle and transit. It discusses the existing conditions in the public right-of-way, roadway design alternatives and the implementation strategies for improving circulation that would be implemented through the Village Specific Plan.

**Chapter V: Private Development Parcels** - This Chapter addresses the strategies for land uses and development parameters for private parcels within the Village. It discusses the existing mixture of uses and the relationship of uses relative to the public realm. This Chapter also discusses the actions involving development on the private parcels to create a strong relationship with the public space, incentivize revitalization and realize exceptional public benefits for the City of Del Mar.

**Chapter VI: Allowed Uses and Development Standards** - This Chapter identifies allowed uses and development standards for private parcels in the Village. This Chapter is structured in the same manner as the regulatory Chapters of Del Mar Municipal Code.

**Chapter VII: Parking** - This Chapter summarizes the parking strategies for the Village in order to maximize efficiencies and increase availability of parking.

**Chapter VIII: Infrastructure and Municipal Services** - This Chapter summarizes the public utilities, infrastructure and municipal services that exist or are planned for the Village. Utilities include the storm and surface water drain system, the wastewater system, water supply, solid waste disposal, electricity, and communication services. Municipal services include emergency responders, police and fire protection.

**Chapter IX: Public Finance** – This Chapter presents the anticipated funding options for public improvements.

**Chapter X: Implementation** - This Chapter outlines the anticipated actions that are recommended for the successful implementation of Del Mar Village. The public and private responsibilities are described. Metrics for the strategies are outlined and milestones to assess progress are identified. Both quantifiable (measurable) and qualitative (perceptual) metrics are identified.

**Chapter XI: Special Study Areas** – This Chapter summarizes the three special study areas and Public Facilities, within the Plan and their relationship to the Village Specific Plan. These include the Civic Center site, the Del Mar Library site, and the U.S. Post Office site.

**Chapter XII: Adoption, Amendment, Enforcement and Implementation of Measure B** – This Chapter describes the process for review and approval of the Village Specific Plan and for amendments to the Specific Plan. It also describes its relationship with Measure B (DMMC Chapter 30.54).

**Appendices** - The appendices provide additional detailed information regarding the Village Specific Plan.

**References** - Links to the various documents referenced in the Village Specific Plan and the section of the California Government Code authorizing Specific Plans are included following the Appendices.

## **1.8 RELATIONSHIP OF THE VILLAGE SPECIFIC PLAN TO THE DEL MAR MUNICIPAL CODE**

The Village Specific Plan conforms to and implements the Del Mar Community Plan. It is a legislative document that includes a new set of zoning standards for the area that, in concert with other remaining portions of the Municipal Code, will be applied to new and redevelopment projects. Where there is a conflict between the provisions of the Village Specific Plan and other sections of the Del Mar Municipal Code, the provisions of the Village Specific Plan shall prevail.

## **1.9 AUTHORITY**

The Del Mar Village Specific Plan is established under authority granted to the City of Del Mar by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections § 65450 through § 65457 (Specific Plans) (See References-2).

Under California law, Specific Plans may be adopted either by ordinance or by resolution. This option allows local jurisdictions to determine if a specific plan is intended as a policy statement (if adopted by resolution) or a regulatory document, having the effect of law (if adopted by ordinance). The City of Del Mar intends this Del Mar Village Specific Plan to have regulatory effect, and therefore this Specific Plan shall be adopted by ordinance. It shall then be subject to approval by the Del Mar voters. Once adopted, in the event of conflicts between the provisions and definitions of this Specific Plan with those of any other laws or ordinances of the City of Del Mar, the provisions and definitions of this Specific Plan shall prevail over such other provisions of said laws and ordinances.

Consistent with the statutory requirements for a Specific Plan in Section § 65451, this document addresses:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- 2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the Village Specific Plan and needed to support the land uses described in the Village Specific Plan.

- 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- 4) A program of implementation measures including regulations, programs, public improvement projects, and financing measures necessary to carry out paragraphs 1), 2) and 3).
- 5) A statement of the relationship of the specific plan to the general plan.

The Development Standards contained in this Specific Plan will supplement or replace those of the City of Del Mar's Municipal Code (DMMC). Any use or development standards not specifically covered herein shall be subject to the regulations, standards and specifications of the DMMC. The Design Guidelines adopted pursuant to this Specific Plan shall be incorporated by reference as an appendix hereto.

## **1.10 APPLICABILITY**

As used in this Del Mar Village Specific Plan, the terms "shall" means mandatory or required; "should" means recommended or desired; and "may" means optional.

- The provisions of this Village Specific Plan shall apply to all private properties, parcels under City of Del Mar ownership, and all portions of City rights-of-way within the area designated by this Specific Plan unless as otherwise noted.
- When stated, numerical metrics take precedence over graphic metrics.

## **I.11 NEW CONSTRUCTION**

The policies contained within this section shall apply to new construction, additions or modifications to existing development, and to new uses proposed for existing facilities, with the following exemptions:

- Remodeling of interior space which does not increase building square footage, the number of hotel guest rooms, or the number or type of dwelling units. However, this exception shall not apply if such interior remodels affect the exterior appearance of the structure or cause windows to be moved.
- Maintenance and repairs to an existing building that are necessary to meet governmental safety regulations or to maintain good working order.

### **I.11.1 Additions**

When minor modifications are made to existing buildings that are not otherwise exempt, the regulations of this Village Specific Plan shall apply only to the modification area. Major modifications to buildings with structural nonconformities shall be subject to the abatement requirements applicable to major remodeling projects where the value of the improvement to the building is more than 50% of the value of the existing building, as defined and regulated in the Chapter 30.76 of the Del Mar Municipal Code. When modifications are made to existing development, those aspects being modified must be brought into conformance with Village Specific Plan requirements. Existing buildings and uses that are not being altered, modified or replaced may remain as legal nonconformities, save for any proceedings regarding nuisance or abatement. Additions or modifications to existing development that increase or expand nonconforming conditions or uses shall not be permitted, except for normal and routine maintenance and repair.

### **I.11.2 Right of Continued Use**

Nothing contained in this Specific Plan shall require any change to an existing building or use that was lawfully established prior to the effective date of this Specific Plan. A change in title to property or a change of tenant that is subject to a pre-existing lease, provided that such change does not extend or expand a prior existing nonconforming use and requires no modification or alteration to the building or structure, shall not be affected by this Specific Plan.

### **1.11.3 Nonconforming Condition**

Any nonconforming condition that is not addressed by the provisions of the Village Specific Plan, including the replacement of destroyed or damaged nonconforming structures, shall be governed by Chapter 30.76 of the Del Mar Municipal Code.

### **1.11.4 State and Federal Agencies**

The regulations of this Specific Plan shall not apply to state or federal agencies, except as through consent or operation of law. In cases where a state or federal agency's actions are deemed exempt, the City shall encourage such agencies to cooperate with the provisions of this Specific Plan.

### **1.11.5 Pipeline Projects**

The provisions of this Specific Plan shall apply to all projects for development for which an application has not been approved prior to the effective date of this Specific Plan. In the event an application for development has been submitted to and accepted by the City of Del Mar as "complete" prior to the effective date of this Specific Plan, and a final determination by the City on said application has not been made as of the effective date, (referred to as a "pipeline project") the applicable reviewing body of the City shall make a preliminary determination whether the provisions of this Specific Plan, or the regulations in effect at the time the application was accepted as complete, shall apply to the review and determination of the application. Such preliminary determination by the reviewing body shall be subject to provisions for appeal as provided in the Del Mar Municipal Code.

## **1.12 DEFINITIONS**

Definitions of terms used in this Village Specific Plan can be found in Chapter VI, Allowed Uses and Development Standards, or by reference in DMMC Chapter 30.04, Definitions.

### **1.13 SEVERABILITY**

If any term, regulation, condition, program or any other provision of this Specific Plan, or any portion thereof, is held to be unconstitutional, inapplicable or invalid for any reason by a court or judicatory body of competent jurisdiction, that provision or portion shall be deemed to be separate, distinct and independent from the remaining portions of this Specific Plan. It is expressly intended that all such unconstitutional, inapplicable or invalid provisions are severable from the remaining provisions and the invalidity or inapplicability of any such severable provision shall not be deemed to affect the validity of the remaining portions.

### **1.14 LOCAL COASTAL PROGRAM**

This Village Specific Plan is subject to the provisions of the California Coastal Act of 1976. Upon approval of this Village Specific Plan, the City shall file applications with the California Coastal Commission for two separate but related Local Coastal Program Amendments (LCPAs). One LCPA would apply the Village Specific Plan designation to the land use maps of the Local Coastal Program (LCP), along with a corresponding description of the allowed uses and development standards of the Village Specific Plan. The other LCPA would establish a set of standards for a 'Park-Once' strategy for parking within the Village Specific Plan. These would be used in concert with the existing parking standards contained in the Del Mar Municipal Code. The LCPAs will not become effective unless and until certified by the Coastal Commission.

### **I.15 DESIGN REVIEW PROCESS**

The City of Del Mar's Design Review Ordinance and design review process will continue to apply to all projects in the Village Specific Plan.

### **I.16 DESIGN GUIDELINES**

Per City Council direction, Design Guidelines will be adopted in a separate document, and at that time appended to the Village Specific Plan. The Design Guidelines are intended to provide a common guidance both to private developers and to City staff and decision makers for the evaluation of view impacts, architectural design, building materials and colors, lighting and other design features that are not addressed in the development standards. These Design Guidelines are adopted by City Council resolution and are subject to revision through a separate City Council approval process beginning with recommendations from the City's Design Review Board and community input.

## II. The Vision of the Village



*“Focus major retail and office activity into an economically viable, pedestrian-oriented, and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community.”*  
Del Mar Community Plan, Goal 4.

## **2.1 INTRODUCTION**

A village is traditionally the center of the community’s socio-economic activity. Development is consistent, more compact and pedestrian-oriented rather than auto oriented. The mix of uses is similar to those traditionally found in a downtown, but at a much smaller scale. A village center is the place for civic, commercial and community uses. There is usually a unique character within a village center that is allowed to evolve over time to reflect a community’s economic, social and cultural changes.

Del Mar’s Village has maintained itself as the social and economic heart of the community. But it has undergone many changes, and will continue to adjust to changing economic, social, financial, and technological factors within the community, and changes in the surrounding region. When the community was first established, retail uses were clustered around the hotel. With the growth of automobile use in the post-war period, U.S. 101 transformed into a major thoroughfare between Los Angeles and San Diego. The Village became a waypoint for refueling and refreshing along the way.

Completion of Interstate 5 in 1966 brought further change. Greatly reduced vehicular traffic meant the loss of business for many service stations and auto-related retail uses in the Village. These businesses closed and new retail businesses were slow to move in. Office uses have predominated in recent years, and the number of restaurants catering mainly to visitors has increased. With continued growth in the surrounding region, traffic volumes have again risen along Camino del Mar. The mix of bicycle and vehicular traffic now includes commuter through-traffic seeking to avoid congestion along Interstate 5, high-volume traffic attending year-round events at the Del Mar Fairgrounds, visitors touring the coast, residents of neighboring communities headed for Del Mar’s beaches and restaurants, and local residents circulating within the community.

All places evolve and change over time. Revitalization is an ongoing process to guide and improve the community’s vitality and livability during this change. The Del Mar Community Plan recognizes this fact and

sets forth broad goals and policies based upon a vision to guide the Village towards becoming more pedestrian-oriented and economically viable. Through this Specific Plan, the City of Del Mar sets forth policies, regulations and guidelines for implementing the long-delayed vision of the Community Plan. Owners of private property will have expanded opportunities to renew and redevelop, with greater confidence, reduced risk, and the expectation of reasonable economic returns. They will be encouraged to do so, but will proceed at their own pace, based upon market and investment conditions. Some may choose to revitalize immediately, others may maintain their current buildings. The public improvements anticipated in this Specific Plan will be scheduled and financed according to a Capital Improvement Program adopted by the City. That Program will be financed through private and public investment.

The process of revitalization through private and public cooperation and investment is never really finished. But an adopted Specific Plan is a vital tool for assuring that this process moves forward as intended and in a manner consistent with the Community Plan. This Specific Plan is the first real step toward implementing Del Mar's vision for its future.



Healdsburg's walkable downtown.



Walnut Creek's infill development creates a pedestrian experience.



Palo Alto revitalized their streetscape to promote the residential and business community.

Photos Courtesy of WRT

## 2.2 COMMUNITY PLAN GOALS



Sidewalk cafés add energy and interest to the street.



Active sidewalks and quality architecture support retail success.



Stratford Court and other nearby neighborhoods should maintain their quality of life.

Throughout many years of studies, workshops, meetings and public input, the original goals and objectives of the 1976 Community Plan have held up as the framework of the community’s “vision” for a revitalized Village. These same goals and objectives have been restated below, and articulate the “vision” of this Specific Plan.

### GOAL:

“Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.”

### Objectives:

- Encourage a pedestrian-oriented, non-motorized community by developing a system of bicycle rights-of-way and pedestrian paths, and discouraging high-speed traffic along city streets.
- Facilitate the movement of traffic in a safe and uncongested manner consistent with a pedestrian-oriented community.
- Encourage alternate solutions to the transportation needs of Del Mar such as local transit and delivery systems and regional rapid transit.
- Reduce the level of noise created by major transportation routes in the community.
- Minimize air pollution by encouraging alternatives to the use of the automobile.
- Work to reduce transportation related sources of water pollution, particularly in stormwater runoff.

### GOAL:

“Preserve and enhance Del Mar’s special residential character and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.”

### Objectives:

- Ensure that future development, whether commercial or residential, does not detract from high quality vistas and terrain, either by blocking views or disturbing natural topography, mature trees, or native vegetation growth.

- Adopt strong positive controls to prevent future commercial development incompatible with the existing residential character of the community.
- Preserve existing and ensure adequate housing for diverse age and socio-economic groups within the community.
- Encourage and facilitate provision of lower cost housing for low- and moderate-income households.
- Protect and enhance human scale, warmth, charm, interest, texture, and pedestrian involvement.

**GOAL:**

“Focus major retail and office activity into an economically viable, pedestrian-oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community.”

**Objectives:**

- Encourage quality resident-oriented businesses which serve the cultural, social, recreational and material needs of the local community.
- Ensure that the downtown area is well integrated into the residential fabric of the community.
- Create a pedestrian-oriented downtown which clusters retail services with facilities for civic and community activities.
- Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community.
- Initiate a beautification program for the downtown area.
- Encourage the immediate development of a precise plan for the downtown area that includes Camino del Mar circulation, parking, architectural design and walkways.

**GOAL:**

“Preserve the economic integrity of the community.”

**Objectives:**

- Promote those uses of the commercial area which will be of greatest economic benefit to the community while insuring compatibility with all other goals and objectives of the Community Plan.



Del Mar Plaza has created an active pedestrian-oriented retail area.

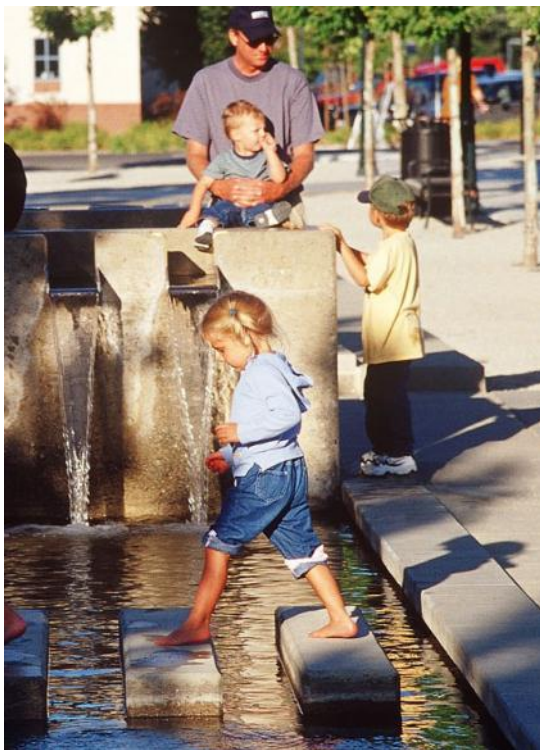


Festivals and events bring the community together.

During the Specific Plan process, community input further reinforced these Community Plan goals, recognizing that they were still germane 35 years later. Participants felt that these goals continued to articulate the desired characteristics of Del Mar's Village. Despite their relevance, the community found that little had been done to implement these goals and bring these objectives to fruition. The direction of the Specific Plan, therefore, became one that developed a program to implement these goals and refine the image.



Paseos, active sidewalks, and open spaces all contribute to a viable downtown.



Photos courtesy of WRT.

## 2.3 THE NEED FOR REVITALIZATION

Previous studies and work efforts identified a variety of reasons for necessitating revitalization, including economic factors (Revitalization Plan for Del Mar Village, CLUE Group 2007), design factors (Downtown Village Revitalization, Project Memo, CityWorks 2004) and planning factors (Ad Hoc Form Based Code Advisory Committee, 2010). Many of these factors remain current today and establish the background to this Specific Plan direction.

Goal 4 of the Community Plan is directed at the Village: “*Focus major retail and office activity into an economically viable, pedestrian-oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community.*” By addressing each of these components, the need for revitalization can be succinctly summarized:

*Focus retail and office activity into an economically viable area:* Current retail is concentrated at the north end of the Village and personal services dominate the southern end. While offices are interspersed throughout the Village, they are currently the dominant land use. The street’s attractiveness to pedestrians declines when offices go dark in the evening, as few retail establishments exist south of 14<sup>th</sup> Street. Vacancies have been increasing and many shops have converted to personal services. Restaurants have been the strongest performers in the recent economic conditions; however, they are challenged with limited foot traffic and the lack of a critical mass of customers.



1100 Block of Camino del Mar.

*Pedestrian-oriented:* Perhaps the area that has the greatest need for improvement is the pedestrian environs. Sidewalks are often discontinuous, and in certain cases, non-existent. Driveway-cuts cross the sidewalks, creating conflict points, and the crossing of Camino del Mar is exceptionally long. Buildings are often set back from the sidewalk and do not contribute to the pedestrian experience. Parking interrupts the sidewalks in many locations. Congestion and speeds along Camino del Mar affect the pedestrian areas, and create impacts to air quality, noise and visual quality.



Large parking lots along the street and missing sidewalks interrupt the pedestrian experience.

*Attractive area:* The attractiveness of the Village is mixed and inconsistent. Character buildings lend an established feel to the community with solid building materials in keeping with the Del Mar tradition. Mature trees are interspersed throughout the Village. Other areas are less attractive, where maintenance and design are not to the same standards. Surface parking areas and the vehicular street dominate the visual frame and do not lend to the attractiveness.

*Serves the needs of residents:* Some residents use the Village regularly. Others rarely use it because of a lack of desirable retail or restaurants. Residents recognize that the Village will not compete with nearby shopping centers for many of the chain retail needs; however, there is the opportunity to increase the unique and one-of-a-kind stores and dining establishments that would cater to residents and visitors alike.

*Serves the needs of visitors:* Visitors utilize the restaurants and retail establishments when available, but often do not walk far from their hotel. With few retail establishments open during the evening hours, the Village offers limited destinations. Dark storefronts and inconsistent sidewalks do not invite exploration.

*Well integrated into residential fabric of the community:* Portions of the Village are well integrated, e.g., where Maiden Lane provides separation; however, parking and traffic spillover cause impacts to the residential neighborhoods.

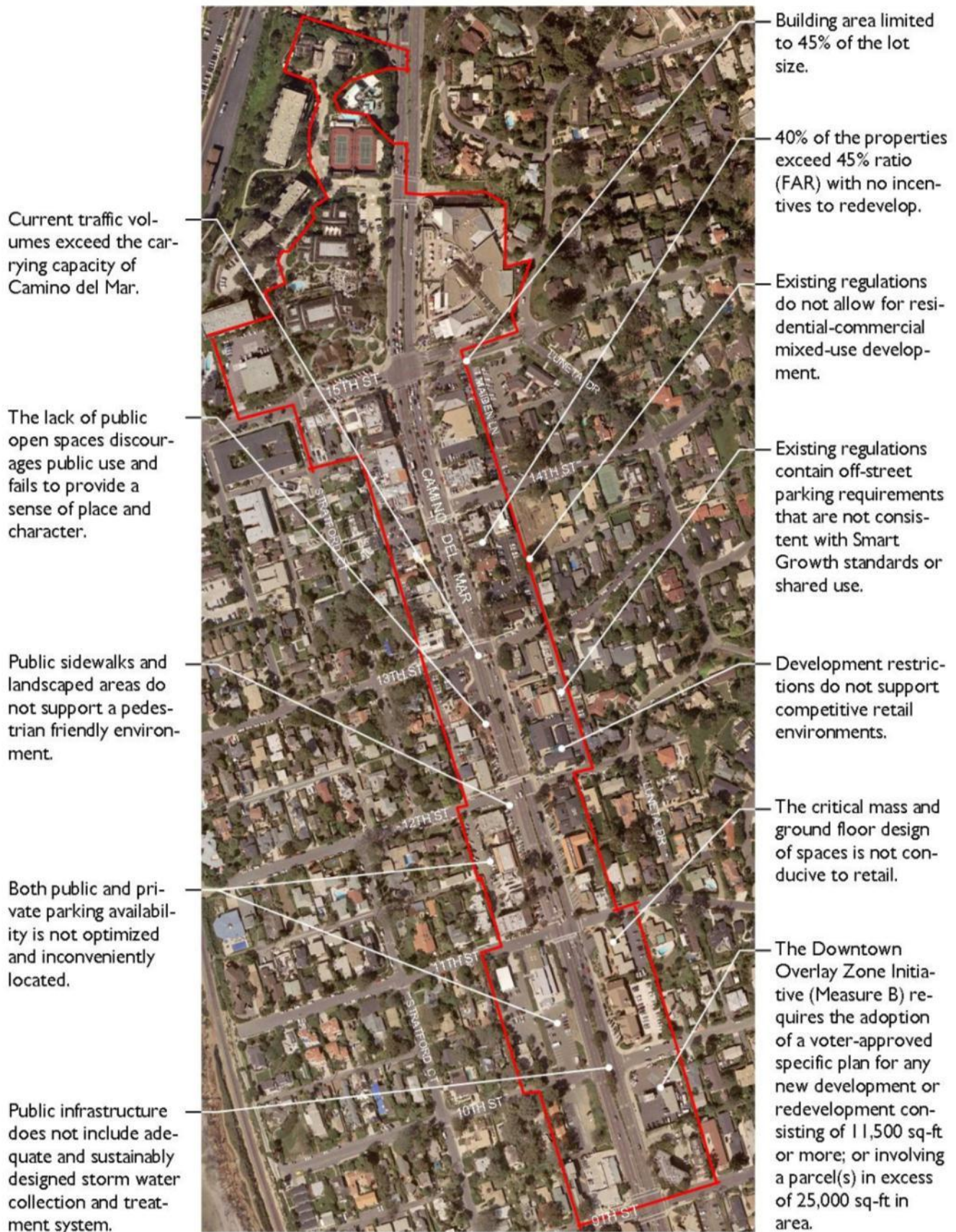
## 2.4 CONSTRAINTS TO REVITALIZATION

There are many constraints to revitalization, including financial, market conditions, and those that are regulatory in nature. Many of these disincentives are not in the control of the City of Del Mar. While a range of constraints is identified, regulatory and public improvement constraints that are within the purview of the City are discussed in more detail and illustrated in Figure II-1, Regulatory and Land Use Constraints.

**Market and Financial Constraints:** The market constraints to revitalization include competition from nearby retail centers, high land costs and high rental rates in Del Mar, as well as high costs for construction. Financial constraints include the personal circumstances of the owners, the cost and availability of financing, carrying costs and the particular conditions of the buildings with regard to age, ownership, code compliance, and need for upgrades. While these are real and recognized impediments, the City of Del Mar has little or no ability to influence these conditions.

**Regulatory Constraints:** Currently, several regulatory provisions deter property owners and others from reinvesting in their properties and businesses within the Village. These regulating planning factors include:

- Existing regulations limit the total building floor area to 45% of the lot size. The existing 0.45 floor area ratio (FAR) deters owners from renewing or redeveloping their property because the economic returns often cannot justify the costs and risks. This ratio is far lower than nearby communities, which equal or exceed 1.0 FAR. With 40% of the properties exceeding this 0.45 ratio currently, there is little to no incentive to redevelop.
- Existing planning and zoning regulations do not allow for residential-commercial mixed-use development, which is an important source of housing and would be located close to services, retail and transit. Residential mixed-use has also been shown to reduce overall traffic and parking demand as well as provide more customer base for retail.
- Existing planning and zoning regulations contain off-street parking requirements that are not consistent with Smart Growth standards or shared use, in particular for residential-commercial mixed-use and restaurant use.



**Figure II-1, Regulatory and Land Use Constraints**

- The Downtown Overlay Zone Initiative (Measure B) requires the adoption of a voter-approved specific plan for any new development or redevelopment consisting of 11,500 square feet or more; or involving a parcel(s) in excess of 25,000 square feet in area. While not all of the parcels fall into this category, a few larger parcels would qualify.
- A critical mass for retail is not supported and the design of existing ground floor spaces is not conducive to retail. With restrictions on development, the incentive is not there to provide competitive retail environments.

**Public Improvement Constraints:** Several factors within the public right-of-way (public improvements and public spaces) also inhibit accomplishment of the Community Plan goals and objectives, including economic vitality. These inhibiting factors include:

- The public sidewalks and landscaped areas are poorly designed and maintained to promote a pedestrian-friendly environment, especially south of 13<sup>th</sup> Street. The sidewalks are inconsistent and have gaps in continuity and are frequently interrupted by curb cuts and surface parking lots. Many sidewalks are too narrow and pedestrians are forced to cross wide travel lanes without adequate respites.
- Mobility is hindered; auto traffic is congested; and current traffic volumes exceed the carrying capacity of Camino del Mar. Bicycle activity often conflicts with vehicular traffic. Public transit experiences long wait times and is underutilized.
- Both public and private parking availability is not optimized and is inconveniently located.
- A lack of public open spaces contributes to an uninteresting and unfriendly pedestrian environment that discourages public use and fails to provide a sense of place and character.
- The public infrastructure does not include an adequate and sustainably-designed stormwater collection and treatment system, resulting in frequent minor flooding during storms.

## 2.5 CONSEQUENCES OF NOT REVITALIZING THE VILLAGE

Should the Village Specific Plan not be approved and implemented, the character of the Village and quality of life for residents and visitors could be affected. As discussed in the previous section, many of the existing conditions will be unchanged and continue to affect the Village and many of the community benefits realized by the Village Specific Plan would not be put into place. Potential effects of not taking action include:

- Traffic congestion will likely continue to increase because the existing configuration of traffic signals and stop signs on Camino del Mar does not have the capacity for either the existing traffic volume or the projected increase in traffic created by surrounding growth.
- Spillover traffic caused by motorists avoiding ever-increasing delays on Camino del Mar will probably increase on the residential streets.
- Parking impacts in nearby residential neighborhoods created by business employees, customers and visitors will likely continue and increase.
- Public safety may be increasingly compromised due to the increased conflicts between automobiles, pedestrians and bicycles.
- The air, water and noise quality in the Village and surrounding neighborhoods may continue to deteriorate without proactive actions to manage stormwater runoff, reduce acceleration and braking, and slow traffic on Camino del Mar.
- The Village will continue to be dominated by the automobile at the expense of the pedestrian.
- Increasing competition from nearby developing commercial centers may cause commercial activity in the Village to decrease and result in diminished retail opportunities, more building vacancies, reduced maintenance of buildings and lower real estate values for commercial parcels and the surrounding residential properties.
- Decreased commercial activity in the Village will decrease sales tax revenue for Del Mar and will result in a diminished ability for the City to provide the levels of service expected by residents.

## 2.6 REVITALIZATION PLANNING

In 2007, the Community Land Use and Economics Group, LLC (CLUE), commissioned by the Del Mar Village Association (DMVA), prepared a Revitalization Plan for Del Mar Village that addressed many of these opportunities and constraints. It analyzed the business and regulatory climate, assessed the retail market, conducted an intercept survey, presented key findings, and put forward recommendations for implementation to improve the Village viability.

Key findings and observations from the study concluded that Del Mar's low population and low anticipated population growth would produce very little new retail market demand and that this market demand would not support the "comparison" goods and services typically found in shopping malls or regional centers. However, Del Mar's market could support both convenience products and services which people usually buy from the closest, most convenient businesses as well as destination goods, those unique products and services for which people will travel significant distances, pay high prices, and/or develop loyalty to a particular business. The study also found that the Village district must actively support the retail needs of both community residents and visitors which would stimulate both market diversity and the synergy necessary for economic vibrancy. The authors also found that the linear village could accommodate multiple retail nodes that could cater to either or both customer segments. The analysis concluded that there was sufficient market demand to support new community-serving and destination product lines and businesses in Del Mar Village, including restaurants that offer experiences and cuisines that are different from what are currently available, thus complementing existing restaurants.

Their analysis of retail buying power in Del Mar, nearby North County communities, and the County as a whole demonstrated that there is ample retail demand for specialty and destination products and services. They note that because of customer loyalty, many retailers are returning to older and historic commercial districts because of growing recognition of community-serving market opportunities. The study also showed that there was sufficient market demand to support new visitor-serving product lines and businesses.

However, the study also cited that retail development is stymied by the intermingled, unplanned pattern of retail and office uses and the need for retail contiguity. It emphasized that the placement of retail businesses next to one another is crucial to a commercial district's retail performance, and that commercial storefronts should blend with the sidewalk and public space rather than be set back from the sidewalk or without visible displays. The study recommends that the ground-floor, street-frontage space be available for retail uses. The study also finds that it is not possible to maintain the low densities and to attain the necessary viability or retail sales levels for a successful district. CLUE report found that the existing regulatory and financial burdens discourage development activity within the district, inflating predevelopment costs and stalling development activity.

The report recommends regulatory and zoning changes to achieve Del Mar's goals of preserving and enhancing the Village's character while also reducing the regulatory burden and related development costs, and providing greater public benefits. The study encourages innovative ways to increase the parking supply while emphasizing the need to also manage parking optimally, manage employee parking to free up parking for retail customers and share parking.

### **Promoting Revitalization**

This Specific Plan and its development standards and regulations would modify or replace some of the existing regulatory obstacles to revitalization. The Village Specific Plan contains development standards that promote redevelopment on the private properties through increased floor area allowances, more flexible building height limitations and nontraditional parking standards, all in a manner that protects existing view corridors and increases public open spaces within the Village. In addition, this Specific Plan recommends substantial improvements within the public spaces, including wide, continuous sidewalks; additional parking; roadway improvements to better manage traffic; and increased open spaces and plazas for community gathering. The Specific Plan seeks to provide a better balance among the goals and objectives of the Community Plan, while addressing the constraints and opportunities within its purview.

## 2.7 FULFILLING THE VISION

The policies, regulations and strategies of this Village Specific Plan are intended to achieve the goals and objectives of the Community Plan that were originally approved in 1976. These goals and objectives remain as the guiding principles for this Specific Plan.

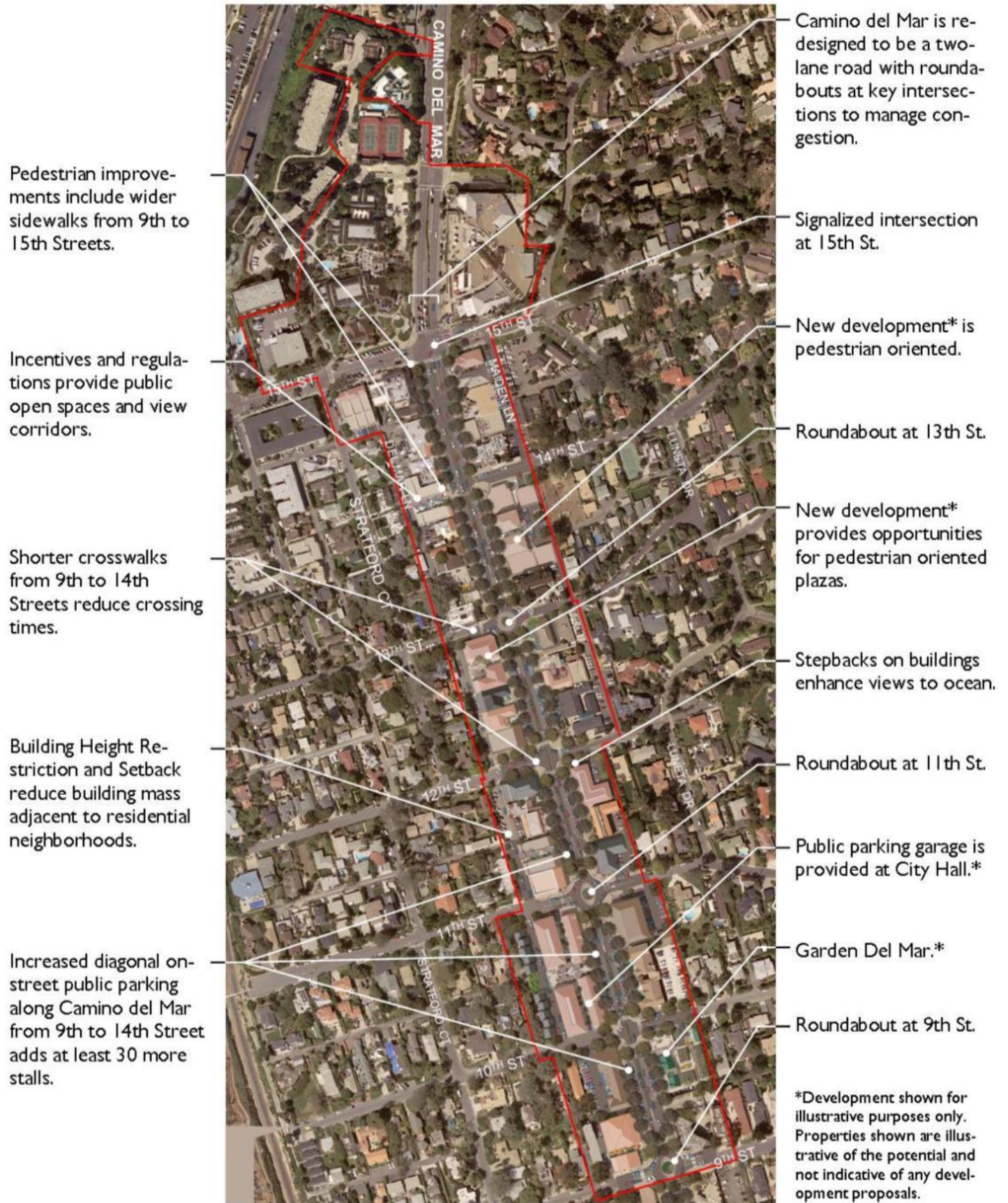
To achieve the Community Plan objective of creating an economically viable, pedestrian-oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community, the proposed Village Specific Plan establishes new public improvements in the streetscape; a new mixed-use land use zone; development standards for private properties to control height, bulk and mass; and infrastructure to support future development (Figure II-2, Vision of an Improved Village).

The implementing measures of this Specific Plan include strategies to:

- Protect the neighborhood interface and create good neighbor relationships between residential and commercial areas;
- Increase the development potential within the study area to a floor area ratio (FAR) of 1.0;
- Permit building height up to 26'-0" on the western side of Camino del Mar to match the allowed height limit on the eastern side;
- Ensure that the Design Review process evaluates all height increases, as well as bulk and mass, to maintain the development standards in this Specific Plan and the DMMC;
- Maintain the value of the historical properties and maintain the Historic Preservation Overlay Zone;
- Create a mixed-use zone for the commercial properties that also allows residential development at a maximum density of 20 dwelling units per acre;
- Permit parking structures in both the mixed-use and public facilities zones;



Pedestrian and parking improvements create a more efficient and pleasing Camino del Mar.



**Figure II-2, Vision of an Improved Village**

- Increase public parking by implementing a 'Park Once' strategy that provides an incentive for property owners to convert private parking to public parking;
- Redesign sidewalks and on-street parking to be continuous and aligned within the public right-of-way for better pedestrian mobility;
- Redesign sections of Camino del Mar to be a two-lane roadway with roundabouts at key intersections to improve traffic flow, safety and relieve congestion; and
- Acknowledge the Public Facilities as special study areas for future planning (see Chapter XI, Special Study Areas).



**1100 Block of Camino del Mar**

**Before:**

Narrow sidewalks are intermittent and interrupted by parking.



**After:**

New development contributes to the pedestrian environment; sidewalk cafés expand; wider sidewalks, street trees and pedestrian amenities are added and more parking is provided.

Through the implementation of these strategies, the community goals and objectives will be attained. Using this Specific Plan for guidance, the City envisions:

- Establishing development standards and guidelines that encourage reinvestment and redevelopment of the Village's private properties;
- Balancing a mix of uses which include office, retail and residential that activate the Village businesses during more hours of the day and reduce automobile dependence;
- Providing residential opportunities that offer diverse income housing options for a range of housing types, which could include affordable units, apartments, live/work lofts or condominiums;
- Fulfilling the requirements of Measure B for new development within the Village by securing voter approval of this Specific Plan;
- Creating a pedestrian-oriented streetscape along Camino del Mar that provides an efficient, pleasing and sustainable environment for pedestrians, bicyclists, public transit, and vehicular traffic;



Roundabouts provide more traffic efficiencies than four-way stop signs and shorter distances for pedestrians to cross.

- Establishing a parking management program for the Village area that achieves optimal availability of public parking; encourages ‘Park-Once’ strategies to reduce vehicular congestion; and supplements generic parking standards with ratios tailored to Del Mar’s uses and activities;
- Proposing targets for higher performing, sustainable buildings;
- Offering incentives to provide public plazas, paseos, open street corners and pocket parks; and
- Identifying and implementing needed infrastructure improvements to support and complement the Camino del Mar Streetscape changes.

The means by which to measure the success of the Village Specific Plan are important components of the Plan itself. The measures of success are described in Chapter X as an accompaniment to the implementation measures listed in that Chapter.



**Camino del Mar Streetscape  
Before and After**

**Before**

Cars stack up at stop signs causing congestion, pedestrians cross five lanes of traffic and sidewalks are narrow or nonexistent.



**After**

Roundabouts replace stop signs for better traffic flow, which allows only one lane in each direction, crosswalks are shorter and sidewalks are wider.

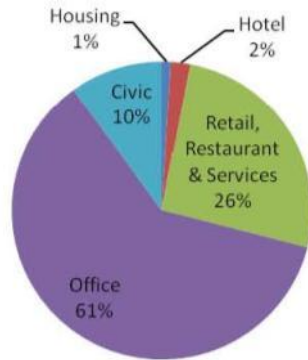
## 2.8 SPECIFIC PLAN ANTICIPATED DEVELOPMENT

The projected build-out of the proposed Village Specific Plan is anticipated to include the following mix of land uses and maximum development as shown in Table II-I.

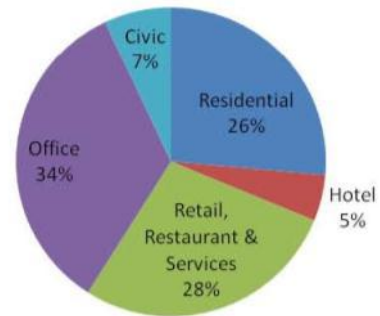
**Table II-I Projected Build-Out Summary**

Land Use	2012 Existing	2035 +/- Projected Build-Out	
Residential (multi-family units)	2	110	<sup>1</sup>
Boutique Hotel (rooms)	17	60	<sup>1</sup>
Retail, Restaurant & Personal Services (square-feet)	74,205	139,000	<sup>2</sup>
Office (square-feet)	169,646	170,000	
Civic (square-feet)	28,466	35,000	
Public Park/Plaza (square-feet)	2,060	6,200	
<sup>1</sup> excluding existing L'Auberge Hotel and Condominiums			
<sup>2</sup> excluding existing Del Mar Plaza north of 15th St.			

The new development standards will increase the overall development capacity from approximately 280,000 square feet currently (excluding L'Auberge Del Mar and Del Mar Plaza) to a total of 500,000 square feet. The distribution of uses will also change. Office use will be maintained; hotel and civic uses will have a slight gain; retail, restaurant and services will increase; and housing will increase. This provides a more balanced mixed-use Village.



**Existing Distribution of Village Uses**



**Projected Distribution of Village Uses**

The projected construction of this development program is anticipated to occur over a twenty- to thirty-year time frame. Because of the prolonged implementation, strategies are in place to set thresholds and reviews at a regular basis. These are intended to ensure that the assumptions are still relevant and there are not unexpected, significant impacts. These thresholds are set for the overall quantity of development and the number of new residential units.

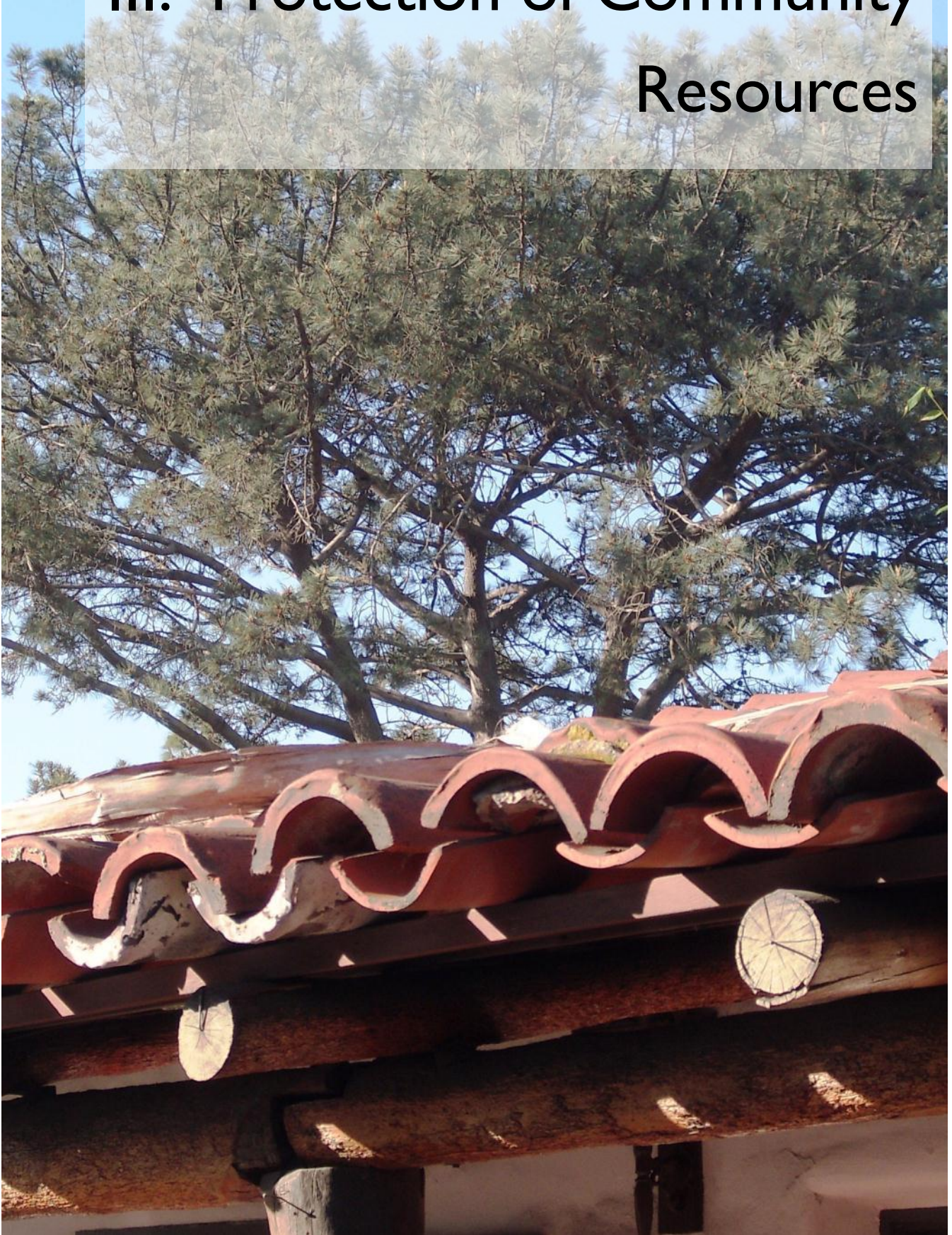
- Assess the maximum development quantity of 500,000 square feet at a minimum of ten-year intervals or at interim thresholds when the amount of cumulative development reaches 350,000, whichever comes first. Continue the assessment at either ten-year intervals or intervals of 75,000 square feet, until the cap of 500,000 square feet is attained.
- Assess the maximum residential development quantity of 110 multi-family units at ten-year intervals or when 35 new units occur (over the existing amount of residential development), whichever comes first. Continue the assessment at either ten-year intervals or 70 new units occur, until the cap of 110 units.

The process for review and assessment is included in Chapter X, Implementation.

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# III. Protection of Community Resources



**Buildings from the 1920's with the potential for restoration to their original architectural style:**

- 1424-36 Camino del Mar is the former Rexall Drugstore.
- 1414-18 Camino del Mar, the L.T. Kibler Building, was Camino del Mar's first real estate business and post office.
- 1412 Camino del Mar was the original Del Mar Market.
- 1404 Camino del Mar, a long term restaurant.

**Buildings from the 1920's and 1930's lending architectural character:**

- 1342 Camino del Mar (En Fuego and La Tienda) also in the early California hacienda style.
- 1330-32 Camino del Mar (Law Offices) in the early California hacienda style.
- 1302 Camino del Mar (Davidson Communities and Design Line Interiors), the former Del Mar garage and filling station constructed in 1927.



**Historic Protection Overlay Zone (HP-OZ) contains:**

- Stratford Square (1438-54 Camino del Mar), formerly the Kockritz Building, built in 1927.
- Del Mar Library (1309 Camino del Mar), the former St. James Catholic Church, built in 1914.

**Figure III-I, Historic Resources and Architectural Character-Existing Conditions**

### 3.1 INTRODUCTION

Del Mar's many resources lend to the Village's charm, character, health, and safety. It is important that they be enhanced, protected and/or maintained. These resources include historic and environmental resources that can be protected or enhanced through more sustainable means; open space resources that contribute to the overall recreational/leisure value and can be enhanced and expanded; public views which can be protected or highlighted; and the residential neighborhoods and their charm and character. There are many community benefits that are derived from the implementation of this Specific Plan, including those that enhance the quality of life, improve the economic well-being of the community and lessen the impact on the environment.

### 3.2 HISTORICAL RESOURCES AND ARCHITECTURAL CHARACTER

#### 3.2.1 Existing Conditions

Two properties in the Village are within the Historic Preservation Overlay Zone (HPOZ): the Del Mar Library at the corner of 13<sup>th</sup> Street and Camino del Mar and the Stratford Square Building at the corner of 15<sup>th</sup> Street and Camino del Mar. Both these structures are protected by the provisions of the Del Mar Municipal Code and are to be maintained as representative of their period of historic significance. (Figure III-1, Historic Resources and Architectural Character-Existing Conditions).

The oldest remaining building in the Village, built in 1914, is the former St. James Catholic Church at 1309 Camino Del Mar. It was designed by John Austin, the designer of the Del Mar Inn, and built with local donations in the English/Craftsman style. It is now the Del Mar Library, owned by the City of Del Mar, restored and enhanced with a community designed mosaic wall along the street.

In 1927, the Kockritz Building (now known as Stratford Square at 1438-54 Camino del Mar) was built as an apartment building with offices and retail businesses on the ground level. The structure maintains its English-style timber and brick façade that was complementary to the former Hotel Del Mar (since replaced), and was designed by the same architect, Miller and Hewitt of Los Angeles.



Stratford Square, 2012

In addition to these two buildings, a number of other buildings from the 1920s and 1930s have been identified as lending to the architectural character of Del Mar's Village. These include:

- 1302 Camino del Mar (Davidson Communities and Design Line Interiors), the former Del Mar garage and filling station constructed in 1927;
- 1330-32 Camino del Mar (Law Offices), in the early California hacienda style; and
- 1342 Camino del Mar (En Fuego and La Tienda), also in the early California hacienda style.

These three buildings have maintained much of their original façade and character, although they are not within the HPOZ zoning.

In addition, many buildings in the west side of the 1400 block remain from the 1920s. These include the original Del Mar Market at 1412 Camino del Mar; Camino del Mar's first real estate business and post office, the L.T. Kibler Building at 1414-18 Camino del Mar; and the former Rexall Drugstore at 1424-36 Camino del Mar. However, many of these structures have undergone substantial façade alterations over the years. These structures would need to be refurbished to respect their original architectural style.



1400 Block of Camino del Mar, 1950s

Photos courtesy of Del Mar Village Association



Town Market, 1950s

Photos courtesy of Del Mar Village Association

### 3.2.2 Historical Resources and Architectural Character Implementation Strategies

It is the intent of this Specific Plan to maintain designated historical resources under their HPOZ protection. Additional measures are encouraged to provide protection, restoration and adaptive reuse of additional buildings with strong architectural character.

Implementation Strategies:

- Require that all permit applications for the demolition or alteration of any buildings or structures 45 years old or older be submitted through the Planning and Community Development Department for review to determine whether a potentially significant historical resource exists on site.
- If City staff determines that no potentially significant historical resource exists on site, the parcel will be exempt from further historical review. (Interior development and any modifications or repairs that are limited in scope to an electrical or plumbing/mechanical permit shall be exempt where the development would include no change to the exterior of existing structures.)
- If staff determines that a potentially significant historical resource exists on the site, all modifications and additions will be evaluated to determine consistency with the Secretary of the Interior's Standards for Treatment of Historic Properties (Standards). If the project is found to be consistent with the Standards, then the project may proceed.
- If a project is determined to be inconsistent with the Standards, then either 1) redesign or 2) preparation of a Historical Resources Technical Report shall be required.
- If a project could result in a substantial adverse impact to an historical resource, then mitigation shall be required in compliance with CEQA.
- Foster the preservation of historical resources through the use of incentives, including permitting the transfer of development rights from those properties containing designated his-

torical structures or potential designation sites to other properties within the Village Specific Plan area, providing that the receiver property does not exceed the maximum allowed building envelope (see Chapters V, Private Development Parcels and VI, Allowed Uses and Development Standards).

- Encourage the preservation of qualifying historical resources through designation and inclusion in the HPOZ.
- Provide incentives for the preservation of qualifying architectural and historical resources by allowing a floor area ratio bonus (see Chapters V, Private Development Parcels and VI, Allowed Uses and Development Standards).
- Encourage the adaptive reuse of historically significant buildings if the original use is no longer feasible.

### 3.3 TREE PROTECTION

#### 3.3.1 Existing Conditions

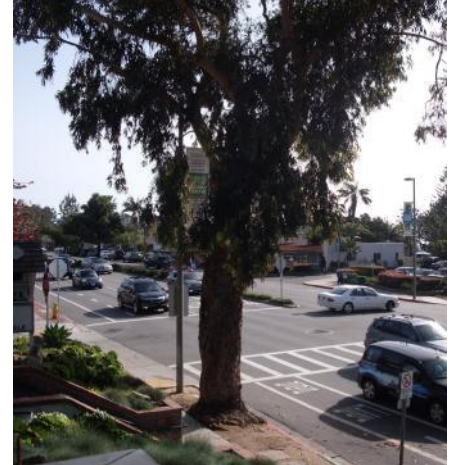
The Del Mar Community Plan has the preservation of natural vegetation in the Village as one of its major goals. The goal is implemented and regulated by Chapter 23.50 in the Del Mar Municipal Code, which encourages the conservation of trees on both private and public property. In addition, the species of Torrey Pine (*Pinus torreyana*) and Monterey Cypress (*Cupressus macrocarpa*), as well as all species within the Central Commercial Zone, are protected to conserve the environmental qualities of the City.

Many of these trees provide substantial environmental benefits, including carbon sequestration, energy conservation and visual quality. Within the Village, there is a wide variety of Eucalyptus (*Eucalyptus* spp.) planted both in the public right-of-way and on private property; Torrey Pine trees, primarily in the Camino del Mar median; and unique one-of-a-kind species, including the Canary Islands Dragon Tree (*Dracaena draco*), Canary Island Date Palms (*Phoenix canariensis*) and the Cajuput Tree (*Melaleuca* spp.) as well as other ornamental species. Of these tree species, only the Torrey Pine is native to the Del Mar area.

Torrey Pine trees can be found planted in the median along Camino del Mar. Because of an underlying concrete roadway, most of the Torrey Pine trees are fairly stunted and are often sheared by the tall trucks that drive by. A very mature and picturesque Dragon Tree is found at 1330 Camino del Mar and is estimated to be nearly 100 years of age. Mature Eucalyptus trees are found towering over the sidewalk in front of the Del Mar Library at 1309 Camino del Mar.

#### 3.3.2 Tree Protection Implementation Strategies

- Require the procedures of the DMMC Chapter 23.50 with regards to all trees in the Village.
- Encourage the preservation and protection of Village trees to maintain the urban forest and community character.
- Encourage the planting of new trees with every development project to further expand the urban forest.



Eucalyptus tree at the Del Mar Library.

## **3.4 ENVIRONMENTAL PROTECTIONS**

### **3.4.1 Existing Conditions**

The environmental review of the Village Specific Plan identified a number of strategies to provide additional environmental protections and reduce potential impacts. These strategies apply to both public and private developments within the Village. These include strategies for the protection of cultural, archaeological and paleontological resources, and the protection from hazardous materials.

### **3.4.2 Environmental Protection Implementation Strategies**

#### **Cultural, Archaeological and Paleontological Resources**

- Require monitoring for cultural and paleontological resources during grading and construction activities for all development projects.
- Require developers to work with Planning Department staff early in the development review process in order to minimize impacts to cultural and paleontological resources.

#### **Hazardous Materials**

- Require that the applicant or owner submit a hazardous materials and/or site contamination disclosure form to the Planning and Community Development Department for any new construction, grading permit, demolition or major renovation.
- Require that no construction, grading or ground-disturbing activity shall occur on a site with prior known contamination and/or which appears on any list compiled pursuant to Section 65962.5 of the Government Code without submittal of a “No Further Action” clearance letter issued by the County Department of Environmental Health.

## 3.5 VILLAGE SUSTAINABILITY

### 3.5.1 Existing Conditions

Del Mar has long been forward thinking in terms of environmental sustainability. The 1976 Community Plan identified the unique natural environment that envelops the City, the importance of water and air quality on the community well-being, the need for energy conservation, and the desire to have a pedestrian-friendly Village rather than one dominated by the automobile.

The California Global Warming Solutions Act of 2006 (Assembly Bill 32) requires a cap on greenhouse gas emissions by the year 2020, mandatory emissions reporting and an ongoing market-based compliance program. Subsequent building codes have caused a reduction in greenhouse gas emissions from buildings; promoted environmentally responsible, cost-effective, healthier places to live and work; and reduced energy and water consumption.

The Village Specific Plan is an opportunity to bring these goals and mandates to fruition. The Village can be a model of sustainable development. New developments will demonstrate how to build responsibly. The sustainability strategies for the Village Specific Plan are multifaceted and are summarized here. They are incorporated into the concepts and implementation strategies in more detail throughout the Village Specific Plan.

The key elements for a sustainable Village environment include:

- Creating a pedestrian environment that promotes walkability as a dominant form of mobility in the Village and reduces the dependency on fossil fuels;
- Incentivizing sustainable buildings to replace less energy-efficient buildings;
- Encouraging recycling and reuse of materials, structures and sites;
- Promoting the use of energy-efficient vehicles by establishing parking for micro-vehicles, motorcycles, electric vehicle charging stations and bicycles;



Accommodate alternative fuel vehicles.

- Reducing the use of potable water in both landscape and structures;
- Increasing the urban forest for carbon sequestration;
- Adding areas for stormwater infiltration to reduce water runoff; and
- Reducing vehicle emission discharge and brake pad particulates by substantially reducing the required vehicle stops and starts along Camino del Mar.

Specific implementation strategies for the key elements above can also be found in the subsequent Village Specific Plan chapters.



### 3.5.2 Sustainability Implementing Strategies

- Require that all new structures and substantial alterations adhere to minimum Tier 1 standards of the CAL Green Code, the State of California Building Code Standards (Title 24).
- Encourage all new structures to achieve Tier 2 CAL Green Code standards to achieve more energy and sustainable efficiencies than a building complying solely with the mandatory measures.
- Provide incentives in the form of Floor Area Ratio (FAR) bonuses for construction which achieves LEED Platinum status or Tier 2 CAL Green Code standards for sustainability.
- Require all private developments and public improvements to utilize drought-tolerant landscape and low water use irrigation fixtures to reduce dependency on potable water.
- Adopt a “Green Street” program for Camino del Mar. A “Green Street” uses a natural systems approach to manage stormwater, reduce flows and improve water quality.
- Promote the use of rainwater harvesting for non-potable uses such as irrigation or toilet flushing.
- Require all private developments and public improvements to reduce stormwater runoff by implementing provisions for groundwater infiltration.
- Promote the use of renewable energy by encouraging photovoltaic (solar) panels.
- Promote “green roofs” for the reduction of building energy consumption.
- Encourage all buildings to take advantage of natural ventilation and natural day lighting.
- Encourage all building materials to be of recycled content or rapidly renewable, and locally-sourced.
- Promote the use of alternative forms of mobility not dependent on fossil fuels, including the installation of electric vehicle charging stations in parking structures; the provisions of bicycle racks; and the accommodation of golf carts, scooters and motorcycle parking.



Majestic Eucalyptus

## 3.6 OPEN SPACES

The open space system in the Village is primarily in the public rights-of-way and expanded with paseos and plazas on both private and public parcels.

### 3.6.1 Existing Context

**Caminito Park:** Caminito Park is the sole open space within the Village entirely on public property. Caminito Park is an approximately 2,000 square-foot, linear paseo connecting Camino del Mar to Del Mar Lane. It is paved, with planting and benches along the perimeter. It is a casual walkway, used to access businesses, parking and the adjoining neighborhood.

**L’Auberge Del Mar Amphitheater:** A publicly accessible open space is provided below the northwest corner of 15<sup>th</sup> Street and Camino del Mar and serves as a landscaped amphitheater. It is approximately 3,000 square feet in size, and is used for community events including live music and the holiday tree lighting ceremony. The Amphitheater was a condition of the Hotel Specific Plan.

**The Plaza Deck:** A publicly accessible deck at the upper level of the Del Mar Plaza retail complex is provided for public gathering. It is approximately 6,000 square feet in size and was a condition of the Plaza Specific Plan.

**City Hall:** The lower parking lot (approximately 10,000 square feet) at City Hall is used for the Saturday Farmers’ Market on a weekly basis.

### 3.6.2 Open Space Implementing Strategies

The Village will benefit from the preservation, enhancement and addition of publicly accessible open spaces.

- Existing open spaces at Caminito Park, L’Auberge Del Mar Amphitheater and the Plaza shall be maintained for public enjoyment.
- New open spaces, including paseos and plazas, will be encouraged and incentivized for development on private property.
- The redevelopment of the City Hall site should include a plaza or gathering space that would be suitable for public outdoor events such as a farmer’s market.



Caminito Park



L’Auberge Del Mar Amphitheater



Del Mar Plaza deck

### 3.7 PUBLIC VIEWS

As a coastal community, Del Mar has a strong attachment to the beachfront and ocean. Views of the ocean and coastline to the north from both public and private areas within the Village are highly valued.

#### 3.7.1 Existing Context

Public view corridors within the Village include the views westward down the east-west side streets; the view northward along Camino del Mar to the shoreline; and view corridors to the ocean between several existing buildings along the west side of Camino del Mar.

**Camino del Mar:** Pedestrians, bicyclists and motorists enjoy views of the ocean when traveling northward on Camino del Mar. This view offers long and focused perspectives of the shoreline, bluff and beaches. Overhanging street trees and median landscaping tend to encroach on and interrupt this public view.

**Side Streets:** Ocean views are provided down the side streets running east-west from Camino del Mar. These high quality ocean views often include the surf zone. Both north and southbound travelers along Camino del Mar are offered glimpses of the ocean and surf. Pedestrians along Camino del Mar can pause and enjoy these views for longer periods. Building locations too close to the street, trees or tall vegetation and trucks parked on the side streets can limit or encroach on these public views.

**Between Buildings:** Several mid-block public views of the ocean currently exist from Camino del Mar between existing buildings located on the west side. These public views exist at the foot of 14<sup>th</sup> Street, between buildings at 1110 Camino del Mar and the southerly portion of the City Hall site between 10<sup>th</sup> and 11<sup>th</sup> Streets. Other potential views exist between buildings but existing vegetation tends to block these views.

**Other Public Views:** Other high quality views of the ocean exist from public vantage points, such as the deck at the west entrance to the Del Mar Library, the sidewalk cafes on 15<sup>th</sup> Street, the deck on the upper level of the Del Mar Plaza and from the L'Auberge Del Mar Resort and Spa.



Westerly view to ocean from 11th Street.



Northbound view to ocean and coast line along Camino del Mar.



View to ocean from between buildings.



View to ocean from the 1309 Camino del Mar / Del Mar Library.

### 3.7.2 Public View Implementation Strategies

Preservation and enhancement of existing public views of the ocean are important to the unique character of the Village and for enhancing the pedestrian experience along Camino del Mar. Efforts to preserve these ocean views will enhance the scenic value for everyone.

- Require a 10-foot architectural side-street step back for the second story of buildings (Upper Building Level) located on Intersecting Cross Streets (both east and west sides of Camino del Mar). This stepback will preserve and enhance public views to the west down the side streets.
- Require a 10-foot diagonal corner setback for the buildings fronting Camino del Mar that are located at Intersecting Cross Streets to preserve and expand public views down side streets.
- Preserve and enhance public views of the North Beach area for northbound Camino del Mar by controlling streetscape vegetation.
- Preserve existing public views between buildings by creating incentives to establish view corridors that are a minimum of 15 feet wide where view corridors currently exist and provide incentives for establishment of new views.
- Create strong measures in the Design Guidelines to protect and enhance public views within the Village. Include the flexibility to redesign or relocate existing public view corridors in the Design Guidelines if parcels are combined or redeveloped.
- Create strong measures in the Design Review Ordinance for the Design Review Board to assess views from residential properties near the Village Specific Plan area and protect these primary views from significant interruption.

### **3.8 RESIDENTIAL NEIGHBORHOOD PROTECTION**

The proximity of residential neighborhoods to the Village Specific Plan area and the design of the street circulation system around the Village have potential for adverse impacts on those neighborhoods from developments within the Village. Such adverse effects could include view encroachment and loss of privacy, increased noise and light spillage, increased traffic, and parking encroachments onto residential streets. This section addresses strategies to avoid such impacts.

#### **3.8.1 Existing Context**

The residential neighborhoods adjacent to the existing Central Commercial and Public Facilities Zones currently experience a variety of adverse impacts from the activities allowed in these Zones. Impacts may include noise from restaurant patrons and deliveries as well as traffic and parking encroachments onto residential streets. The properties immediately adjacent to either alleys or commercial properties are of particular concern for privacy impacts.



Stratford Court

**View and Privacy Impacts:** Existing primary scenic views from private residences and privacy concerns are currently protected by the City's Design Review Ordinance. The Design Review process creates a mechanism for detailed review and mitigation of potential view blockage and privacy impacts created by proposed development projects on existing homes.

**Traffic Impacts:** The design of the street circulation system through and around the Village allows motorists to divert through residential neighborhoods to avoid traffic congestion on Camino del Mar during peak traffic hours. The local residential streets that parallel Camino del Mar receive the most diverted traffic. These streets include Stratford Court, Luneta Drive and Crest Road. Del Mar Lane and Maiden Lane, two alleys that parallel Camino del Mar, may also be impacted.

**Parking Impacts:** Customers and employees of Village businesses are not prohibited from using nearby residential streets for parking. The strict enforcement of parking time limitations for on-street public parking within the Village causes impacts on residential streets near the heavily used areas of the Village.

### **3.8.2 Residential Neighborhood Protection Implementation Strategies**

Reducing adverse impacts to existing residential areas adjacent to the Village Specific Plan area can be accomplished by maintaining existing measures that protect the residents and implementing additional measures that minimize impacts from development within the Village.

- Amend the Design Review Ordinance and establish Design Guidelines for application through the Design Review process. These policies will include protecting scenic views and preventing an unreasonable invasion of the privacy of properties in nearby residential zones.
- Require the "Upper Building Levels" of buildings adjacent to residential zones to be height-controlled to reduce the invasion of privacy and shadowing from structures.
- Require architectural setbacks of the second story of structures adjacent to side streets that provide scenic public views along side streets to the ocean so that existing public views along side streets are maintained and enhanced.

- Require a minimum 10-foot setback from all property lines adjacent to a residential zone.
- Require noise and lighting controls on the nighttime use of outdoor restaurant terraces or decks and prohibit outdoor dining immediately adjacent to residential uses.
- Redesign Camino del Mar to reduce traffic congestion.
- Maintain the existing prohibition for left turns from Camino del Mar to side streets during peak traffic hours to reduce diversion of traffic onto residential streets caused by traffic congestion.
- Implement additional traffic calming measures on residential streets if increased traffic impacts warrant.
- Implement a 'Park-Once' (see Chapter VII, Parking) strategy for the Village that creates a shared parking effect which will reduce the demand for additional parking spaces and utilize the available parking spaces more efficiently.
- Establish a parking management authority to manage and control available parking spaces in an optimal manner.
- Monitor parking and cut-through traffic impacts on adjacent residential streets and implement regulation and programs to reduce or eliminate any such impacts as appropriate.

## 3.9 COMMUNITY BENEFITS

### 3.9.1 Community Benefits

The Del Mar community can realize many benefits from the implementation of the Village Specific Plan. The benefits are summarized here and further identified in Chapter X, Implementation - Section 10.5, Measures of Success, which tracks the progress towards achieving the benefits.

Economic benefits can be realized through higher tax revenue from sales tax, transient occupancy tax (TOT) and increased commercial property taxes due to increases in retail sales, hotel occupancy and increased commercial property values. In addition, many of the “smart growth” measures identified in the Village Specific Plan increase the probability of, and eligibility for grant funding. Incentives in the form of floor area bonuses increase the likelihood that the private sector will provide affordable housing opportunities, as mandated by the State of California, as well as additional public parking and plazas for community benefit.

Quality of life benefits are recognized with the implementation of many of the Community Plan goals; the addition of public parking throughout the Village, which reduces the attractiveness of overflow parking in the surrounding neighborhoods; pedestrian, transit and bicycle improvements to increase walkability and alternative forms of mobility; and a Parking Management Plan with monitoring program to make adjustments as the situation warrants. Streetscape improvements along Camino del Mar increase traffic safety and capacity while reducing congestion. A positive side effect is the potential to decrease the diversion of Camino del Mar traffic into the surrounding neighborhoods to avoid the Camino del Mar congestion. Other quality of life benefits include increased incentives to preserve the character and historic buildings that bring charm to the Village, an increased vitality derived from additional residents utilizing the commercial area, an increase in housing choices which could allow more diversity of choices within Del Mar, the potential for more resident-serving retail and the enhancement of public ocean views.

Many environmental benefits are also recognized with the Village Specific Plan strategies that will have direct impact on the Del Mar community. More vigorous standards for sustainable buildings will reduce energy and water demands and improve air and water quality.

Streetscape design will cleanse stormwater through low impact design as well as reduce noise levels from traffic. The introduction of roundabouts will reduce exhaust emissions and brake copper discharge from the current four-way stop conditions.

A Summary of Community Benefits is provided in Table III-1.

### 3.9.2 Protection from Impacts Associated with Development

In addition to realizing benefits associated with the Village Specific Plan, the existing community expects to be protected from adverse impacts associated with future developments. The Village Specific Plan serves as the program and zoning regulations to regulate new development, not the specific development proposals themselves. Future entitlements, including Design Review, conditional use permits and building permits as well as other regulatory permits should look to these benefits as a means of ensuring that the intent is maintained through the detailed design. Further assessment criteria will be developed in the scheduled Design Review Ordinance update.



Del Mar Farmers Market

**Table III-I, Community Benefits and Quality of Life Benefits**

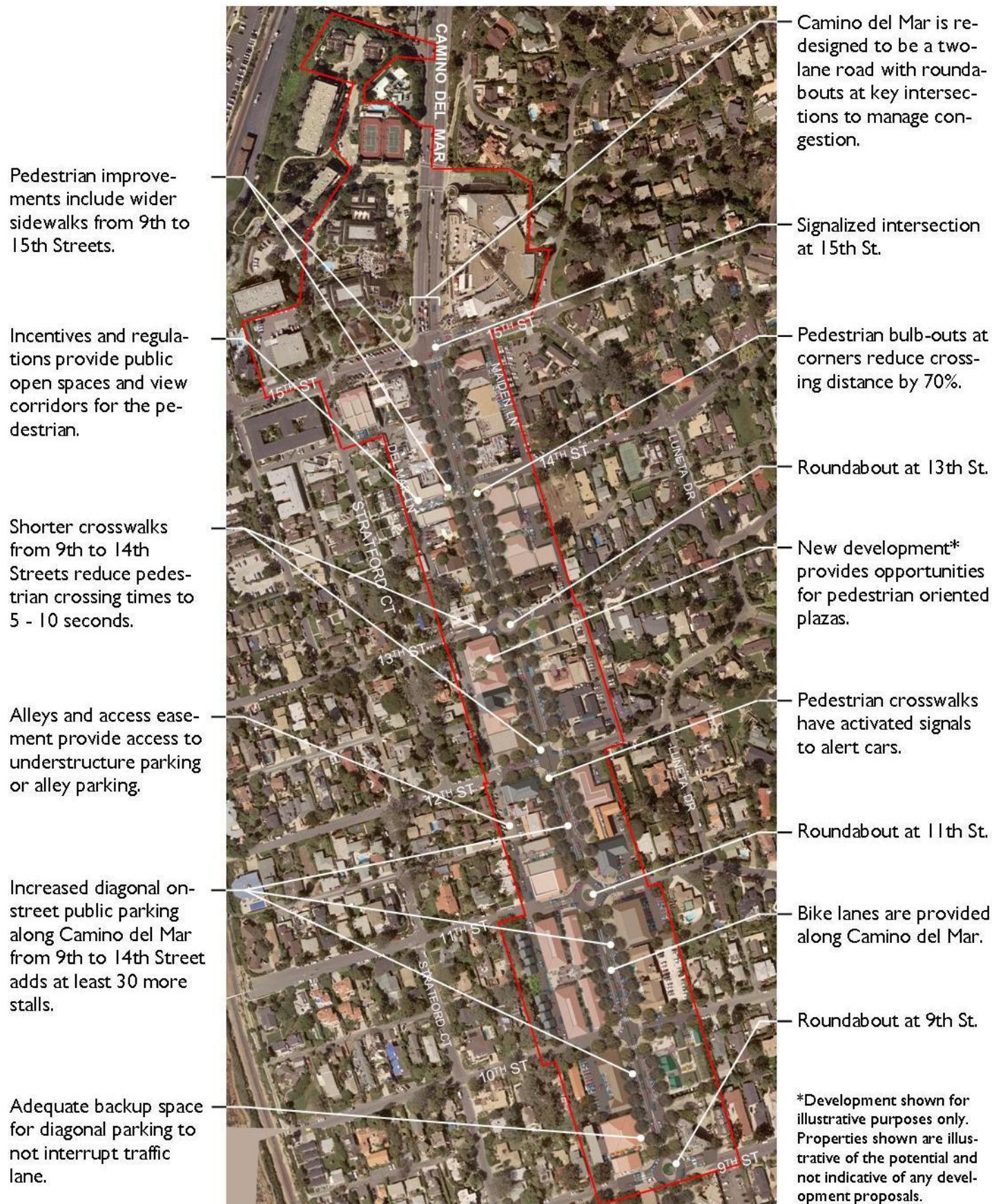
<b>Community Benefits</b>		
<b><i>Economic Benefits</i></b>	<b><i>Impact of Benefit</i></b>	<b><i>Assessment Criteria</i></b>
Increased City revenue from sales tax increase from additional retail and restaurant sales; estimated to be \$131,334 annually at build-out.	Revenue provides for City services, including maintenance and operations.	Additional tax revenue will provide for City services.
Increased City revenue from increase in Transient Occupancy Tax (TOT) from additional lodging; estimated to be \$216,591 annually at build-out.	Revenue provides for City services, including maintenance and operations.	Additional tax revenue will provide for City services.
Increased Property Tax from private improvements; estimated to be \$179,888 annually at build-out.	Revenue provides for City services, including maintenance and operations.	Additional tax revenue will provide for City services.
Increased probability of and eligibility for grant funding from governmental sources.	Grant funding can supplement City's General Fund for improvements, and reduce need to use General Fund dollars.	Public projects that address smart growth principles and walkability are candidates for various funding programs.
Increased opportunity and incentives for providing affordable housing, as mandated by State of California.	The City is required to provide areas suitable for affordable housing to meet State mandate.	The required residential density is 20 units per acre to meet State mandate.
Implementation of Community Plan Goals for a pedestrian-oriented, economically viable downtown and a Village Center Specific Plan.	Fulfills community objectives established in 1975.	Implement goals of the Community Plan.
<b><i>Quality of Life Benefits</i></b>	<b><i>Impact of Benefit</i></b>	<b><i>Assessment Criteria</i></b>
Addition of public parking throughout the Village.	Additional public parking will reduce the attractiveness of overflow parking in residential neighborhoods .	Village parking utilization should target <91% average occupancy.
Additional on-street public parking along Camino del Mar.	30 additional public parking spaces will provide convenient access and reduce the attractiveness of overflow parking in residential neighborhoods.	On street Village parking should target <91% average occupancy.
Additional bicycle and motorcycle parking areas.	60 additional bicycle racks and motorcycle parking spaces will provide alternative parking.	Private development will increase supply of bicycle racks and alternative vehicle parking.
Parking Management Plan to address employee parking and parking management issues.	A systematic approach to continually address parking issues will adapt solutions to current problems and minimize impacts on surrounding neighborhoods.	Parking is managed at <91% average occupancy.
Increased traffic safety along Camino del Mar.	Roundabouts have a lower accident rate than standard intersections (8 points of potential accidents as opposed to 28+ points with standard intersections).	Traffic is moving at a slower, continuous speed and there is a reduction of accident rates.
Additional capacity on Camino del Mar reduces the potential for traffic diverting into neighborhoods to avoid congestion.	Camino del Mar increases its capacity from 15,500 daily trips to 25,000 daily trips, reducing congestion and minimizing overflow impacts on surrounding neighborhoods.	Neighborhoods are not impacted by diversion traffic.
Continuous pedestrian sidewalks throughout Village.	Increase in walkability; implements a goal of the Community Plan.	Provision of public sidewalks throughout downtown.

**Table III-1, Community Benefits, continued**

<b>Community Benefits, continued</b>		
<b><i>Quality of Life Benefits</i></b>	<b><i>Impact of Benefit</i></b>	<b><i>Assessment Criteria</i></b>
Increased pedestrian safety along Camino del Mar and at crosswalks.	Roundabouts have a lower pedestrian accident rate than standard intersections (8 points of potential accidents as opposed to 28+ points with standard intersections), plus a much shorter (4 second) crossing distance.	Reduction in pedestrian accident rates.
Increased preservation of character and historic buildings.	Incentives to preserve character buildings that provide Del Mar charm and village character.	Maintain the historic and architectural heritage of Del Mar.
Increased vitality of Village with additional residences utilizing commercial area.	Additional residences will provide more customers for retail without dependency on automobile or need for additional parking.	More retail success without the impact of parking or traffic.
Increased housing choices.	Additional types of housing available as either rental or for purchase.	Ability for residents to remain in Del Mar with additional housing types.
Potential for more resident-serving businesses with an increase in retail areas.	Additional market provides for more opportunity for specialty retail and other resident serving retail.	Increased opportunities for residents to shop in Del Mar.
Public ocean views along the side street corridors are enhanced.	Wider view corridors through building step-backs and setbacks.	Increased public view sheds.
Higher standards for sustainable buildings.	Reduction in greenhouse gas emissions and water use, improves air and water quality.	CAL-Green Tier 1 is required, Tier 2 is incentivized.
Structural storm water treatment designed into Camino del Mar street redesign.	Cleanse storm water through low impact design methods to reduce sediment and bacterial discharges.	Improved water quality.
Noise reductions from traffic operations on Camino del Mar.	Noise levels caused by traffic decreases with roundabouts instead of stop signs/signals.	Noise level is more conducive to outdoor dining and less impact on nearby residential.
Reduction in exhaust emissions and brake copper discharge from cars and trucks continually stopping along Camino del Mar.	Reductions of stops and starts from four-way stop signs reduces greenhouse gas emissions.	Improved air and water quality.

# IV. Mobility





**Figure IV-I, Mobility Elements**

## 4.1 INTRODUCTION

The mobility system for the Village is based on the existing public rights-of-way with street and other improvements to facilitate the Community Plan goals. The street rights-of-way constitute over nine (9) acres within the Village and include Camino del Mar and the numbered cross streets between 9<sup>th</sup> and 15<sup>th</sup> Streets. Improvements are designed to create a more pedestrian-oriented district in which the influence of the automobile on the character and function of the area is minimized, yet accommodated. Special consideration is given to Camino del Mar, the major north-south and only through street in the City. The main street must adequately carry the anticipated traffic while minimizing the impacts on the pedestrian zone and surrounding city streets and neighborhoods. The Village Specific Plan promotes multimodal mobility, including transit and non-vehicular circulation, by integrating safe and convenient bus, bicycle and pedestrian facilities with the street and public gathering places (Figure IV-1, Mobility Elements).

The primary objectives of the Village Specific Plan governing mobility are to:

1. Address all forms of mobility, creating a “complete street” which provides opportunities for automobiles, pedestrians, transit, emergency responders, and cyclists.
2. Emphasize pedestrian mobility, increasing the benefits and opportunities for pedestrian circulation and reinforcing it with adjacent land uses.
3. Maintain and improve the vehicular mobility and carrying capacity along Camino del Mar, addressing current conditions and providing for future development.
4. Provide improved bicycle circulation along Camino del Mar and reinforce the bicycle route with provisions for bicycle parking.
5. Accommodate convenient transit, with identified bus stops and amenities for transit riders to promote alternative modes of travel.
6. Ensure adequate provisions for emergency responders.

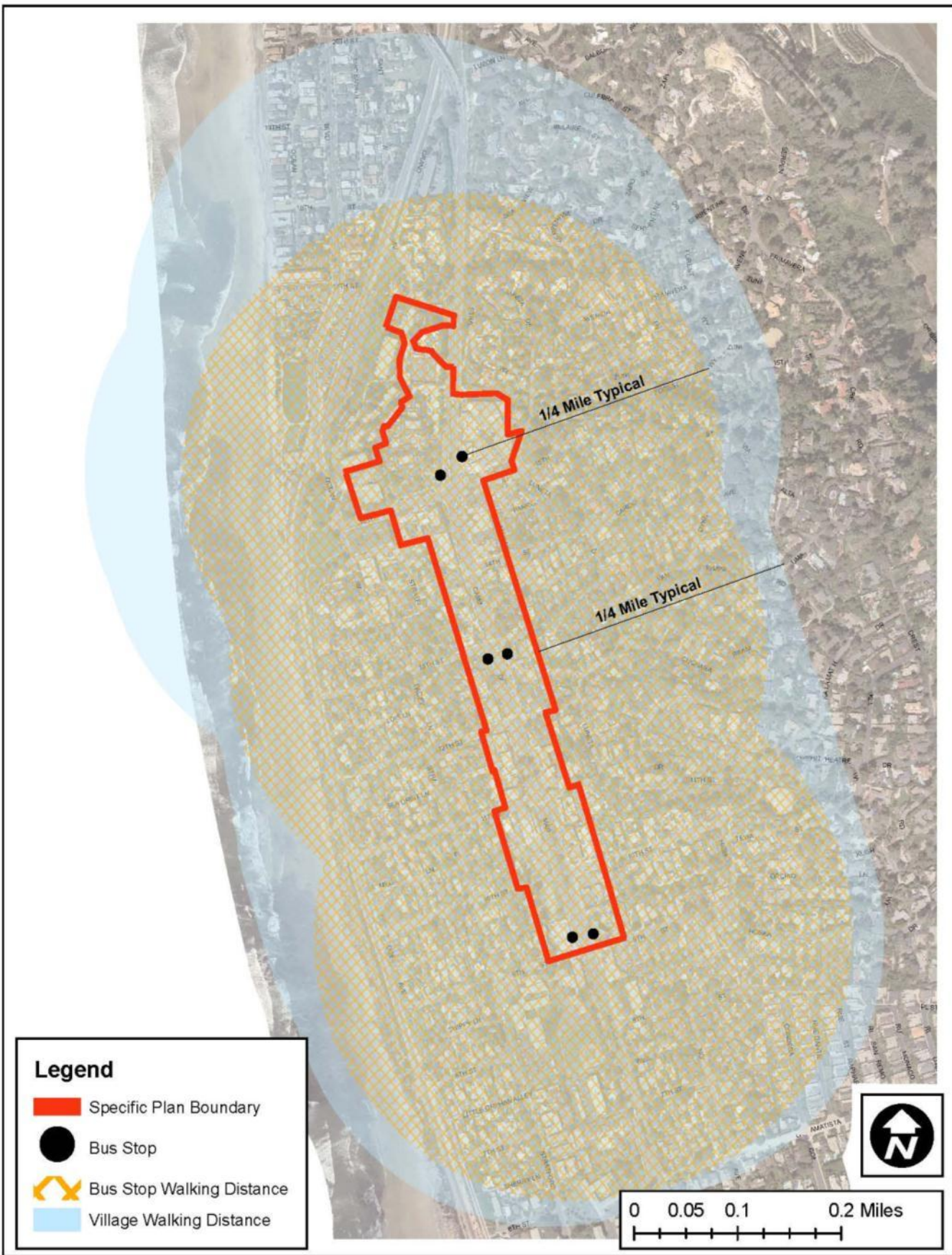


Figure IV-2, Walking Distance Map

## 4.2. PEDESTRIAN CIRCULATION

### 4.2.1 Existing Context

**Pedestrian Mobility:** Approximately forty percent (40%) of the Del Mar residents live within a 10-minute walk of the Village (Figure IV-2, Walking Distance Map). The Community Plan prioritizes pedestrian mobility as a means of preserving and enhancing the special community character. An overarching goal states:

*“Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.” Community Plan for the City of Del Mar, 1976.*

At present, pedestrian “walkability” in the Village area is very inconsistent and sidewalks are not uniformly provided. Where the sidewalks are wider, pedestrians gather and utilize the sidewalks. This occurs primarily in the 15<sup>th</sup> Street and Camino del Mar vicinity. Sidewalk cafés and outdoor dining areas, as well as retail frontage immediately adjacent to the sidewalks at the Del Mar Plaza and along Camino del Mar between 14<sup>th</sup> and 15<sup>th</sup> Streets, contribute greatly to the pedestrian character. New benches along Camino del Mar help create a sense of place. Elsewhere, front-yard parking, curb cuts, irregular paving and façades that are removed from the pedestrian areas degrade the pedestrian quality. Few pedestrian-scaled light fixtures exist, and when coupled with dark storefronts, the nighttime pedestrian experience is undesirable.



Pedestrian character is enhanced with wide sidewalks, storefronts at the sidewalk, and sidewalk cafes.



Pedestrian quality is interrupted by incomplete sidewalks and driveways.

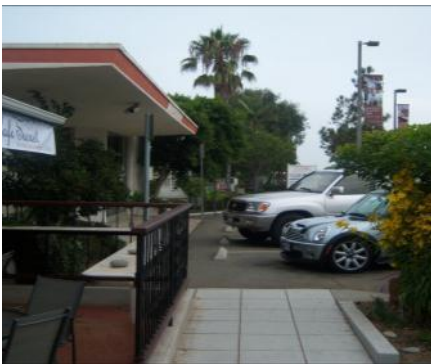


Parking lots are not conducive to a walking environment.

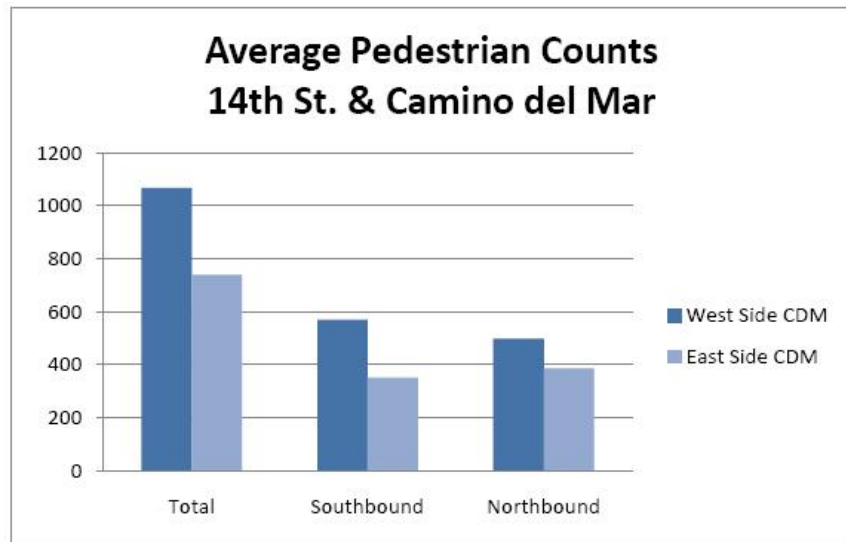
The pedestrian movements are monitored by counters installed at the corner of 14<sup>th</sup> Street and Camino del Mar. These counters have provided baseline walking data in the study area. On average, 1,066 pedestrians per day used the west side of the 14<sup>th</sup> Street and Camino del Mar intersection and 739 pedestrians per day used the east side. These averages are much higher on Saturdays, the overall peak day for pedestrians. On average, 1,680 pedestrians were counted on the west side of Camino del Mar on Saturdays and 1,037 were counted on the east side. The most traveled route was southbound on the west side of Camino del Mar.



Narrow sidewalks constrain pedestrians.



Sidewalks often weave around parked cars.



**Sidewalks:** The sidewalk characteristics in the Village vary greatly and are inconsistent throughout the Village Specific Plan area. Concrete public sidewalks exist along certain blocks where widths vary from 5 to 10 feet. On other blocks, the sidewalk is on private property and the paving varies between concrete, asphalt and brick pavers. In some locations, the sidewalks are non-existent or are not differentiated from the asphalt roadway. In many cases, the sidewalk is interrupted by parking stalls, causing the pedestrian to weave between parked cars. Disabled ramps are constructed on all public sidewalks but are not available in all cases on private properties.

The improvement of these sidewalks is a concern to many residents. The community preference survey indicated that wider sidewalks along Camino del Mar that are inviting to the pedestrians with a more uniform pavement are preferred. Of particular concern are the sidewalks between 10<sup>th</sup> and 13<sup>th</sup> Streets, where a combination of Town and Country parking (diagonal parking partially on private property and partially in the public right-of-way), large cuts for driveways and

parking lot entrances, and varied paving types make pedestrian circulation challenging. Many of the side streets do not have paved sidewalks. Fifteenth Street sidewalks (south side) are narrow (5'-0") for the amount of pedestrian traffic that they hold, especially during the summer months as this is a major pedestrian route to the beach and coastal park.

**Street Furniture:** The Del Mar Village Association (DMVA) and their sponsors have contributed a number of benches and trash/recycle receptacles to the Village streetscape in an effort to promote walkability. Currently, benches and trash receptacles are installed near retail or restaurant businesses between 13<sup>th</sup> and 15<sup>th</sup> Streets.

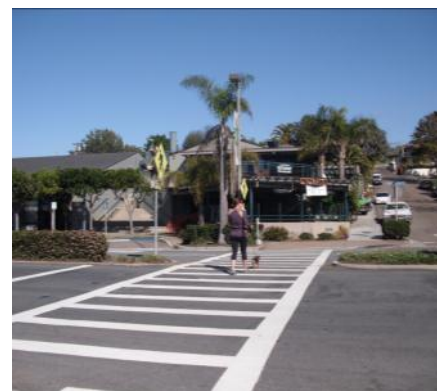
**Pedestrian Crosswalks:** Crosswalks are not available at every intersection along Camino del Mar within the Village, and where they do exist, often they are only at one side of the four-way intersection. Crosswalks along Camino del Mar are currently provided at 9<sup>th</sup> Street and 15<sup>th</sup> Streets (all sides); and at one side on 11<sup>th</sup> Street, 12<sup>th</sup> Street, 13<sup>th</sup> Street, and 14<sup>th</sup> Street. No crossings are provided at 10<sup>th</sup> Street. The 9<sup>th</sup> and 15<sup>th</sup> Street intersections are signalized with pedestrian-activated walk signs in all directions. At 12<sup>th</sup> and 14<sup>th</sup> Streets, the crossings are controlled with pedestrian-activated flashing signs without an associated stop sign, which can be challenging for the pedestrian. Although these crossings have flashing lights, motorists often ignore or don't recognize the pedestrian and do not stop. Crossing distances are between 70 feet and 80 feet across, and require, on average, 20 seconds or more to cross on foot.

A crosswalk is available at 15<sup>th</sup> Street and Stratford Court in front of the U.S. Post Office. No crosswalks are available at any of the alley crossings.

**Pedestrian Safety:** Currently, Del Mar's accident data shows approximately 5% of vehicular accidents within the Village area involve a pedestrian. Many of these incidents were injury accidents, including one fatality. The community has often cited the speed of vehicles, lack of visibility and long crossings as detriments to pedestrian safety.



Pedestrian circulation is interrupted by parking.

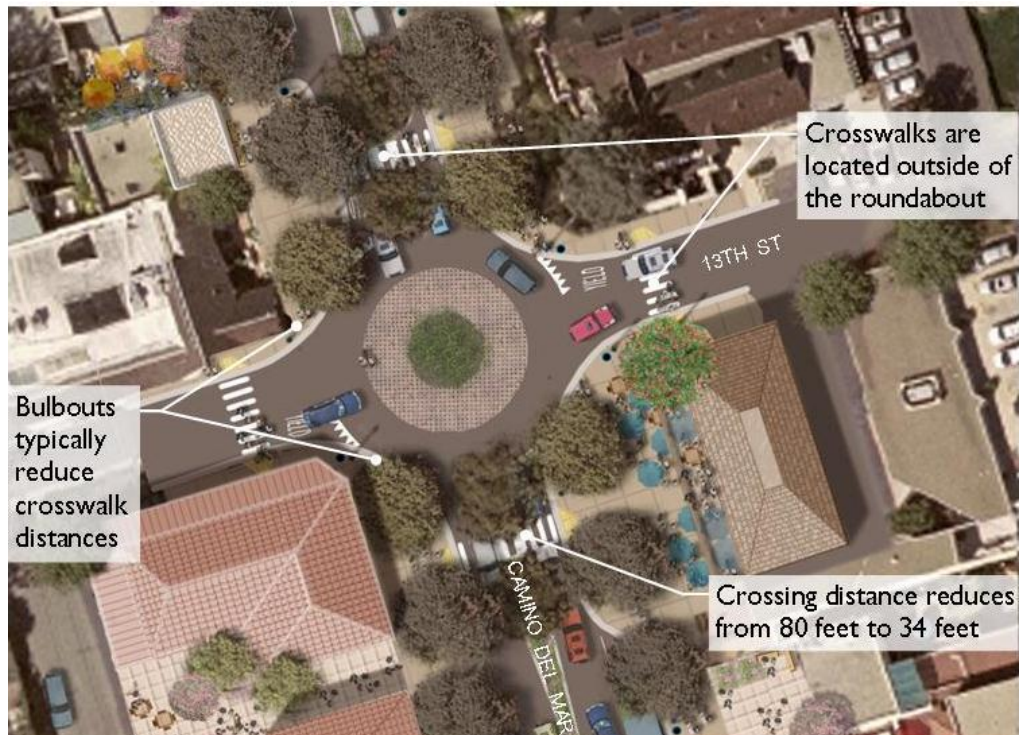


Pedestrian crossings are long and visibility is difficult.

## 4.2.2 Pedestrian Implementation Strategies

**Camino del Mar Sidewalks:** To implement the goals of the Community Plan and to enhance the pedestrian viability of the Village, the areas dedicated to pedestrian use must be enlarged and made consistent. This is reflected in the following objectives:

- Provide a consistent, paved sidewalk, with the desired width of 10 feet, along Camino del Mar throughout the entire Village Specific Plan area as a public improvement project. This sidewalk will be placed within the public right-of-way. Figures IV-3 to IV-5 illustrate the new sidewalk alignment.
- Design the public sidewalk to meet all Americans with Disabilities Act (ADA) standards.
- Design the public sidewalk to contain a “furniture zone” closest to the curb, where street trees and sidewalk furnishings can be located.
- Encourage property owners facing Camino del Mar to expand the pedestrian sidewalk with additional accessible open spaces on their private property.



**Figure IV-3, Pedestrian crossing at a roundabout.**

**Camino del Mar Street Furniture:** Install benches, with an accompanying trash/recycle receptacle, on all blocks within the Village at a minimum of two benches per block, each side. Additional benches are encouraged to be placed adjacent to restaurant establishments or other community gathering areas.

**Camino del Mar Pedestrian Lighting:** Install pedestrian-scale light fixtures, in keeping with the Village character, at regular intervals along the pedestrian sidewalk. The intent is to provide adequate nighttime lighting for the pedestrian to feel safe and comfortable without providing excessive night lighting. Shield or control sidewalk lighting, as necessary, so as not to have glare or spill impacts and direct all lighting downward to protect a dark sky atmosphere.

**Camino del Mar Crosswalks:** Crosswalk improvements are proposed to enhance pedestrian safety with the following objectives in mind:

- Provide crosswalks at all intersections along Camino del Mar, in all four directions. All pedestrian crossings shall be designed to accommodate persons with disabilities.
- Reduce traffic lane crossing distances to the shortest possible dimension, from 70 feet - 80 feet to 34 feet (two travel lanes and bicycle lane) in order to reduce the average pedestrian crossing time from 20-seconds to 8-seconds.



**Figure IV-4, Sidewalk illustration.**



**Figure IV-5, Crossing distance reduces from 80 feet to 34 feet: New plazas are provided at corners.**

- Provide “pedestrian islands” where possible along Camino del Mar to allow pedestrians a refuge between the northbound and southbound traffic lanes.
- Provide pedestrian-activated signals and/or other crossing measures to alert cars of the pedestrian in the crosswalk.

**15<sup>th</sup> Street Sidewalks:** As part of the development of the streetscape program for Camino del Mar, prepare a feasibility study and, if feasible, implement the widening of the southern sidewalk along 15<sup>th</sup> Street from Camino del Mar to Stratford Court. This development may involve reconfiguring the 15<sup>th</sup> Street right-of-way and curbs to allow adequate traffic flow, parking and widened sidewalks.

**Side Street Sidewalks:** Require, as part of any development application, the installation of a sidewalk along the numbered side streets. These sidewalks shall be designed in a manner acceptable to the City Engineer for the entire depth or width adjacent to commercial/mixed-use parcels.

## 4.3 VEHICULAR CIRCULATION

### 4.3.1 Existing Context

**Camino del Mar:** Del Mar Village is bisected by the primary circulation corridor in the City, Camino del Mar. Camino del Mar runs north-south through the middle of the City and connects at the city limits to similar corridors, Highway 101 in Solana Beach and North Torrey Pines Road in San Diego. It is designated as a Scenic Roadway in the Community Plan and is the backbone of the Central Commercial district.

As described in Chapter I, when Interstate 5 Freeway was constructed in 1966 one mile to the east, Camino del Mar became an arterial street, serving the local establishments and residents and connecting to the adjoining jurisdictions.

Being the only continuous north-south through street in the community, Del Mar is highly dependent on Camino del Mar's functionality. The Camino del Mar right-of-way is 100 feet wide, with a variable curb to curb dimension ranging between 70 and 80 feet. The center median varies in width between 6 feet and 14 feet and is planted with a diverse palette including Torrey Pine trees. Within the Specific Plan area, Camino del Mar has two 11-foot vehicle lanes in each direction with left turn pockets at alternate blocks and a continuous median. Traffic signals are located at 9<sup>th</sup> and 15<sup>th</sup> Streets and at the Plaza/Hotel entry road at the northern boundary of the study area. Four-way stop signs are located at 11<sup>th</sup> and 13<sup>th</sup> Streets and all side streets have stop signs entering Camino del Mar. Left turns are prohibited from the north-bound Camino del Mar turn lanes during the afternoon hours to prevent cut-through traffic from using Stratford Court. The posted speed limit between 9<sup>th</sup> Street and 15<sup>th</sup> Street is 25 mph, although many consistently drive faster.

Camino del Mar is often overburdened by commuter traffic using Camino del Mar to bypass Interstate 5's congestion, typically in the weekday afternoons. In 2012, the average daily traffic was 18,700 along Camino del Mar, exceeding current capacity of 15,500 vehicles. During seasonal events (race track or fair events), traffic volumes were recorded as high as 23,100 vehicles per day. While the signalized intersections can carry the higher traffic volumes, the four-way stop sign intersections experience substantial backup and congestion. The existing volume currently exceeds the carrying capacity of a typical four-



Looking North on Camino del Mar to 15th Street.



Looking North on Camino del Mar to 13th Street.



Looking South on Camino del Mar to 13th Street.



Looking North on Del Mar Lane.



Looking South on Maiden Lane between 15th and 14th Streets.



Access easement at 1100 Block of Camino del Mar.

lane collector with stop signs. This is evident by the stop-and-go traffic conditions that occur during the afternoon peak period and during summer months when seasonal traffic increases the demand on Camino del Mar by as much as 4,000 to 5,000 vehicles per day.

**Local Streets:** Camino del Mar is crossed by local neighborhood roads or side streets from 9<sup>th</sup> Street through 15<sup>th</sup> Street in a regular grid. The numerical streets run west from the hills and terminate at the ocean bluffs, and are typically 60-foot rights-of-way. Fifteenth Street and Stratford Court are local collector roads. Fifteenth Street has a wider, 100-foot right-of-way and connects to Ocean Avenue and Coast Boulevard along the shoreline. Stratford Court, which runs parallel and west of Camino del Mar, is at the edge of the Village Specific Plan area. Stratford Court is primarily residential and traffic calming devices have been installed to reduce and slow through-traffic.

**Residential Streets Outside the Plan Area:** Camino del Mar is the primary north-south route through Del Mar. However, in the afternoon peak period, Crest Road, Luneta Drive and Stratford Court have been observed as alternative routes to Camino del Mar and are used by both residents and visitors as by-pass routes. A recent study was conducted to evaluate the travel time between Camino del Mar and these three alternative routes (see Appendix B-1, Travel Speeds and Diversion Times). Each of these three routes has longer travel time, but there is a perception of a shorter travel time because there are fewer stops and delays along the alternative routes.

Studies have been conducted over the years to address traffic volume and speed issues on both Stratford Court and Crest Road. As a result, traffic calming and turn restrictions have been installed to reduce the pass-through traffic on these streets. All three roads are designated as local community collectors, which imply that they are designed to provide access to the residential streets that take access from them. Volumes along these routes typically range from 1,000 to 2,200 vehicles per day and include a mix of residential trips and pass-through traffic. Crest Road currently carries 1,638 vehicles per day, with an average of 70 vehicles per hour, well within the level of service. On a typical weekday, the volume along Stratford Court is 2,156 vehicles per day, with an average of 90 vehicles per hour; also well within the level of service. Luneta Drive has a reported daily traffic volume of approximately 1,125 vehicles per day, with an average peak hour volume of 50 vehicles per hour, again within the level of service.

The City of Del Mar monitors traffic volumes along Luneta Drive, Stratford Court and Crest Road annually.

**Alleys:** Two service alleys parallel Camino del Mar, Del Mar Lane to the west and Maiden Lane to the east. Del Mar Lane originates at Stratford Court south of the commercial properties along 15<sup>th</sup> Street and continues between Stratford Court and Camino del Mar to 12<sup>th</sup> Street, forming the edge of the commercial properties. While the public-dedicated easement concludes at 12<sup>th</sup> Street, Del Mar Lane continues as a private access easement south to 11<sup>th</sup> Street where it terminates at the City Hall property. Maiden Lane originates at 15<sup>th</sup> Street and progresses south to 12<sup>th</sup> Street, also at the rear of the commercial properties. Both alleys are 20 feet in width.

#### 4.3.2. Specific Plan Alternatives

**Camino del Mar:** During initial Community Conversations, many members of the community expressed concern over the poor pedestrian experience, traffic congestion, safety, and the experience of traveling along Camino del Mar. The traffic study in the Program Environmental Impact Report (PEIR) prepared for the Village Specific Plan indicates that under typical traffic conditions, Camino del Mar exceeds capacity, resulting in congestion.

To maintain reasonable traffic flow along Camino del Mar and minimize impacts on surrounding neighborhood streets and pedestrian zones, improvements to the corridor will be necessary with or without the projected Village development. With the additional build-out of the private properties anticipated in the Village Specific Plan, as well as development in surrounding areas, the anticipated traffic along Camino del Mar is projected to rise to 22,061 vehicles per day, an increase of 18% from 2012 traffic volumes. As a result, the Village Specific Plan considered several roadway design alternatives including:

1. Maintaining the existing conditions with four lanes and stop signs as the status-quo (capacity at 15,500 vehicles per day);
2. Introducing signals at 11<sup>th</sup> and 13<sup>th</sup> Streets to increase traffic capacity to 30,000 vehicles per day; and
3. Narrowing Camino del Mar to two lanes with roundabouts at the 9<sup>th</sup>, 11<sup>th</sup> and 13<sup>th</sup> Street intersections to increase vehicle capacity to 25,000 vehicles per day, increase on-street parking, and fulfill the goal of the 1976 Community Plan.



Looking west down 13th Street.



Stratford Court.

Table IV-1, Traffic Capacity of Alternatives compares the existing and forecasted daily traffic volumes with the available capacity for the three alternatives under consideration.

**Table IV-1, Traffic Capacity of Alternatives**

	Capacity	Existing Daily Traffic Volume	Acceptable Conditions Today?	Estimated Future Volume	Acceptable Conditions in the Future?
<b>Status Quo</b>					
(4 lanes with 2 Stop Signs and 2 Signals)	15,500	18,700	No	22,061	No
<b>Signalized Intersections</b>					
(4 lanes with 4 Signals)	30,000	18,700	Yes	22,061	Yes
<b>Roundabouts</b>					
(2 lanes with Roundabouts)	25,000	18,700	Yes	22,061	Yes

Each of these transportation alternatives provides potential benefits to the community, but also has potential deterrents. Traffic flow and capacity is one measure of operating conditions for the corridor. Based on recent changes in CEQA and the Complete Streets Act, many other factors influence the selection of the preferred alternative, including bicycle and pedestrian access, emergency service access, speed and safety, air quality, noise, parking and land use compatibility. Indirect benefits and impacts are also considered. Community members perceive that alternative travel routes will be impacted with any loss of Camino del Mar traffic capacity. Members of the business community have expressed concern regarding potential economic impacts during construction of any major roadway or sidewalk improvements.

**I. Status Quo:** Based on the existing conditions along Camino del Mar and the constrained capacity resulting from the four-way stop controlled intersections at 11<sup>th</sup> and 13<sup>th</sup> Streets, the traffic congestion during the peak hours and peak seasons will continue to grow as volumes increase in the future. As the capacity of the corridor and stop sign controlled intersections continue to be exceeded along the corridor, the duration of the congestion will lengthen and trip times will continue to increase. As the traffic volumes exceed capacity, bypass traffic could flow into nearby neighborhoods. Emissions and noise from the constant stop and go are at their highest levels when compared to the other alternatives and there are no safety benefits for the pedestrian. Conflict points for potential accidents are as high as with signalized intersections and no additional parking can be provided in the right-of-

way. The existing stop signs do not have the capacity to handle the future traffic demands forecast for Camino del Mar, with or without the development anticipated in this Specific Plan.

2. **Signalized Intersections:** Converting the stop signs to traffic signals will increase the capacity of Camino del Mar to its highest level, prioritizing the automobile and traffic flow. However, there will be no increase in on-street parking or areas dedicated to pedestrian sidewalks without taking area from private properties. Emissions and noise will show some reduction over stop signs, although not to the extent of roundabouts. Speeds will increase, and there is no reduction of potential conflict points between automobiles and automobiles or between automobiles and pedestrians/cyclists.
  
3. **Roundabouts and Two Travel Lanes:** Roundabouts present the most desirable alternative for Camino del Mar's intersections, both today and in the future. Roundabouts with one travel lane in each direction will improve portions of the public right-of-way for pedestrians, increase the number of on-street parking spaces, reduce safety concerns and conflict points, accommodate Del Mar's emergency responders, slow the overall speed, and reduce emissions and noise (see Appendix B-2 for a case study on roundabouts in the Bird Rock neighborhood, La Jolla, CA). These single travel lanes with the intersection improvements can adequately carry the projected traffic (see Appendix B-3 for roundabout safety and vehicular emissions analyses). With all these factors, roundabouts show more benefit than the status quo of four-lanes with stop signs and signalized intersections. Roundabouts would be the most expensive alternative, but the long-term operating costs are typically less than the signalized alternative.

Table IV-2, Camino del Mar Alternative Configuration Evaluation tabulates the evaluation criteria and the comparative analysis of each alternative (see Appendix B-4 for a more detailed evaluation of alternatives).



Roundabouts replace stop signs to keep traffic moving.

Table IV-2, Camino del Mar Alternative Configuration Evaluation

<b>Evaluation Criteria</b>	<b>1. Status Quo</b> 4 Lanes with 2 Stop Signs and 2 Signals	<b>2. Signalized Intersections</b> 4 Lanes with 4 Signals	<b>3. Roundabouts</b> 2 Lanes with Roundabouts
<b>Safety Factors</b>			
Pedestrian Crossing Distance	longest	longest	<b>shortest</b>
Pedestrian/Vehicular Conflict Points	highest	moderate	<b>lowest</b>
Bicycles at Speed of Traffic	bikes slower	bikes slower	<b>bikes similar</b>
Traffic Safety/Conflict Points	highest	moderate	<b>lowest</b>
Slower Speeds (uncongested)	moderate	fastest	<b>slowest</b>
<b>Quality of Life Factors</b>			
Air Quality Emissions	highest	moderate	<b>lowest</b>
Noise Decibels	highest	moderate	<b>lowest</b>
“Walkability”	moderate	lowest	<b>highest</b>
On Street Parking Quantity	lowest	lowest	<b>highest</b>
Potential for Diverting Traffic into Neighborhood	highest	<b>lowest</b>	moderate
<b>Implementation</b>			
Construction Costs	<b>least</b>	moderate	highest
Construction Impacts on businesses	<b>least</b>	<b>least</b>	highest
Construction Impacts on Travel Time	<b>least</b>	moderate	highest
<b>Public Benefits</b>			
Additional Parking Spaces along Camino del Mar	0	0	<b>30</b>
Public Sidewalk Width	5'-0”	5'-0”	<b>10'-0”</b>
Area for Sidewalk Cafes, Outdoor Dining, Gathering	least	least	<b>highest</b>
Vehicle Capacity Based on Intersection Analysis	least 15,500 ADT	<b>highest</b> <b>30,000 ADT</b>	moderate 22,000-26,000 ADT

### 4.3.3 Circulation Implementation Strategies

**Camino del Mar:** The current configuration of four lanes with stop signs and signals is dysfunctional and will continue to fail. The severe impacts on the quality of life in Del Mar's Village and neighborhoods will also continue. While providing additional capacity, traffic signals do not provide other benefits, especially for the pedestrian and parking accommodation. The Fire Marshal has indicated his preliminary acceptance of roundabouts, indicating that through proper design, fire apparatus can negotiate the intersections and travel ways adequately. Although it has cost and construction impacts, the one lane each direction with roundabout configuration has the potential to provide the greatest benefit to the community from safety and quality of life standpoints. It fulfills an objective of the 1976 Community Plan, with a stated goal of encouraging pedestrians and discouraging high-speed traffic and its associated impacts. The Community Plan Priority and Implementation action recommends reducing travel lanes to one in each direction, which this action would realize.

- Redesign Camino del Mar to be a two-lane collector with roundabouts to replace controlled intersections. Roundabouts are envisioned at the intersections of 9<sup>th</sup>, 11<sup>th</sup> and 13<sup>th</sup> Streets (Figure IV-6, 11th Street Roundabout and Pedestrian Improvements). The traffic signal at 15th Street will be maintained. This concept will be refined through a Capital Improvement Project.
- Refine the draft conceptual design shown in Appendix B-5 with a process of community input and full engineering analysis to determine the final configurations, alignments and design. Consider modified roundabout designs or locations where constraints dictate.
- Perform detailed analysis of:
  - o Emergency vehicle access and circulation;
  - o Emergency evacuation;
  - o Bus circulation;
  - o Loading and deliveries;
  - o Diagonal parking ingress and egress; and
  - o Dropped lane merging.



**Figure IV-6, An Illustration of Proposed 11th Street Roundabout and Pedestrian Improvements**

Refine the conceptual design to ensure that a minimum of 20-foot clearance is provided for emergency vehicle access, and that all refined design receives Fire Marshal review.

- Incorporate a public participation program into the refined design process, and include members of recognized bicycle, pedestrian and disabled access coalitions to provide input and recommendations.
- Develop a phased approach to implementation of the roundabouts, with the initial roundabouts constructed at 9th, 11th and 13th Streets.
- Develop a simulation of traffic flow or mock-up of roundabouts as part of the testing of the refined design. The replication may simulate the speed and the capacity of the roundabouts by eliminating the traffic controls (stop signs or signals) without physically constructing an in-situ roundabout.
- Ensure that all designs are developed to current Americans with Disabilities Act (ADA) standards and provisions to emergency and safety vehicles.
- Design Camino del Mar as a “green street” with low impact design (LID) measures that promote sustainable objectives, improve water quality, reduce water runoff, sequester carbon emissions, reduce glare and noise, increase permeability, decrease potable water usage, and otherwise improve sustainability.
- As part of the conceptual design and construction plans, prepare a design plan for landscape, street furniture, lighting, public signage, paving, and other design features as necessary to enhance the Village streetscape.
- As part of the conceptual design, consider maintaining a median separation between north and southbound travel lanes for traffic safety and lane separation. The intent, in addition to traffic safety, is to also maintain the existing mature landscape to the extent feasible and/or to provide a new planted median.

- Utilize pedestrian crossing lights or similar mechanisms to warn traffic of pedestrians. Consider traffic flow sensors to provide appropriate timing for pedestrian crossings.
- Develop a detailed phasing plan for implementation and construction, as part of the Capital Improvement Plan. This phasing plan must be developed in conjunction with business and property owners.
- Develop a Construction Outreach Notification Effort (C.O.N.E.) program in concert with the business owners to ensure construction efficiencies, minimum disturbance to business establishments, and adequate notification and alternative arrangements in advance of and during construction activities. This Program will also be an opportunity for property owners to coordinate potential private realm improvements with public improvements.
- Include the following elements at a minimum, in the C.O.N.E. program:
  - An assessment of the existing sidewalks that could remain in place, in order to limit impact on access to commercial establishments to the degree possible;
  - Temporary signage programs to identify and advertise businesses that are open during construction;
  - Continual pedestrian access to storefronts;
  - A temporary parking program to replace displaced parking during construction activities;
  - A detailed implementation schedule to limit construction to off-peak times, as feasible;
  - Thresholds for contractor performance to limit the construction time and its impacts; and,
  - A block by block program, in unison with affected business and property owners, for outreach and communication.
- Modify the adjacent lanes and transitions, including signals both north and south of the roundabouts as appropriate, including:
  - Modifications to the signal timing at the Del Mar Plaza/L'Auberge Del Mar entry to modulate traffic in conjunction with the roundabouts, including limiting the effect of right turning vehicles on the signal operation (see Appen-

- dix B-6 for an assessment of the feasibility of changing the signal phasing at the Del Mar Plaza Signal).
  - Modifications to the area between 8<sup>th</sup> Street and 4<sup>th</sup> Street to transition the southbound Camino del Mar single lane to the through-lane and left turn lane at Del Mar Heights Road; and transition the northbound right-turn lane from Del Mar Heights Road to merge into the single lane along Camino del Mar approaching 7<sup>th</sup> Street.
- Consider the provision of a roundabout at the Del Mar Plaza/ L'Auberge Del Mar entry as an alternative to signal modifications during the design phase.

#### **Local Streets:**

- Ensure the final design of the Camino del Mar Streetscape improvements reduces the possibility of through traffic diverting from Camino del Mar to the residential side streets to the degree possible.
- Maintain the weekday, afternoon traffic controls that prevent left turns from northbound Camino del Mar, as long as they are effective in reducing by-pass traffic onto Stratford Court.
- Conduct baseline traffic counts for a minimum of six months prior to implementation of Camino del Mar streetscape improvements to sample both high- and off-season traffic volumes on Stratford Court, Crest Road, Luneta Drive, and Ocean Avenue.
- Conduct traffic counts for a minimum of six months following implementation of Camino del Mar streetscape improvements to sample both high- and off-season traffic volumes on Stratford Court, Crest Road, Luneta Drive, and Ocean Avenue.
- Implement additional traffic calming measures, such as signage, restrictions, chokers, speed humps and intersection reconfiguration to reduce cut-through traffic in conjunction with streetscape improvements if sustained changes in traffic volume occur that are determined to be attributable to cut-through traffic and are determined to be significant by the City Engineer. A preliminary assessment and thresholds are outlined in Appendix B-7, Recommendations for Addressing Cut-Through Traffic.

- Additional traffic calming measures shall be reviewed by the affected residential community for input prior to installation.
- Establish a mitigation funding 'bank' of up to \$100,000 as part of the Camino del Mar Streetscape Capital Improvement Project. This mitigation funding bank is set aside for implementation of neighborhood traffic calming measures should the need arise.

**Alleys:**

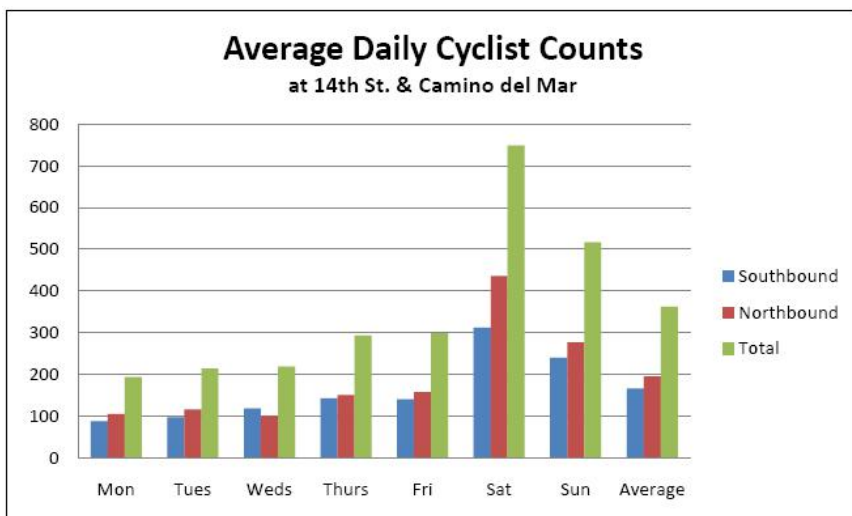
- Maintain Del Mar Lane and Maiden Lane as service access and on-site public/private parking for adjacent commercial properties.
- Conduct periodic reviews of traffic volumes along the alleys as new development occurs along Camino del Mar to ensure that parking access is maintained.
- Provide review of alley conditions during each adjacent development project review.
- Consider the lines-of-sight for alley access, any necessary grading or paving improvements, pedestrian access-ways and traffic calming, as necessary.

## 4.4. BICYCLE CIRCULATION

### 4.4.1 Existing Context

Del Mar's Village is well suited for bicycle through-travel along the north-south corridor, but because of steep topography, it is less suited for east-west travel. The north-south bicycle route along Camino del Mar is relatively flat and the scenery makes it an attractive route to ride. The entire corridor is used for recreational cycling along the coast, as well as commuter traffic between the coastal cities and Torrey Pines Mesa, south of Del Mar. Cyclists can often be found resting at Del Mar's coffee shops or cafés.

Camino del Mar includes 5-foot wide striped bicycle lanes (Class II) throughout the entire study area. According to bicycle traffic counter data, Camino del Mar bicycle lanes average 362 cyclists daily, and of those, 46% (166) were riding southbound and 54% (196) northbound. Saturdays record the highest amount of cyclists, with averages of around 750 riders.



Between 2003 and 2011, 12% of all reported traffic accidents along Camino del Mar involved bicycles. The relatively high speed of vehicular traffic and the confined spaces within the Village are factors in these accidents. Stratford Court is more likely to be used for family cycling, especially with children, due to the much lower volumes of traffic.

Currently there are only two bicycle racks in the right-of-way, both near 15<sup>th</sup> Street. Additional, well-spaced racks and bicycle storage would encourage cyclists to stop and spend time in the Village.

## 4.4.2 Bicycle Implementation Strategies

### **Bicycle lanes:**

- Maintain Camino del Mar bicycle lanes adjacent to both the north and southbound vehicular travel lanes, at a minimum of 6 feet in width.
- Engage the San Diego Bicycle Coalition or other appropriate representative body in the final design of the Camino del Mar streetscape improvements.

### **Bicycle racks:**

- Install bicycle racks throughout the commercial area in the public right-of-way in order to encourage cyclists to conveniently access Del Mar Village and safely leave their bicycles while they take advantage of shopping, dining or employment opportunities.
- Encourage bicycle racks on every block to accommodate a minimum of ten bicycles per block. For a coordinated design, the Del Mar Village Association has initiated the purchase of bicycle racks that complement the existing benches and the trash/recycle receptacles.
- Require all private properties to provide a minimum of three bicycle stalls with their parking provision. Require bicycle racks to be sited so as not to obstruct either pedestrian or vehicular activity and to be located in well-illuminated and observable locations to reduce theft or vandalism.
- Encourage bicycle racks to be placed in visible locations to promote their use.

## 4.5. TRANSIT

### 4.5.1 Existing Context

**Bus Transit:** The North County Transit District (NCTD) operates Bus Route 101 along Camino del Mar and is the only public transit route in Del Mar. Route 101 begins in the University Town Center area of San Diego and runs north nearly 20 miles to Oceanside. Both terminuses are major transfer points for Coaster, Sprinter or Amtrak rail service or other bus routes. A future trolley route is proposed to intersect with the Route 101 bus line near the University of California, San Diego (UCSD). Bus stops are located at 9<sup>th</sup>, 13<sup>th</sup> and 15<sup>th</sup> Streets in both northbound and southbound directions (Figure IV-7, Bus Stop Locations). Bus stops are less than 700 feet apart, ensuring that the maximum walking distance is two blocks between stops. Most bus stops contain a bench and the stops are located at the curb line rather than in a pull-out. There are no bus shelters within the Village Specific Plan area. Currently, bus service headways are half-hour intervals, but are planned to increase to fifteen minute intervals in the 2050 Regional Transportation Plan (RTP). Rapid Bus Service would increase this frequency to 10 minutes. No other public transit services, except for taxis, are provided within the City of Del Mar, including in the east-west directions.

The 2050 RTP identifies other transit improvements that will affect Del Mar:

- Rapid bus service, Route 473, with 10 minute headways in the Del Mar corridor, connecting from Oceanside to University Town Center;
- Improvements to the LOSSAN (Los Angeles to San Diego) corridor for the Coaster route, including a future station at the Del Mar Fairgrounds.

These regional improvements will increase transit in the area.



Bus stops would be in pullouts so as not to block traffic.

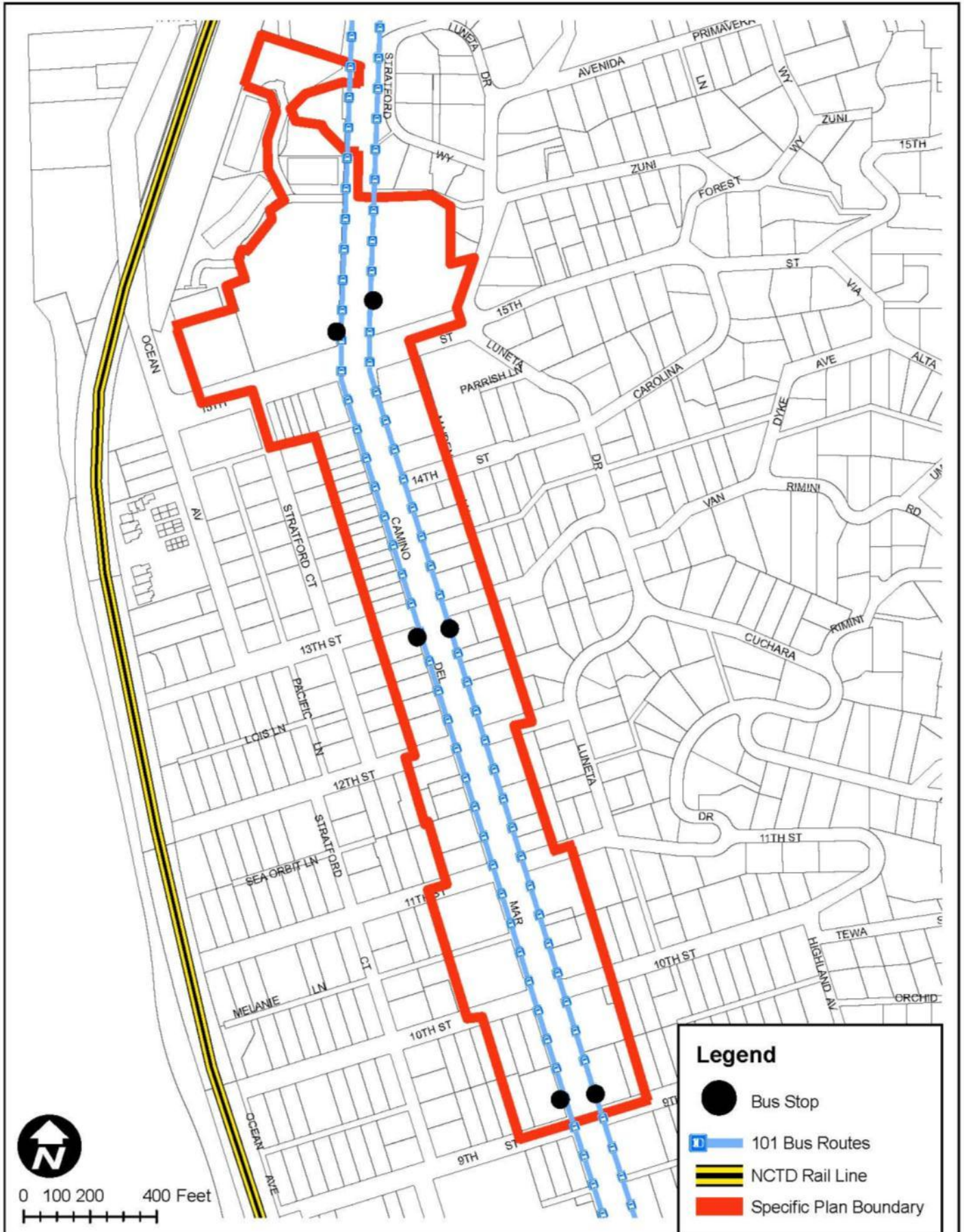


Figure IV-7, Bus Stop Locations Map

**Shuttle:** The 22<sup>nd</sup> District Agricultural Association, (22nd DAA) governing body of the Del Mar Fairgrounds, initiated shuttle service between the Fairgrounds and Del Mar’s restaurants during the 2012 summer fair and horserace season. The intent is to shuttle passengers from the Fair or Races to Del Mar restaurants and shops, to avoid having to drive between the two. The shuttle will leave the Fairgrounds south along Jimmy Durante Boulevard to Camino del Mar; turn west at 15<sup>th</sup> Street, north at Coast Boulevard and north on Camino del Mar to Via de la Valle. Shuttle stops are planned at 15<sup>th</sup> Street, nearby Powerhouse Park, and at the intersection of Via de la Valle and Camino del Mar.

Currently, Del Mar Community Connections (DMCC), a senior services organization, provides rides and a shuttle for their clients. This service can be used to transport senior residents in the community to events, destinations or activities in the Village.

**Rail Service:** The NCTD rail line, which carries Amtrak and Coaster services, passes through Del Mar but does not stop. The tracks parallel Camino del Mar along the ocean bluffs. The historic train station at Coast Boulevard near 15<sup>th</sup> Street no longer provides passenger service. The nearest rail station is located at Cedros Avenue and Lomas Santa Fe Drive in the City of Solana Beach, 2.5 miles north of the Village.

#### 4.5.2 Transit Implementation Strategies

Increasing use of transit services decreases auto trips and congestion, reduces parking demand and lessens greenhouse gas emissions. Additional ‘clean energy’ transit services should be encouraged. Transit ridership should be convenient and comfortable. Stops should be designed for safety and passenger comfort.

##### **Bus Service:**

- Maintain the current bus stops within the Village Specific Plan area and ensure that the design of Camino del Mar adequately provides for bus turn-outs, including future Rapid Bus Route 473, so as to avoid blocking through traffic.
- Provide benches and trash/recycle containers at all bus stops.
- Encourage signage to be interactive, indicating arrival times for the next bus. This signage could also serve to advertise local businesses and destinations within Del Mar and provide directory maps of the Village.

**Shuttle Service:**

- Encourage/invite 'clean energy' shuttles, either public or private to provide frequent service in both the north/south and east/west directions.
- Encourage the Del Mar Fairgrounds shuttle to be maintained to address the high visitor volumes in Del Mar during Fair and Race seasons and enable patrons of the San Diego Fair or Del Mar Horse Races to visit Del Mar Village establishments.
- Encourage a parking shuttle. With the completion of a proposed parking structure at 11<sup>th</sup> Street and Camino del Mar (City Hall site), a joint public/private partnership should be explored to operate a shuttle between the parking structure, business establishments and other Del Mar destinations.

# V. Private Development Parcels



## 5.1 LAND USES

### 5.1.1 Introduction



1302 Camino del Mar

The existing types and distribution of land uses in the Village have evolved over the development history of Del Mar as described in Chapter I, Introduction. This Chapter, addressing land use and development goals, establishes the framework for development in the private properties within the Village Specific Plan. The fundamental concepts for private properties, including the types, intensities and distribution of land uses intended to accomplish the land use goals and objectives of the Village Specific Plan are described in this Chapter. These concepts provide the foundation for the more detailed land use regulations and development standards that are contained in Chapter VI, Allowed Uses and Development Standards.

The Village Specific Plan establishes five objectives to guide the private development:

**Objective 1.** Create land use and development standard incentives that will result in an attractive and vibrant, pedestrian-centric mixed-use commercial district for Del Mar that will be both a destination for visitors and a commercial, cultural and community resource for residents.

**Objective 2.** Encourage a healthy mix of land uses by promoting residential and lodging uses in the Village, while maintaining the existing amount of office uses, and increasing retail opportunities.

**Objective 3.** Balance the benefits between increasing the development potential for the commercial properties with the public benefits for the entire community.

**Objective 4.** Allow additional uses on the Public Facilities parcels so that they can be developed with mixed-use projects designed to contribute to the attractive, pedestrian-centric character of the Village and provide other benefits such as additional public parking.

**Objective 5.** Control the development on private parcels to ensure that commercial development is compatible with the existing commercial and residential character of Del Mar; especially with respect to the adjoining residential areas.

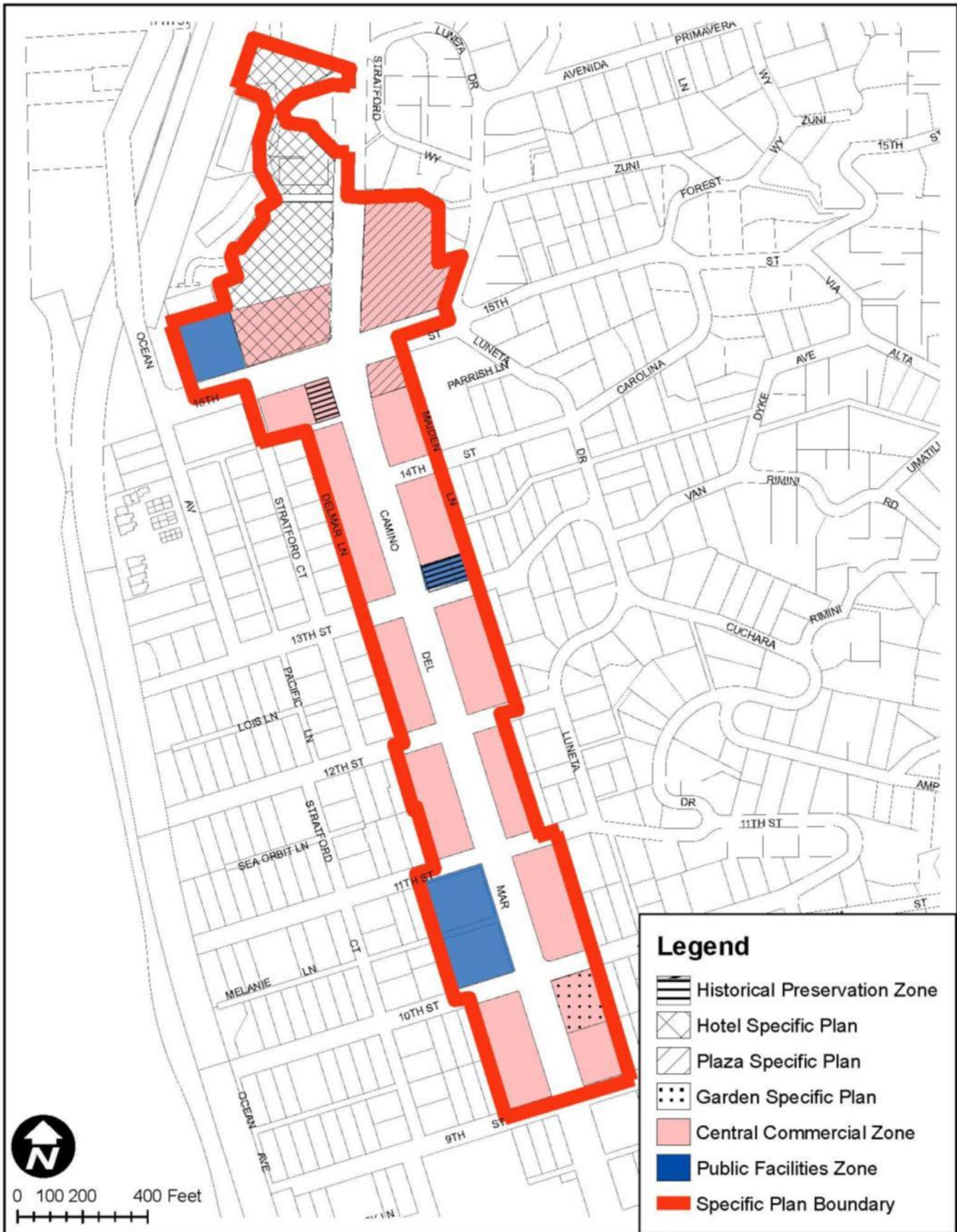


Figure V-1, Zones currently regulating the land uses for the parcels in the Specific Plan area

## 5.1.2 Land Use Mixture

### Existing Context

The parcels in the Village Specific Plan area have two Land Use Categories in the Community Plan: Central Commercial and Public Facilities. Each Land Use Category is regulated by the Central Commercial Zone and the Public Facilities Zone, respectively.

In addition, the Village Specific Plan includes three previously approved Specific Plans: Garden Del Mar Specific Plan, Del Mar Hotel Specific Plan (L'Auberge Del Mar) and Del Mar Plaza Specific Plan. The Garden Del Mar Specific Plan is included in the Central Commercial Land Use Category and the Central Commercial Zone. The Hotel Specific Plan is in both the Central Commercial and High Density Residential Zone. Both the Hotel and Plaza Specific Plans have their own individual Land Use Category and Zone. Two other parcels have a Historic Preservation Overlay Zone designation - Stratford Square (1438-54 Camino del Mar) and the Del Mar Library (1309 Camino del Mar).

The zones currently regulating the land uses for the parcels in the Specific Plan area are shown in Figure V-1. Land uses in specific plans are regulated by the individual specific plans rather than the Zoning Ordinance.

### Central Commercial

**Existing Central Commercial Land Use Category:** The Community Plan, as amended in 1985, designates most of the area included in the Village Specific Plan as the Central Commercial District. This category is intended to allow activities that would preserve and enhance the Village Center District of Del Mar and permit uses that would include pedestrian-oriented retail activities and a limited number of offices.

**Existing Central Commercial Zone:** The Del Mar Zoning Ordinance designates the area included in the Village Specific Plan as the Central Commercial Zone. This zone is intended to allow activities that preserve and enhance the style and quality of the Village Center District and is the City's principal location for retail, restaurant, personal service, and office uses serving the needs of both residents and visitors. Per this zone, only one residence is allowed per parcel. The Zoning Ordinance further states that development shall emphasize pedestrians and be compatible with the intellectual, social and material needs of the community.

## Public Facilities

**Existing Public Facilities Land Use Category:** The Community Plan designates three of the Village parcels as the Public Facilities District. This category is limited to publicly owned land to support public schools and government offices and facilities.

**Existing Public Facilities Zone:** The Public Facilities Zone is designed for publicly owned land to support public schools and governmental offices and facilities.

### 5.1.3 Horizontal Zoning

Horizontal Zoning draws a distinction between portions of buildings that are located at street level and directly adjacent to either Camino del Mar or the 200 block of 15<sup>th</sup> Street, termed Street-Frontage Building Spaces, and building areas located to the rear of, above or below those spaces, termed Non-Street Frontage Building Spaces. The uses allowed in street-frontage building spaces, are the types of uses that attract the most interest from pedestrians. These uses are limited to Community Services/Cultural, Personal Services, Restaurant and Retail uses through Horizontal Zoning provisions established in the Central Commercial Zone Chapter of the Del Mar Municipal Code. Office and residential uses, which create little or no interest to pedestrians, are not allowed in street-frontage building spaces. Horizontal Zoning was introduced in 2008 to reduce or eliminate the proliferation of office uses that were replacing retail uses in street-frontage building spaces.

### 5.1.4 Land Use Implementation Strategies

The objective of the Village Specific Plan is to promote a vital pedestrian-oriented Village that is supported by appropriate land uses. Rather than severely restrict residential, the Village Specific Plan is encouraging both multi-family residential and lodging as part of the mixed-use fabric. Multi-family residential and lodging uses would contribute to the vitality and pedestrian character by increasing the number of residents and visitors within easy walking distance. It would increase the number of potential customers for the village businesses without producing additional traffic; would introduce a new, potentially economically viable and desirable use; and would offer alternative residential and lodging opportunities.

The Village Specific Plan establishes a Mixed-Use Zone for the entirety of the district. The Mixed-Use Zone would allow commercial, retail, personal services, multifamily residential, lodging, open space, and parking as its primary uses. The allowed uses of the Mixed-Use Zone are further defined in Chapter VI, Allowed Uses and Development Standards.

Overall development is capped at the maximum development capacity as established by this Village Specific Plan in Table V-1, Development Capacity. In addition, thresholds for development review are established in Chapter X, Implementation.

**Table V-1, Development Capacity**

Land Use Category	Projected Square Feet at Build-out	Projected Build-out
Multi-family Housing	132,000	110 units
Hotel / Lodging	24,000	60 rooms <sup>1</sup>
Retail, Restaurant and Personal Services	139,000 <sup>2</sup>	
Office	170,000	
Civic / Public Facilities	35,000	2.62 acres
Public Parks / Plazas (sf)	6,200	0.14 acres
<sup>1</sup> excluding existing L'Auberge Del Mar		
<sup>2</sup> excluding existing Del Mar Plaza north of 15th Street		

In addition, the government-owned sites in the Mixed-Use Zone would be overlaid with the Public Facilities designation. This maintains the civic use of the government land and ensures that adequate zoning is in place if the public properties are disposed of or redeveloped through either Federal or local processes. The uses allowed by right or with a Conditional Use Permit approval are described in this Chapter and are further defined in Chapter VI and illustrated in Table V-1, they:

- Allow a maximum residential density of 20 dwelling units per acre up to the maximum number of units (110) allowable by the Village Specific Plan.
- Allow residential and lodging uses in non-street-frontage building spaces up to the maximum allowable by the Plan.
- Allow various forms of high-density residential units, including senior housing, apartments, condominiums, affordable housing or other similar types.

- Allow the type of mixed-use known as a live/work space. This use is a retail or office space at street level with a dwelling unit for the owner or operator of the business above. The dwelling unit is typically accessible directly from the business space. In a live/work space, only the retail use will be allowed in the street-frontage portion of the building as required by Horizontal Zoning.
- Require that the design of mixed-use projects protect residential uses from potential noise, odor, vibration, and other impacts associated with the operation of non-residential uses.
- Apply design standards to shield adjacent private outdoor areas on nearby residences that could be viewable from mixed-use residential units.

The Village Specific Plan redefines and allows some additional land uses in street-frontage building spaces that are not currently allowed under Central Commercial Zone regulations. These would include: retail banking (not general financial institutions) and the entryways, lobbies or public areas for residential and lodging uses. The intent is to allow certain additional uses that contribute to pedestrian activity and interest in street-frontage building spaces with appropriately designed building facades. Residential and lodging uses would be allowed in non-street-frontage building spaces with access from street-frontage building spaces as described in Chapter VI.



Corner of Camino del Mar and 15th Street.

## 5.2 DEVELOPMENT STANDARDS

### 5.2.1 Introduction

Since 1985, except for the Horizontal Zoning restrictions added in 2009, Del Mar Village has remained largely unchanged in terms of zoning or allowable uses. During this time many surrounding communities revitalized or added successful retail centers that compete with Del Mar for retail shopping and services. Many aging buildings in the Village that serve as the focal point of the community's social, cultural and commercial life have become commercially non-competitive. Uses within the Village are disproportionately distributed. Portions of the Village, especially at the intersection of 15<sup>th</sup> Street and Camino del Mar, are seen as successful. Other portions have languished. Opportunities exist for the remainder of the downtown to become more attractive, vibrant and have pedestrian-centric mixed-uses. Replicating the characteristics of the successful northerly portions of the Village in the southerly portion would encourage this potential and could have a positive economic effect on both the businesses and public revenues.

One of the purposes of the Village Specific Plan is to encourage mixed-use development by redefining development standards in a manner that will attain the Community Plan objectives of a pedestrian-oriented, economically viable and attractive area that is well integrated into the residential fabric of the community. A well-functioning downtown has a balance of retail and restaurant uses with a mix of residential, lodging, office, and personal service uses that complement and support the economic viability of the retail.

The fundamental development concepts for the private realm are intended to accomplish the development goals and objectives. These include the location, form, height, and size of buildings, which define the limits of bulk and mass. These concepts provide the foundation for the more detailed land use regulations and development standards that are established in Chapter VI. Information on existing conditions for each of the parcels in the Village Specific Plan is in Appendix C-1.

Objective I. Establish controls on the building bulk, mass and scale to maintain the traditional low-scale massing of the Village, protect adjacent residential properties and produce a lively public realm.

Objective 2. Establish incentives for the creation of an attractive and vibrant, pedestrian-oriented mixed-use commercial district for Del Mar that serve both visitors and residents with retail, and cultural and community center uses for residents.

Objective 3. Strengthen the relationship between the public sidewalk and the private development by promoting a pedestrian-oriented environment.

Objective 4. Allow limited increases in the allowable floor area of buildings to promote the redevelopment of aging or underutilized properties and accommodate additional area for residential and lodging uses while retaining the traditional low-scale and massing of buildings and protecting the public views of the ocean that help to define the unique character of the Village.

Objective 5. Realize desirable and exceptional public benefits, such as the preservation or creation of new public views or public plazas, the provision of additional public parking and affordable housing, in exchange for an increase in development potential on the private property.

## **5.2.2 Build-To Line**

### **Existing Context**

The existing Central Commercial Zone allows a building to be located anywhere on the parcel in relation to the public sidewalk. As a result, the location of buildings has varied significantly during the development history of the Village. With the exception of the buildings near Camino del Mar and 15<sup>th</sup> Street in the northerly portion of the Village, the building fronts are set back from the public sidewalk. This creates a weak relationship between pedestrians and the buildings and inhibits a pedestrian-centric environment. Early development in the vicinity of 15<sup>th</sup> Street and Camino del Mar, many built in the 1920s, established a consistent building front adjacent to the public sidewalks. Subsequent development south of 13<sup>th</sup> Street was located at varying distances from the public right-of-way to allow for on-site or Town and Country parking. Many buildings are not designed for the products or services offered to be easily visible and accessible by pedestrians moving along the public sidewalk. Physical and visual barriers such as parking lots, blank walls, garden walls or stairways separate pedestrians from the buildings or viewing the products or services offered.

## Build-to Line Implementation Strategies

Successful village and commercial districts have a strong and direct relationship between the public sidewalk and the commercial buildings and businesses. This relationship is created by placing the commercial buildings close to the sidewalk and designing the building façade with transparent “display windows” and a welcoming entrance into the building. Pedestrians can see what is offered in the establishment and easily access the building. A “build-to line” requires that buildings or portions of buildings may not be located further back from that line.

Implementation Strategies include:

- The Village Specific Plan establishes a “build-to line” at the front property line facing Camino del Mar. The Camino del Mar level or ground floor of the buildings would be required to locate at least 80% of their building façades at their Camino del Mar or 15<sup>th</sup> Street property line (see Figure V-2, Build-to Line).
- Exceptions would be made for public areas, such as outdoor dining terraces, outdoor display areas, paseos or plazas.
- The Design Review Board, using the Design Review Ordinance, along with a set of Design Guidelines which will be appended to this document subsequent to approval, would review and evaluate the effectiveness of a building façade in creating this welcoming, pedestrian-oriented relationship between passers-by and buildings.

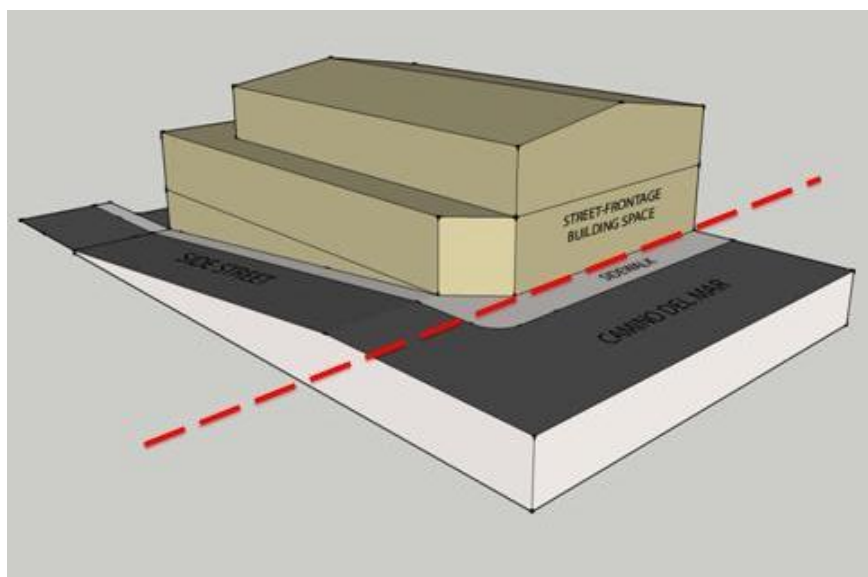


Figure V-2, Build-to Line

### 5.2.3 Building Height

#### Existing Context

Properties fronting the east side of Camino del Mar are allowed at a maximum building height of 26 feet. The maximum height in the adjacent residential zones (RC Zone; R2 Zone and RM Central Zone) is also 26 feet. However, fronting the west side of Camino del Mar building heights are limited to a maximum of 14 feet above the Camino del Mar level. This limit was originally established to keep a low scale intensity of development along Camino del Mar, prevent a “canyon-effect” and also to parallel the natural topographic grade which varies from 8% to 12%. Currently, 64% of the structures on the west side of Camino del Mar are nonconforming in that they already exceed this 14-foot building height restriction.

While the original intent of the stepping heights was to avoid the “canyonization” of Camino del Mar and to follow the natural topographic slope, it has become a disincentive to creating a desirable building forms and private investment in redevelopment of properties. As a result of the 14-foot height restriction, many existing structures on the west side are often low, deep, and flat roofed buildings not suitable to the required retail uses. Restricting buildings to 14 feet in height did not provide additional pedestrian views westward from Camino del Mar sidewalks. Sidewalks are still shaded during the afternoon (winter solstice and equinoxes) by 14-foot buildings (see Appendix C-2, Camino del Mar Pedestrian Zone Shadow Study). One-story building restrictions, even with lower levels that some properties afford, create a disincentive for property owners to redevelop, especially where they are nonconforming. Such nonconforming structures can be replaced with only buildings of lower height under the 14-foot height limit regulations. To protect and open views, and to enhance the pedestrian experience, the Village Specific Plan is establishing alternative incentives to attain the pedestrian objectives and to protect and enhance views.

### **Building Height Implementation Strategies**

To promote private development and desired uses, the Village Specific Plan increases the allowed height, promotes varied roof planes and pitches, protects private and public views with the Design Review process and requires stepping the building down with the natural grade to the adjacent residential dwelling units.

Implementation Strategies include:

- Allow Camino del Mar west side maximum building height to be 26 feet, the same limit as the east side of Camino del Mar. Building height will continue to be measured from the sidewalk elevation of the Camino del Mar side of the building (Figure V-3, Building Height).
- Require varied roof planes and pitches within the 26-foot height limit. Articulated roofs, or those with varied roof shapes, create architectural interest rather than having a consistent row of identical 26-foot tall flat-roofed buildings.
- Require a view assessment to prevent impairment of public views and unreasonable infringement of scenic views from primary living area of nearby residents on a project-by-project basis as a part of the Design Review process.
- Establish a periodic review of the cumulative height to monitor the increase of overall height on the west side of Camino del Mar.

To prevent the appearance of a three-level building height when viewed from the westerly alley (Del Mar Lane) and adjacent residential areas, height restrictions are required for the portions of the property adjacent to residential or residential/commercial zones.

- Require a maximum height of 26 feet on all properties or portions of properties within 50 feet of an adjacent residential or residential/commercial zone (Figure V-4, Building Height Restriction Zone adjacent to Residential).

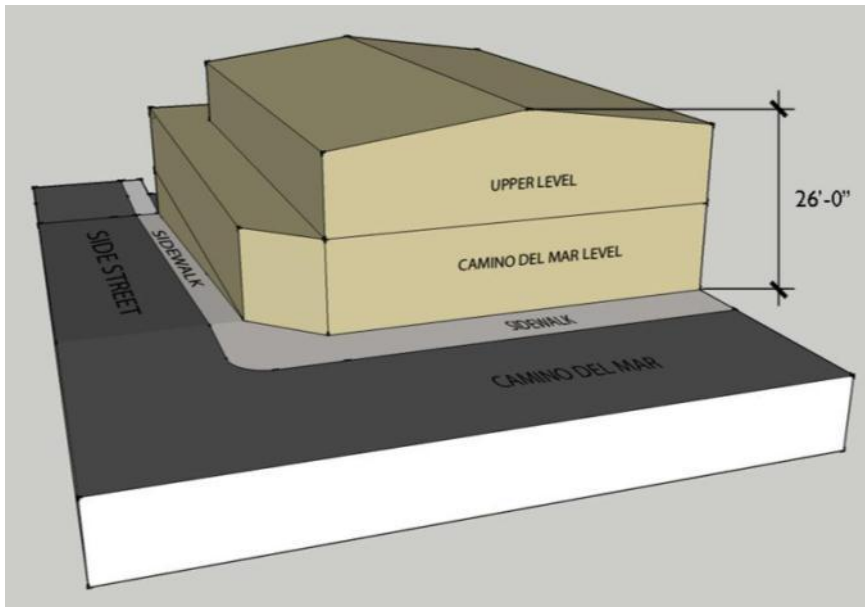


Figure V-3, Building Height

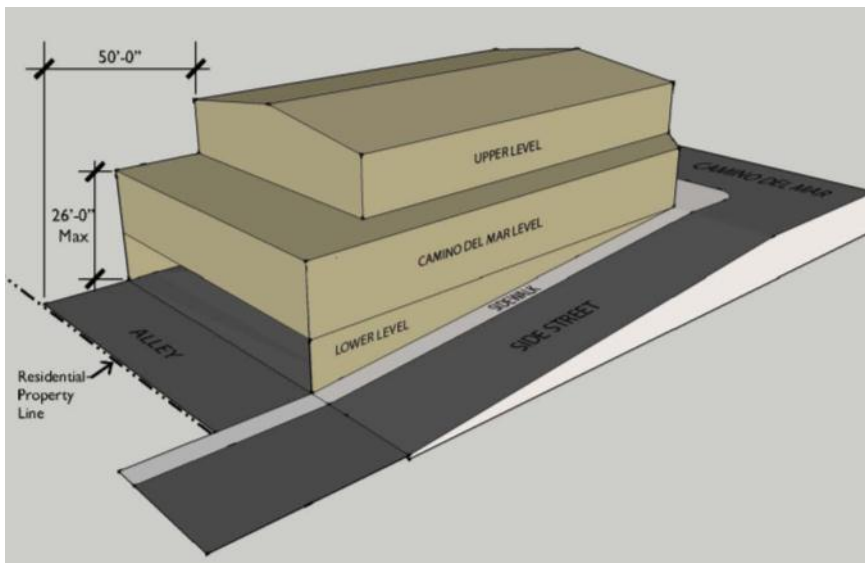


Figure V-4, Building Height Restriction Zone adjacent to Residential

## 5.2.4 Building Setbacks and Stepbacks

### Existing Context

Buildings in the Central Commercial and Public Facilities Zones are required to be setback a minimum of 10 feet from adjacent residential zones. There are no other building setbacks or any stepbacks required in the Del Mar Municipal Code for this zone. Setbacks and stepbacks are used to create desired architectural building forms by defining the building parameters. They are used to buffer and protect privacy and views. Setbacks define the minimum distance from a property line that the ground floor of a building is allowed to be located. Stepbacks require the upper floor of a building to be located farther away from the property line than the ground floor setback.

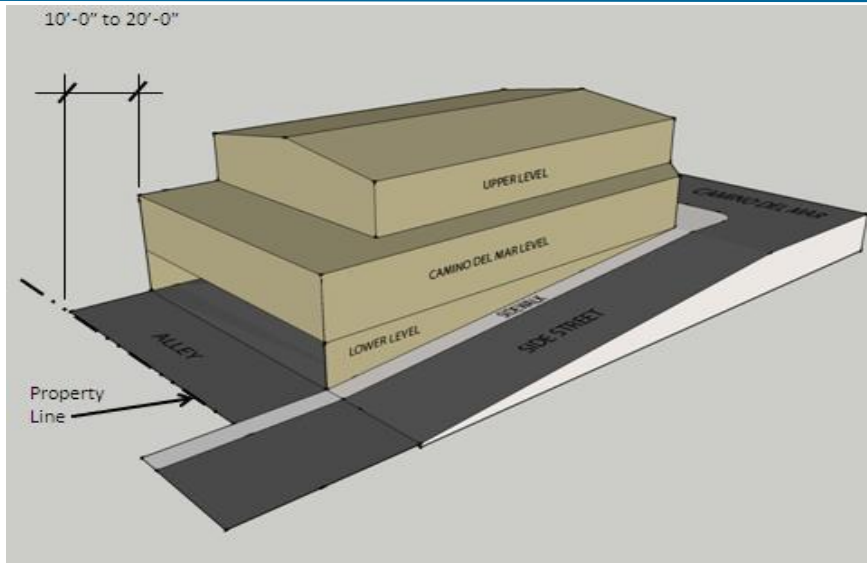


Visual Simulation of side street stepback and corner setback.

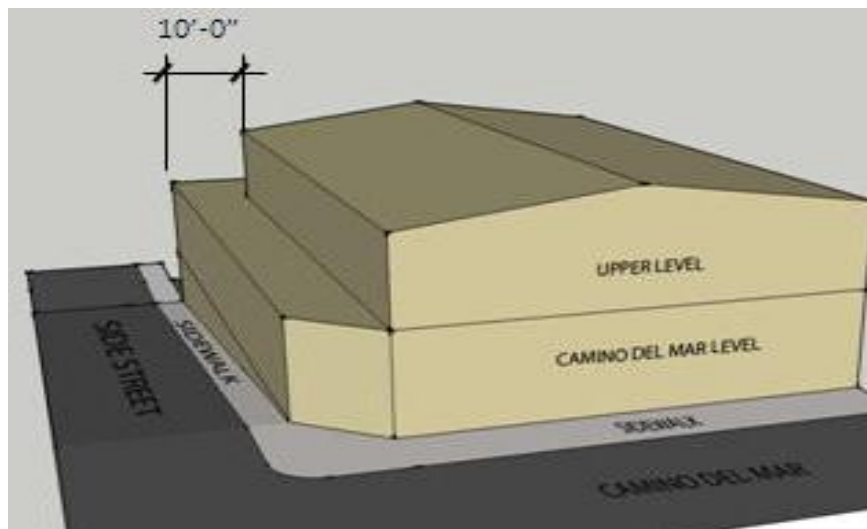
### Setbacks and Stepbacks Implementation Strategies

Building setbacks and stepbacks will maintain the existing separation between uses in the Village and adjacent residential uses, protect existing privacy for the residential uses adjacent to the Village, and protect or enhance the view corridors from the Village to the ocean. Proposed setbacks and stepbacks are generally described in this Chapter. Chapter VI, Allowed Uses and Development Standards further defines setbacks and stepbacks and summarizes the required dimensions in Table VI-2, Build-to Line, Setbacks and Stepbacks-Camino del Mar. They are also graphically illustrated in Figure V-2, Build-to Line and Figure V-5, Building Setback-rear.

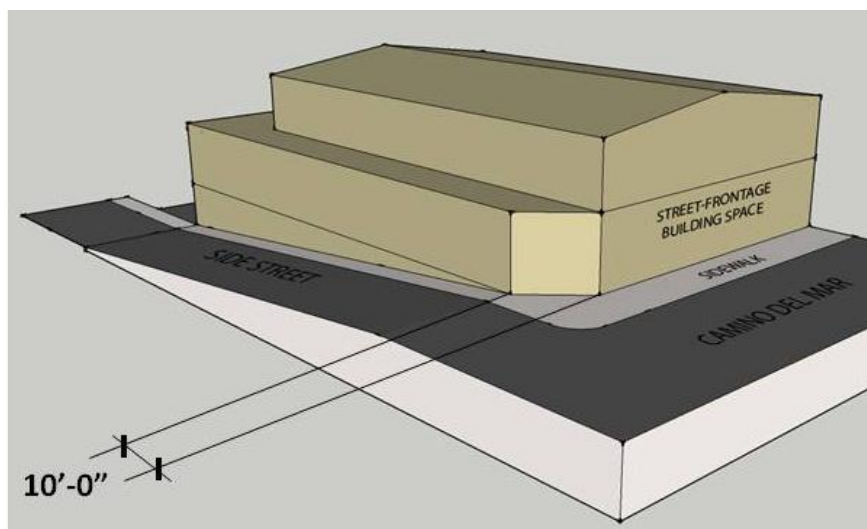
- Maintain the existing 10-foot building setback between uses in the Village and any residential property located outside the Plan area. In most of the Village, the alleys that parallel Camino del Mar create a 20-foot buffer from adjacent uses. No additional setback for buildings in the Village will be required from the alley (Figure V-5, Building Setback-rear).
- Require the upper levels of buildings on corner properties with frontage along both Camino del Mar and a side street to maintain an additional 10-foot stepback from the side streets that lead to the ocean to preserve and enhance the view of the ocean from the Village. This upper level building stepback will expand and preserve wide public view corridors to the ocean (Figure V-6, Building Side-street Stepback).



**Figure V-5, Building Setback-rear**



**Figure V-6, Building Side-street Stepback**



**Figure V-7, Corner Setback**

- Corner setbacks (minimum 10 feet on the Camino del Mar and side street frontages) at buildings located at street intersections will create additional public use areas at street corners and provide additional openness for scenic views down side streets to the ocean, and will provide an additional benefit to the community by expanding existing view corridors (Figure V-7, Corner Setback).

### 5.2.5 Floor Area Ratio

#### Existing Context

Floor area ratio (FAR) is the ratio between the overall site area and the amount of building area. The current floor area ratio is 0.45 for properties within the Central Commercial Zone. As an example, this allows a building area of 4,500 square feet on a parcel with 10,000 square feet, or a building that is 45% of the gross parcel area. FAR is used to regulate the mass and bulk of the buildings. The Public Facilities Zone does not have a designated FAR.

Del Mar's current 0.45 commercial FAR is the same or smaller than the FAR allowed for residential zones in the areas adjacent to the Village. As a result, buildings of less than one-half of the site area are required. Many of the existing properties, such as Stratford Square, the former market at 1412 Camino del Mar (now retail) and the former garage at 1302 Camino del Mar already exceed the allowable 0.45 FAR. Yet these buildings have been identified during Community Conversations as being desirable in creating character and form, and supportive of the pedestrian environment. In addition, 54% of the existing buildings in the Village already exceed the 0.45 FAR limitations. The current 0.45 FAR is a severe disincentive for redevelopment. Other than minor repairs, these existing buildings cannot be rebuilt or replaced at their present size and currently can only be replaced with structures containing less area than they currently possess.

Many small-scale village areas similar to Del Mar allow higher floor area ratios. The City of Carmel-by-the-Sea has a range of FAR between 0.95 and 1.35, with bonuses of up to 1.50 FAR. The Cedros Design District in Solana Beach has a 1.0 FAR. A greater FAR allows more building variation, larger retail and spaces, and opportunities for a mix of commercial and residential uses. The low FAR in the Village does not provide a high enough expectation for economic return for property owners to invest in renewing their properties and competing with nearby commercial areas.

## Floor Area Ratio Implementation Strategies

The Village Specific Plan creates incentives to redevelop and revitalize existing buildings by increasing the baseline FAR from 0.45 to 1.00. This increase in FAR will allow Village property owners to compete with nearby commercial areas and maintain their retail presence in Del Mar. The low scale and massing of the Village will be maintained and even enhanced by an improved relationship between the buildings and the sidewalk and by requiring the additional setbacks and stepbacks addressed in the previous strategies. In all cases, these regulations require Design Review for view protection and better designs for building façades.

Implementing Strategies include:

- Allow a maximum baseline FAR of 1.00.
- Allow modest increases to floor area ratios above 1.00 where a project provides Exceptional Public Benefits, as further described below and in Chapter VI, Allowed Uses and Development Standards. The maximum allowed FAR, with Exceptional Public Benefits, would be 1.50 FAR.



1412 Camino del Mar-123% FAR



1414-18 Camino del Mar-45% FAR

### **5.3 EXCEPTIONAL PUBLIC BENEFITS**

#### **Existing Context**

The traditional zoning development standards for the Village specify minimum and maximum values. No ability for flexibility is provided to encourage uses or development that would result in Exceptional Public Benefits (EPBs) or improvements such as those included in the three other specific plans approved along Camino del Mar.

#### **Exceptional Public Benefits Implementation Strategies**

A variety of development incentives will encourage property owners to include project components that would benefit the community and would not otherwise be included in a development proposal. Provision of those Exceptional Public Benefits would be accompanied by bonus floor area above and beyond the allowed 1.00 baseline Floor Area Ratio.

- Allow incentives of modest increases in FAR for the following Exceptional Public Benefits:
  - Creation or maintenance of a significant public view corridor;
  - Affordable Housing;
  - Public parking in excess of required parking;
  - Buildings that include exceptional sustainable features; and
  - Publicly accessible private plazas that enhance the public realm.

Chapter VI, Allowed Uses and Development Standards, further describes the list of Exceptional Public Benefits and FAR allowances.

# VI. Allowed Uses and Development Standards



## **6.0 PURPOSE**

The purpose of the development standards set forth in this Chapter is to implement the policies of the Village Specific Plan (VSP). This Chapter describes the relationship between the VSP's development standards and others found in the Del Mar Municipal Code (DMMC), in previously adopted Specific Plans, in the Del Mar Local Coastal Program and for properties currently in the Public Facilities Zone. It also describes how the sustainability and accessibility goals of the VSP are implemented. This Chapter sets forth the allowed uses in the VSP including specific limitations for locations and operation of some uses. It also identifies the standards for development of properties including: building locations; build-to lines; setbacks and stepbacks; floor area ratios; building heights; encroachments into City rights-of-way; parking and site design requirements.

## **6.1 GENERAL PROVISIONS**

### **6.1.1 Applicability of Village Specific Plan Standards**

A. Unless otherwise specified, the provisions of this Chapter shall be applicable to all properties within the geographic area of the VSP. Some of the development standards contained in this Chapter supplement or replace those found in other Chapters of the Del Mar Municipal Code (DMMC). Some of the development standards also provide a process and criteria for review of requests for relief from the standards themselves.

B. Unless specified in this Chapter, the other provisions of the Del Mar Municipal Code shall also apply in the VSP. However, where there is a conflict between the provisions of this and other Chapters of the DMMC, the provisions of this Chapter shall prevail.

### **6.1.2 Continued Applicability of Previously Adopted Specific Plans**

A. For those properties that were subject to adoption of a separate specific plan prepared pursuant to Del Mar Municipal Code Chapter 30.54 (Measure B), identified as the Del Mar Plaza, the Del Mar Hotel and the Garden Del Mar Specific Plans, the provisions of those previously adopted specific plans shall continue to apply, except as noted in this Chapter. The geographic areas of those previously adopted specific plans are noted on maps in the VSP with designations for the corresponding specific plans. The previously adopted Del Mar Plaza,

Del Mar Hotel and Garden Del Mar Specific Plans are incorporated into the Village Specific Plan by reference and are amended as follows:

B. A specific plan previously adopted pursuant to Del Mar Municipal Code Chapter 30.54 (Measure B) may be amended in accordance with the Process for Amendment to the Village Specific Plan, as contained in Chapter XII, Adoption, Amendment, Enforcement, of the VSP.

C. The provisions of this Chapter shall apply to the approximately 12,000 sq. ft. property located southeast of the intersection of Camino del Mar and 15<sup>th</sup> Street (APN 300-030-82). The site was originally included in the Del Mar Plaza Specific Plan but will now have a VSP designation. Application of the Village Specific Plan designation to the referenced property does not alter the requirements, development standards or other provisions of the Del Mar Plaza Specific Plan, as they are applied to the larger Del Mar Plaza Specific Plan property located at the northeast corner of the intersection of Camino del Mar and 15<sup>th</sup> Street (APN 300-030-86).

### **6.1.3 Compliance with the Del Mar Local Coastal Program**

All development in the Village Specific Plan shall comply with the provisions of the certified Del Mar Local Coastal Program (LCP) and any amendments thereto.

### **6.1.4 Design Review**

All development shall be subject to compliance with the applicable standards of review and review processes contained in the City of Del Mar Design Review Ordinance, DMMC Chapter 23.08 and any amendments thereto.

#### **6.1.4.1 Design Guidelines**

All development shall be subject to compliance with Design Guidelines for the Village Specific Plan, as may be established or amended by separate resolution of the City Council.

### **6.1.5 Interpretations of the Village Specific Plan**

When in the opinion of the Planning Director, it is necessary for the City to render an administrative interpretation of one

or more of the provisions of the VSP; the Planning Director shall have such authority. An interpretation rendered by the Planning Director shall be posted at City Hall and on the City's web site. Any person may, within a 10-day period of posting of the interpretation, request that the interpretation be forwarded to the Planning Commission for consideration. Such review shall be processed in accordance with the Interpretations provisions and procedures of DMMC Chapter 30.01.020. The request shall be in writing and shall be accompanied by fees, as necessary, to cover the City's administrative costs of processing the request.

#### **6.1.6 Public Facilities Overlay Zone**

Any property in the VSP owned or controlled by a local, state or federal government agency and having a Public Facilities Overlay designation shall continue to be subject to the allowable use and development standards contained in DMMC Chapter 30.31-Public Facilities Zone (PF) until such time as either of the following events occurs:

A. The ownership or control of the property is transferred from a government agency to a non-government agency. At such time, the Public Facilities Zone Overlay designation shall no longer be applicable and the allowable use and development standards of the VSP shall instead apply.

B. The local, state or federal government agency owning the property makes a request, in the form of a Tier-Three Amendment to the VSP, as defined and regulated in Chapter XII of the VSP, to apply the allowable use and development standards of the VSP to the property, rather than applying those of the Public Facilities Zone.

#### **6.1.7 Sustainable Development**

All new development shall incorporate sustainable or "green" building practices at a minimum equivalent to Tier I standards of the CAL Green Tier Code. Sustainable building practices shall include, but not be limited to, those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification or Build It Green Building Guidelines and Rating Systems, or other comparable industry standards, as may be adopted or recognized by the City of Del Mar.

### **6.1.8 Development to Comply with Accessibility**

**Laws** All new development and construction shall comply with applicable state and federal laws regarding accessibility.

### **6.1.9 Definitions**

A. Words, phrases and terms not specifically defined in this Chapter shall have the same definition as provided in the DMMC, or, where not defined in the DMMC, as applied in normal usage.

B. For purposes of this Chapter, the following terms shall have the meanings set forth below.

**Affordable Housing** - A residence or group of residences that meet State and Federal statutes for provision of housing at a restricted rate affordable to persons of extremely low, very low or low income, as such income levels are established by the State Department of Housing and Community Development (HCD) and the Department of Housing and Urban Development San Diego County Office of Housing and Community Development. Affordable Housing shall mean the same as Affordable Residential Unit.

**Alley** - A public or private way permanently reserved primarily to provide vehicular access to the rear or side of properties also abutting a street.

**Americans with Disabilities Act (ADA)** – A federal statute that guarantees equal opportunity to access public accommodations for persons with disabilities.

**Amplified Outdoor Entertainment** - Entertainment which makes the use of any amplified loudspeaker equipment on the exterior of an enclosed building space.

**Bank** - An establishment empowered by state and federal government agencies to receive deposits, make loans, and provides checking and savings account services in on-site transactions.

Bar - A commercial establishment where the sale of alcoholic beverages for on-site consumption constitutes 51% or more of the operation's gross receipts.

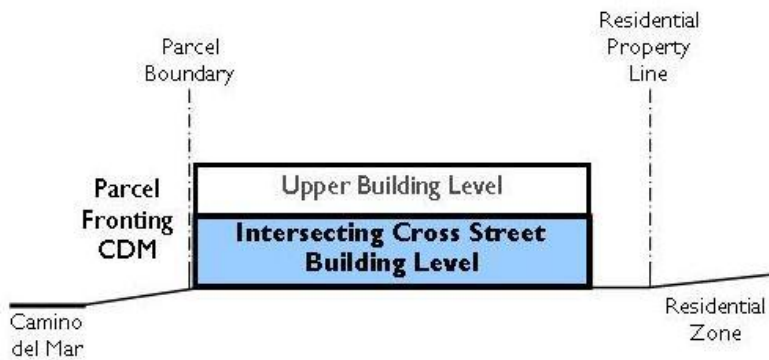
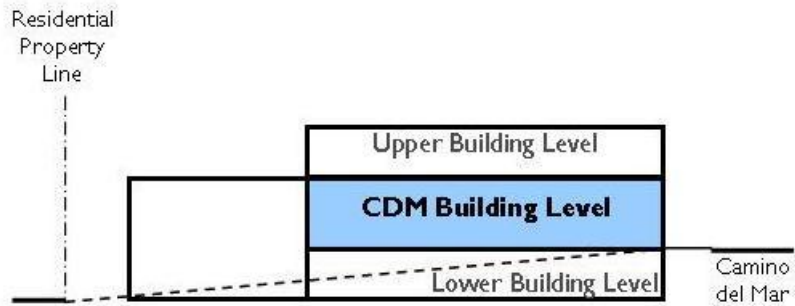
Building Levels -

1. Building Level - Camino del Mar/15th Street - That floor level of a building with frontage along Camino del Mar or 15<sup>th</sup> Street and which is closest in elevation (vertically) to the elevation of the sidewalk along the building's Camino del Mar or 15th Street frontage (Figure VI-1, Camino del Mar/Intersecting Cross Street Building Levels).
2. Building Level - Intersecting Cross Street - That floor level of a building with frontage along an Intersecting Cross Street and which is closest in elevation (vertically) to the elevation of the sidewalk along the building's Intersecting Cross Street frontage (Figure VI -1, Camino del Mar/Intersecting Cross Street Building Levels).
3. Building Level - Lower – That floor level of a building with frontage along Camino del Mar and which is located beneath the building's Camino del Mar Building Level, as such is defined in this Section (Figure VI-2, Lower/Upper Building Levels).
4. Building Level - Upper - That floor level of a building that is located above the building's Camino del Mar Building Level, as such is defined in this Chapter (Figure VI-2, Lower/Upper Building Levels).

Bed and Breakfast Inn - A lodging establishment at which at least one meal per day is provided on site to guests at no charge, other than the fee for lodging accommodations.

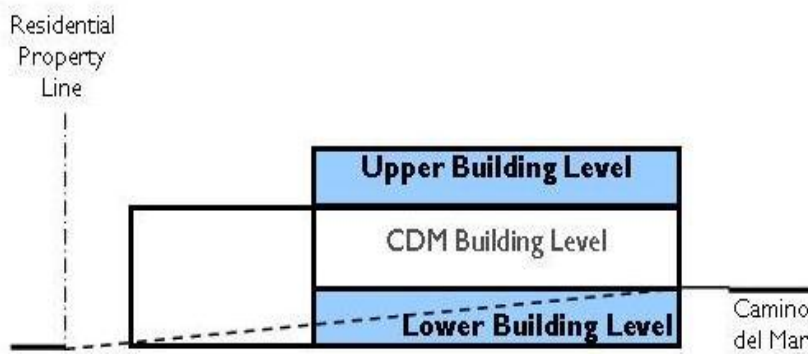
Brewpub - An establishment that qualifies as a restaurant pursuant to this Chapter and which also involves the on-site brewing of beer as an attendant operation. In order to qualify as a Brewpub, the on-site area used for brewing, including bottling, kegging, and packaging of beer may not exceed 25 percent of the total floor area of the premises.

### Street Frontage Building Levels



**Figure VI-1, Camino del Mar/Intersecting Cross Street Building Levels**

### Lower / Upper Building Levels



**Figure VI-2, Lower/Upper Building Levels**

Commercially Operated Parking Lot - A parking lot or parking structure operated by a non-government entity offering short- or long-term off-street parking to the general public for a fee. A Commercially Operated Parking Lot shall not include parking lots or portions thereof authorized or devoted to the provision of off-street parking required by the DMMC to serve owners, employees or patrons of an establishment(s) or to serve the public as part of a Park-Once parking requirement, as defined in the DMMC.

Cultural/Entertainment Use - A use where 51% or more of the establishment's floor area is devoted to cultural or entertainment activities. Examples include, but are not limited to: museums, art and photo galleries and performance-art venues and movie theaters.

Educational Facility - An operation providing classes or training to individual students or groups of students.

Establishment - A business or facility that produces and/or provides goods or services that operates from a single physical location.

Floor Area Ratio (FAR) - A number which indicates how many square feet of enclosed building area may be constructed on a property. FAR is determined by dividing the gross floor area of all buildings on a lot by the net area of that property.

Food Cart/Kiosk - A portable, non-motorized unit operated by a vendor for the sale of food and/or beverages in face-to-face transactions.

Horizontal Zoning Regulation - The requirements of this Chapter that regulate the allowed uses in Street-Frontage Building Space.

Intersecting Cross Street - A public street, other than 15<sup>th</sup> Street, that intersects Camino del Mar. Also known as an Intersecting Street.

Lodging Facility – An establishment offering lodging for a period of not more than 30 consecutive days. Examples of a Lodging Facility include, but are not limited to a hotel, boutique hotel, motel or bed and breakfast inn.

Live/Work Residential Unit - A residential unit in which a portion of a connected building space is used for another activity allowed by this Chapter and operated by the tenant of the residential unit. To qualify as a Live/Work Residential Unit, the building space shall meet all of the following criteria:

1. The non-residential area of the connected space does not exceed 50% of the total area of the Live/Work Residential Unit;
2. The residential portion of the Live/Work Residential Unit is not located in the Street-Frontage Building Space; and
3. Other than the tenant(s) of the residence, not more than five employees occupy the non-residential area of the Live Work Residential Unit at any one time.

Mixed-Use – A building or parcel containing a mixture of uses either allowed by this Chapter or uses determined to be lawfully nonconforming.

Municipal Parking Lot - A parking lot or structure operated by the City of Del Mar, or designee, offering free or paid parking for the general public or for uses on the site.

Non-Street-Frontage Building Space - That portion of a building that does not meet the criteria of Street-Frontage Building Space.

Office-General - An establishment where 51% or more of the floor area is devoted to the provision of professional, executive, management, or administrative services. See also separate definitions for: Bank, Office - Medical and Office - Real Estate.

Office-Medical – An establishment providing outpatient medical services of a type that legally requires medical licensing.

Office-Real Estate – An establishment where 51% of its floor area is devoted to transactions for the sale of property.

On-Site Outdoor Dining Area - An area of a lawfully established restaurant located outside of and immediately adjacent to the enclosed area of the restaurant and where table service is provided. An On-site Outdoor Dining Area is separate and distinct from a Sidewalk Cafe, as defined and regulated by DMMC Chapter 23.30.

Outdoor Display Area - The use of an area immediately adjacent to the exterior wall of an enclosed retail sales establishment where goods or commodities associated with the enclosed sales operation are displayed but not sold. In order to qualify as an Outdoor Display Area, the area shall:

1. Extend not more than ten feet in depth from the building face of the structure in which the associated establishment is located;
2. Extend the shorter distance of not more than 15 feet, or 25% of the linear frontage of the building face, along the structure in which the associated establishment is located;
3. Be maintained so that all displays are removed during hours at which the associated establishment is closed to the public; and
4. Be operated so that all transactions are limited to the interior of the associated establishment.

Paseo – An enclosed or unenclosed passageway a minimum of 10 feet in width, open to use by the general public and providing pedestrian access across a property from one public right-of-way to another or from a public right-of-way to multiple building spaces on a property.

Personal Services Use - A commercial establishment where 51% or more of its floor area is devoted to face-to-face provision of services to individual customers. Examples of personal service uses include, but are not limited to: hair salons, nail salons, day spas, dry cleaners, pet grooming, photocopying, non-governmental postal services, travel agencies and health or physical therapy services that do not require medical licensing.

Public Facility - An institution operated by a government agency for the provision of public services. Examples of a public facility include, but are not limited to public libraries, civic offices, fire or police stations, federal postal offices and public schools.

Public Plaza - An outdoor or unenclosed area on a private property designated for and accessible for use by the general public but maintained by the private property owner.

Public Sidewalk - A pedestrian passageway located in a City right-of-way and designated for use by the general public. Unless otherwise specified in this Chapter, the term sidewalk shall mean the same as Public Sidewalk.

Residential Unit - A building, or portion thereof, containing lawfully established cooking and sanitary facilities, and used exclusively for periods of occupancy of 30 days or more by an individual or group of people. Residential unit shall mean the same as residence or dwelling unit.

Restaurant - A commercial establishment where the preparation and sale of food and/or beverages is for on-site consumption. Establishments where food and or beverages are sold solely for off-site consumption are not considered as restaurants, but are instead considered as retail uses.

Retail Use - A commercial establishment where 51% or more of its floor area is devoted to the sale of goods and/or commodities stored on site and sold in face-to-face transactions. Examples of retail uses include, but are not limited to establishments, whose primary function is the sale of books, clothing, shoes, flowers, gifts, sporting goods, hardware, jewelry, liquor, electronics, furniture, home accessories, furnishings, and sales of food or groceries with no on-site consumption.

Street-Frontage Building Space - That portion of a building on a property having frontage along either Camino del Mar or 15<sup>th</sup> Street and which is closest in elevation to the elevation of the sidewalk along the property's Camino del Mar or 15<sup>th</sup> Street frontage (see also Building Level - Camino del Mar/15th Street).

Visitor-Serving Facilities - Public and private developments where the primary function is to provide accommodations, food, and services for visitors to the community, as distinct from area residents or employees. Examples include, but are not limited to, lodging facilities, restaurants, retail sales and cultural/entertainment uses.

## **6.2 ALLOWED USES AND LOCATIONS**

### **6.2.1 Horizontal Zoning Regulations**

This Section draws a distinction between portions of buildings that are located at street level and directly adjacent to Camino del Mar or 15<sup>th</sup> Street, termed Street-Frontage Building Space, and building areas located to the rear of, above or below those spaces, termed Non-Street-Frontage Building Space. The regulations are intended to preserve and enhance pedestrian flow along the City's main commercial corridors. These regulations shall not apply to buildings fronting Intersecting Cross Streets. Table VI-1, Allowed Uses and Locations, identifies those uses that are allowed in Street-Frontage Building Space and those that are restricted to Non Street-Frontage Building Space.

#### **6.2.1.1 Relief from Horizontal Zoning Regulations – Process**

The owner of a Street-Frontage Building Space may seek relief from the Horizontal Zoning Regulations of this Chapter. The request shall be in writing and shall be accompanied by fees, as necessary, to cover the administrative costs of processing the request. The request shall be processed as set forth herein.

A. The property owner shall submit an application for Relief from Horizontal Zoning Regulations, on a form provided by the City, stating the rationale for the request and the manner in which the unique circumstances associated with the property support a finding of compliance with the standards of review contained in this Section.

B. The application shall be reviewed by the City Council at a noticed public hearing conducted in accordance with the provisions of the DMMC.

C. A Grant of Relief from Horizontal Zoning Regulations authorized pursuant to this Section shall be subject to such conditions as deemed necessary to implement the City's expressed goals of creating a pedestrian-oriented downtown.

**Table VI-I, Allowed Uses and Locations**

Use/Activity	Street-Frontage Building Space	Non Street-Frontage Building Space	Special Use Restrictions
<b>Retail</b>	A	A	
Outdoor retail sales (open-air markets, bazaars)	CUP	CUP	
<b>Restaurant</b>	A	A	Limitation on location and design of outdoor dining
Establishments providing amplified outdoor entertainment or where alcohol is served between the hours of 11:00 p.m. and 8:00 a.m.	CUP	CUP	Limitation on location and design of outdoor dining
Brewpubs	S	S	Limitation on area devoted to brewing or kegging
<b>Personal Services</b>	A	A	
Pet grooming	S	S	Requirements for odor- and noise- control measures
<b>Office</b>	X	A	
Bank	A	A	
<b>Lodging Facility</b>	S	A	Limitation on use of Street-Frontage Building Space
<b>Cultural/Entertainment</b>	A	A	
Performance art spaces and movie theaters	S, CUP	CUP	Limitation on use of Street-Frontage Building Space
Educational facilities	S	A	Limitation on use of Street-Frontage Building Space
<b>Public Facility</b>	A	A	
<b>Residential Unit</b>	S	A	Limitation on use of Street-Frontage Building Space
Live/Work Residential Units	S	A	Limitation on use of Street-Frontage Building Space
<b>Miscellaneous</b>			
Commercially operated parking facilities (stand-alone use vs. part of mixed-use project) and Municipal Parking Lots	CUP	CUP	
Food kiosks and carts	A	A	
Commercial Mobile Radio Service Facilities	X	S, CUP	Limitation on location of equipment
A	Allowed by right		
CUP	Allowed, subject to the receipt of a Conditional Use Permit		
S	Allowed, subject to compliance with special use and/or development regulations		
X	Not allowed in identified building space		

**6.2.1.2 Relief from Horizontal Zoning Regulations - Standards of Review**

A. A Grant of Relief from Horizontal Zoning Regulations shall be approved where the City Council makes all of the following findings.

1. The Street-Frontage Building Space for which the Grant of Relief is sought is, by virtue of existing unique circumstances such as topography, building alignment or building design, constrained from being successful for one of the uses listed in this Chapter as being an allowed use in a Street-Frontage Building Space. For purposes of this Section, examples of existing unique circumstances shall include, but not be limited to, situations wherein: a) the floor level of the Street-Frontage Building Space is at a differential of 36 inches or more from the elevation of the adjacent street-frontage sidewalk measured at the entry to the building space; or b) the building face of the Street-Frontage Building Space is set back from the adjacent street-frontage sidewalk a distance of 25 feet or more;
2. The constraints identified herein cannot be feasibly overcome by building or grading alterations. For purposes of this Section, the term “feasibly overcome” shall mean: capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors; and
3. The proposed use is an allowed use in this Chapter.

B. A Grant of Relief from Horizontal Zoning Regulations may also be approved for a property located in the City’s Historic Preservation Overlay Zone where the City Council makes a finding that a requirement to limit the use of the Street-Frontage Building Space to uses otherwise allowed by this Chapter would interfere with or detract from the historic character or value of the property or structures thereon.

In addition to the provisions of this Section, all modifications to properties located in the Historic Preservation Overlay Zone shall be subject to compliance with all applicable provisions of DMMC Chapter 30.58-Historic Preservation Overlay Zone.

### **6.2.2 Conditional Use Permits**

Where a use identified in the following Table VI-I, Allowed Uses and Locations requires receipt of a Conditional Use Permit (CUP), such CUP shall be obtained in accordance with DMMC Chapter 30.74 - Conditional Use Permits and shall be in full force and effect prior to issuance of a building permit or commencement of the use.

### **6.2.3 Allowed Uses and Locations**

Table VI-I, Allowed Uses and Locations, identifies those uses that are allowed within the Village Specific Plan, either by right, or through the grant of a Conditional Use Permit (CUP). The Table further identifies those uses that are allowed in Street-Frontage Building Space and those that are restricted to Non Street-Frontage Building Space. It also identifies uses that are subject to Special Use Restrictions regarding the location or operation of a use.

### **6.2.4 Prohibited Uses**

Unless specifically permitted in accordance with the provisions of this Chapter, the following uses shall not be allowed.

1. Drive-thru establishments;
2. Automobile sales or rentals where vehicles are stored or displayed on site in non-enclosed areas;
3. Automobile repair services;
4. Kennels or pet-boarding facilities; and
5. Any use prohibited by state or federal law.

### **6.2.5 Residential Uses – Allowed Density and Location**

A. The maximum density for residential uses shall be limited to 20 dwelling units per acre or, one dwelling for each 2,178 sq. ft. of net lot area. Density calculations resulting in a fraction of .5 or more of a residential unit may be rounded up to the next whole number.

B. Pursuant to the Horizontal Zoning Regulations of this Chapter, residential units shall not be located in Street-Frontage Building Space, except that entryways or lobbies serving residential units may be located in Street-Frontage Building Space, provided they meet all of the following criteria:

1. The entryway or lobby area does not exceed a width of 15 feet, measured along the Street-Frontage Building Space; and
2. Not more than one 15-foot wide entryway or lobby is located along the property's Street Frontage Building Space.

C. Each residential unit shall include the minimum enclosed area and amenities required by the California Building Code (CBC). Regardless of the minimum size for storage space otherwise required by the CBC, each residential unit shall include a minimum of 100 sq. ft. of designated and secured storage space.

D. No single residential unit shall exceed a size of 1,500 sq. ft. of enclosed space, exclusive of parking areas, designated and secured storage space required herein or common areas serving multiple residential units.

E. A maximum of 110 residential units shall be allowed in the VSP. The residential units located in the Hotel Specific Plan (L'Auberge Resort) shall not be included in the 110-unit maximum identified herein. The authorization for construction of residential units shall be issued in the order in which submitted applications for such are approved by the City.

F. Notwithstanding the other provisions of the DMMC, all required parking for a residential unit shall be located on the same building site on which the residential unit is located. Those parking spaces serving residential units and located in a garage or parking area serving other uses shall be signed as being reserved for occupants of the corresponding residential unit(s).

G. Each residential unit shall be subject to the recordation of a restrictive covenant against the deed for the property in which the owner acknowledges that the residence is located in

a commercial area where a variety of uses are allowed, some of which may generate more activity and noise than might be encountered in a zone restricted solely to residential uses. The required covenant shall also specify that the property owner shall advise the tenants of residential unit(s) of the existence of the deed restriction and the reason for its recordation.

H. A minimum of 25% of residential units constructed on a building site shall be constructed and reserved for use as an affordable residential unit(s), as defined and regulated in this Chapter. This shall mean that for every four residential units constructed on a building site, one of the units shall be an affordable unit. The requirement to provide an additional affordable residential unit required in this Section shall not apply where three or fewer market-rate residential units are constructed on a parcel.

I. Affordable residential units required by this Section shall be subject to the recordation of a deed restriction committing the property owner and successors in interest to application of continued affordable rates for a period of not less than 30 years from the date of issuance of the Certificate of Occupancy for such affordable residential unit(s).

#### **6.2.6 Allowed Accessory Uses**

The following uses are allowed as accessory to an allowed use on a property:

A. Activities customarily incidental to an allowed use, including storage of commodities sold on the premises of a commercial establishment.

B. Off-street automobile parking serving any permitted use.

#### **6.2.7 Allowed Temporary Uses**

A. Outdoor sales events, such as a bazaar or open-air market, may be allowed, subject to the receipt of an Operations Permit as may be required and issued in accordance with the provisions of Title 6 of the DMMC.

B. Food carts and kiosks, as defined in this Chapter, are allowed on private property.

### **6.2.8 Commercial Mobile Radio Service Facilities**

The authorization and operation of Commercial Mobile Radio Facilities shall be allowed, subject to compliance with the applicable standards and procedures contained in the DMMC.

### **6.2.9 Determination of Allowed Use**

A. A property owner may petition the City to operate a use that is not expressly listed as an allowed use in this Chapter. The request shall be in writing and shall be accompanied by fees, as necessary, to cover the City's administrative costs of processing the request. A request for Determination of Allowed Use shall be processed in accordance with this Section.

B. Determination of Unambiguously Similar Use. The Planning Director may approve a proposed use or activity upon making a written determination that it is unambiguously similar to another use or activity that is included in Table VI-I of this Chapter, Allowed Uses and Locations. In such cases, the Director's determination shall be final.

C. Determination of Consistent Use. The Planning Director may authorize operation of a use or activity upon making a written determination that it is consistent with, but not unambiguously similar to, a use or activity that is included in the Table VI-I of this Chapter, Allowed Uses and Locations. In such cases, the Planning Director's determination shall be subject to the following process:

1. The Planning Director shall prepare a written finding as to whether the proposed use or activity is consistent with and carries out the intent of: 1) Table VI-I of this Chapter VI, Allowed Uses and Locations; and 2) Chapter V, Private Development Parcels of the Village Specific Plan.
2. The Determination shall not be final until public notice of the Planning Director's determination is posted for a period of ten (10) working days on the City Hall Bulletin Board and the City's web site, and sent by e-mail or mail to any person who has made a written request to receive such notices.

3. Any person may, within a 10-day period of posting of the Determination, request that the determination be forwarded to the Planning Commission for consideration. Such review shall be processed in accordance with the Determination of Allowable Use provisions and procedures of DMMC Chapter 30.01.030. The request shall be in writing and shall be accompanied by fees, as necessary, to cover the City's administrative costs of processing the request.

## 6.3 DEVELOPMENT STANDARDS

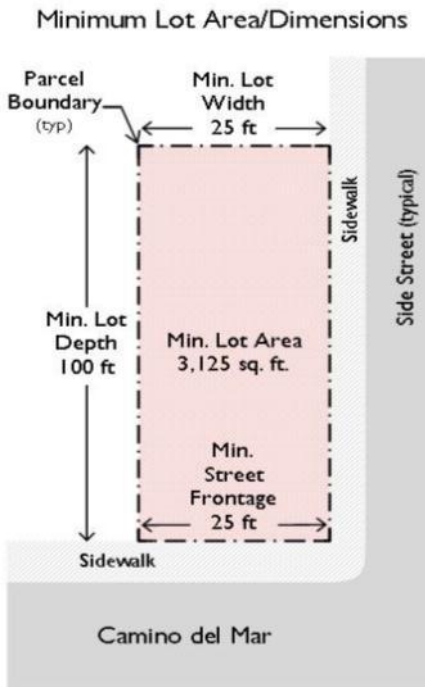


Figure VI-3, Minimum Lot Area/Dimensions

### 6.3.1 Minimum Lot Size

A. The following minimum lot size and dimension standards for properties shall be measured in accordance with the provisions of the DMMC (Figure VI-3, Minimum Lot Area/Dimensions).

B. Minimum Lot Area: No lot shall be less than 3,125 square feet in area.

C. Minimum Lot Dimensions:

1. No lot shall have a width of less than 25 feet.
2. No lot shall have a street frontage of less than 25 feet.
3. No lot shall have a depth of less than 100 feet.

### 6.3.2 Build-to Line

A. This Section establishes requirements for the alignment of buildings with frontage along either Camino del Mar or 15<sup>th</sup> Street (Table VI-2, Build-to Line, Setbacks).

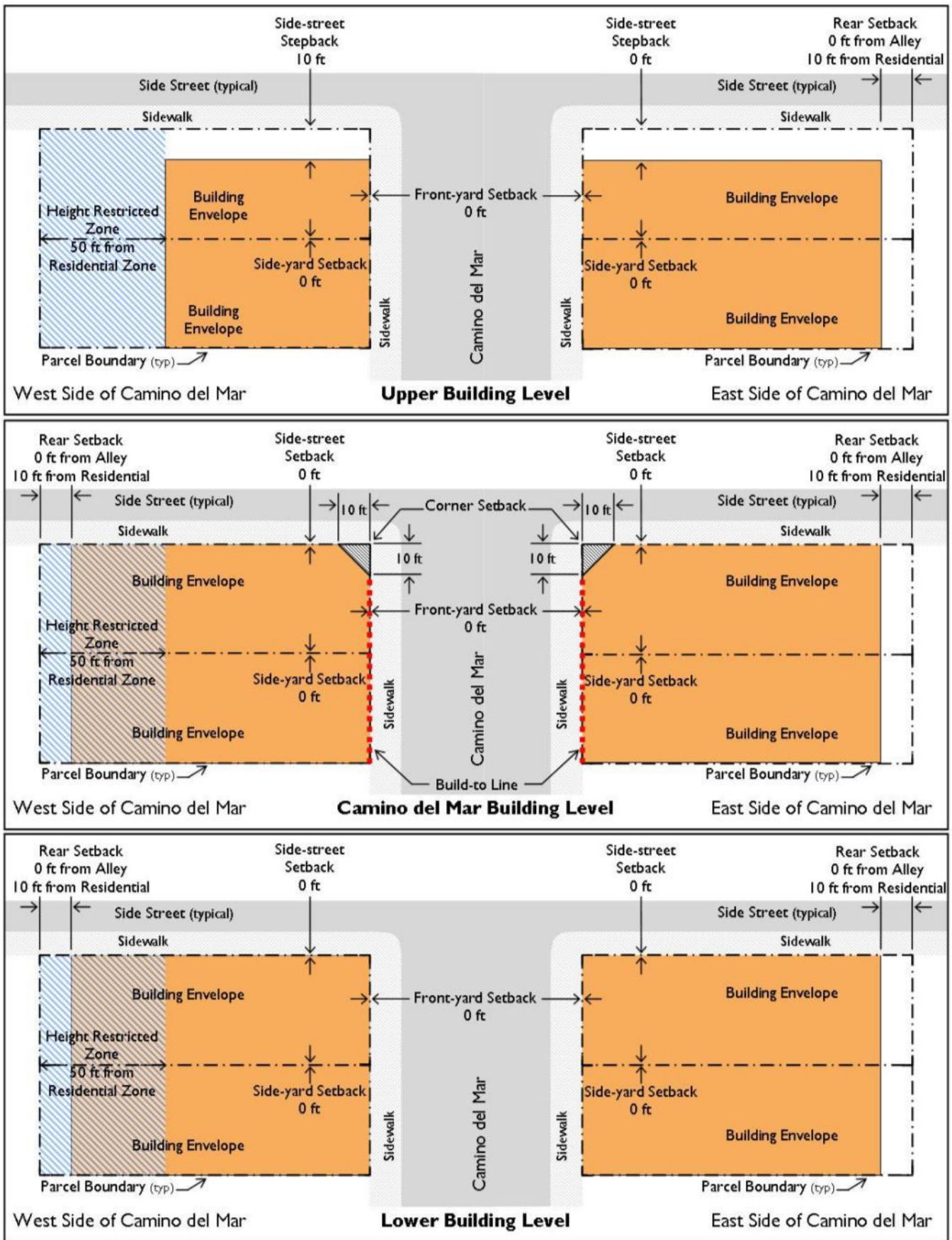
1. Build-to Line. Except as otherwise provided in this Chapter, a minimum of 80% of the street-level linear façade of a building located on a property with frontage along Camino del Mar or 15<sup>th</sup> Street shall be sited within five (5) feet of that property line which abuts the Camino del Mar or 15<sup>th</sup> Street right-of-way.
2. Exceptions to the Build-to Line contained in this Section are allowed in order to accommodate the siting of outdoor dining areas, open-air commercial displays, paseos, or public plazas.
3. Exceptions to the Build-to Line contained in this Section are allowed for an Intersection Corner Setback required by this Chapter.

B. The provisions of this Section shall not be applicable to properties in the City's Historic Preservation Overlay Zone (DMMC Chapter 30.58).

### **6.3.3 Building Setbacks and Stepbacks**

A. This Section sets forth the required setbacks and stepbacks for buildings and structures fronting either Camino del Mar or 15<sup>th</sup> Street (Figure VI-4, Build-to Line, Setbacks and Stepbacks - Camino del Mar/15<sup>th</sup> Street and Table VI-2, Build-to Line, Setbacks and Stepbacks-Camino del Mar/15<sup>th</sup> Street).

1. Front Setback: None required for any Building Level (see also Section 6.3.2 Build-to Line).
2. Street Side Setback: No setback is required for the Camino del Mar or Lower Building Levels. The Upper Building Level of a structure located on a parcel with frontage along an Intersecting Cross Street (excepting 15<sup>th</sup> Street) shall be set back a minimum of 10 feet from the property line fronting the Intersecting Cross Street. This setback shall not be applicable to the building located on properties with the Historic Preservation Overlay Zone (DMMC Chapter 30.58).
3. Interior Side Setback: None required for any Building Level.
4. Corner Setback: For corner properties with frontage along both Camino del Mar and an Intersecting Cross Street (excepting 15<sup>th</sup> Street) a triangular setback measured as a tangent starting at a distance 10 feet back from the respective property lines at the intersecting street frontages shall be required. This setback shall not be applicable to buildings located on properties with a Historic Preservation Overlay Zone (DMMC Chapter 30.58).
5. Rear Setbacks and Stepbacks:
  - i. For those properties located west of Camino del Mar immediately adjacent to an alley, no setback shall be required for a structure's Camino del Mar or Lower Building Levels (see also Section 6.3.4.B Maximum Building Height for the special height restriction within 50 feet of residentially zoned property).

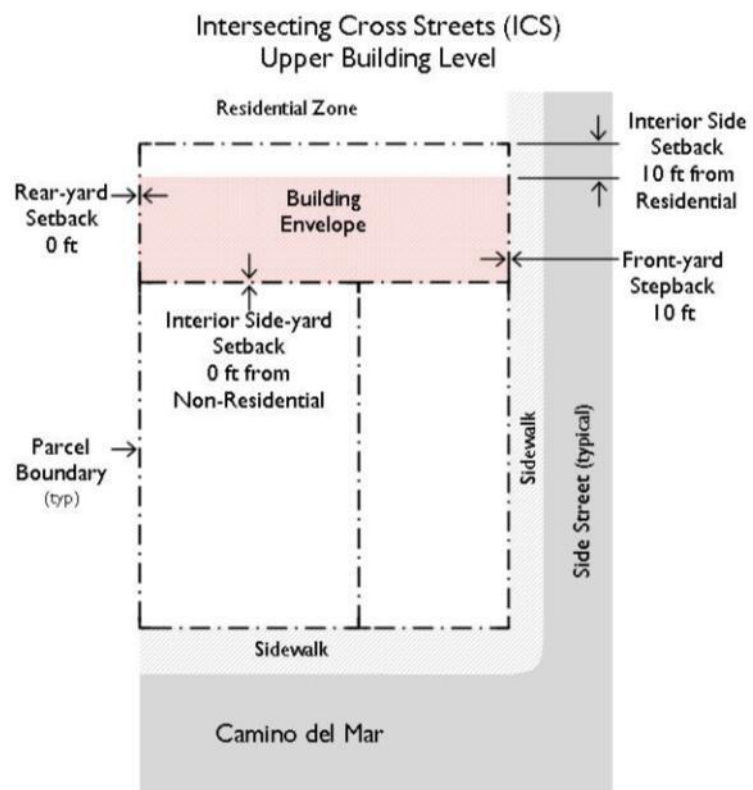
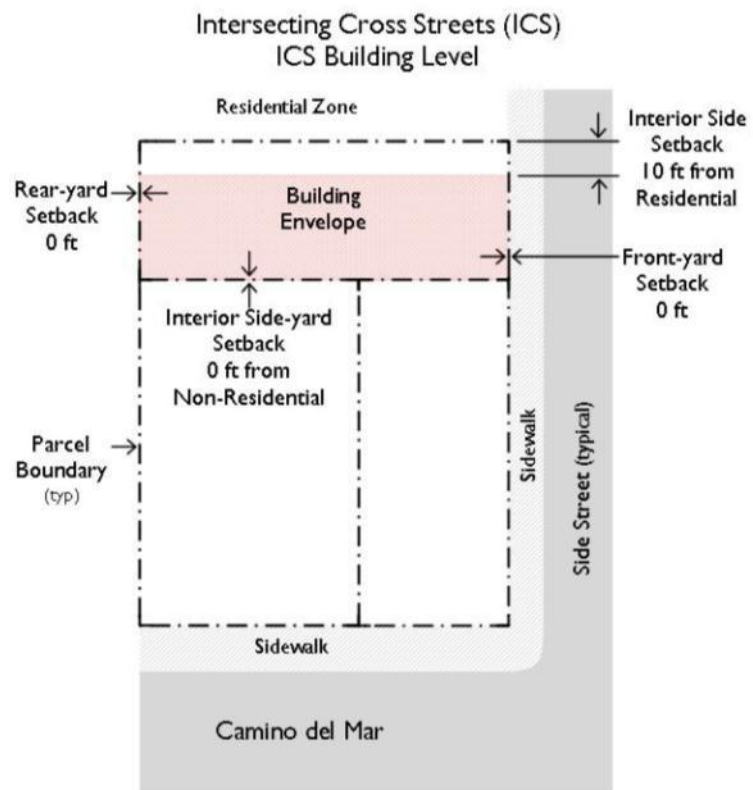


Figures VI-4, Build-to Line, Setbacks and Stepbacks-Camino del Mar/15<sup>th</sup> Street

**Table VI-2, Build-to Line, Setbacks and Stepbacks - Camino del Mar/15<sup>th</sup> Street**

<b>Setback/Stepback</b>	<b>West side of Camino del Mar and 15<sup>th</sup> Street</b>	<b>East side of Camino del Mar</b>
<b>Lower Building Level</b>		
Front Setback	0	0
Street Side Setback	0	0
Interior Side Setback	0	0
Rear Setback - Abutting Alley	0	0
Rear Setback - Abutting Residential	10	0 - 10*
<b>Camino del Mar Building Level</b>		
Front Setback	Build-to Line	Build-to Line
Street Side Setback	0	0
Corner Setback	Triangle with 10' sides	Triangle with 10' sides
Interior Side Setback	0	0
Rear Setback - Abutting Alley	0	0
Rear Setback - Abutting Residential	10	0 - 10*
<b>Upper Building Level</b>		
Front Stepback	0	0
Street Side Stepback	10	10
Corner Stepback	Triangle with 10' sides	Triangle with 10' sides
Interior Side Setback	0	0
Rear Stepback - Abutting Alley	0	0
Rear Stepback - Abutting Residential	0	10

\* See Section 6.4.4.A.5 regarding structures below the lowest elevation of the property line of the adjacent residential zone.



**Figure VI-5, Setbacks and Stepbacks-Intersecting Cross Streets**

- ii. For those properties located west of Camino del Mar immediately adjacent to a residentially zoned property, a 10-foot setback shall be required for a structure's Camino del Mar and Lower Building Level (see also Section 6.3.4.B Maximum Building Height for the special height restriction within 50 feet of residentially zoned property).
- iii. For those properties located east of Camino del Mar immediately adjacent to an alley, no setback shall be required for a structure's Camino del Mar or Lower Building Levels.
- iv. For those properties located east of Camino del Mar immediately adjacent to a residential zone, a 10-foot setback shall be required for a structure's Camino del Mar and Upper Building Levels. No setback for a structure's Camino del Mar or Lower Building Levels shall be required if such level is at or below the lowest elevation of the property line of the adjacent residential zone.

B. This Section sets forth the required setbacks and stepbacks for buildings and structures fronting Intersecting Cross Streets (Figure VI-5, Setbacks and Stepbacks—Intersecting Cross Streets and Table VI-3, Setbacks and Stepbacks—Intersecting Cross Streets).

1. Front Setback/Stepback. None required for the Intersecting Cross Street Building Level. A 10-foot stepback shall be required for the Upper Building Level.
2. Interior Side Setback. A 10-foot setback shall be required for any Building Level immediately adjacent to a residential zone. No setback shall be required for any Building Level adjacent to another nonresidential parcel.
3. Rear Setback. None required for any Building Level.

C. Architectural projections may encroach into an otherwise required setback or stepback in accordance with the DMMC.

**Table VI-3, Setbacks and Stepbacks—Intersecting Cross Streets**

Setback/Stepback	Intersecting Cross Street
<b>Intersecting Cross Street Building Level</b>	
Front Setback	0
Interior Side Setback - Abutting Residential	10
Interior Side Setback - Abutting Non-Residential	0
Rear Setback	0
<b>Upper Building Level</b>	
Front Stepback	10
Interior Side Setback – Abutting Residential	10
Interior Side Setback – Abutting Non-Residential	0
Rear Setback	0

**6.3.3.1 Storefront Design**

A. A minimum of 50% of a building façade defined in this Chapter as a Street-Frontage Building Space shall be composed of transparent windows and doors that allow views of interior spaces and of the services or products offered within the building. Windows and doors included within the 50% minimum shall be transparent, with no dark-tinted, reflective or frosted glazing permitted at an elevation higher than 3'-6" above that of the adjacent sidewalk.

B. The requirements of this Section shall not be applicable to properties within the City's Historic Preservation Overlay Zone (DMMC Chapter 30.58).

**6.3.3.2 Minor Building Amenities Allowed to Encroach into a Public Right-of-Way**

A. Canopies, signs, awnings, balconies and planter boxes may extend from a building façade into the adjacent right-of-way, provided they meet all of the following criteria:

- I. A minimum vertical distance of eight (8) feet is provided between the elevation of the adjacent sidewalk and the bottom of the encroaching element.

2. The horizontal encroachment into the Camino del Mar and 15<sup>th</sup> Street right-of-way does not exceed four (4) feet.
3. The horizontal encroachment into the right-of-way for Intersecting Cross Streets connecting with Camino del Mar does not exceed two (2) feet.

B. All encroachments into a public right-of-way shall be subject to compliance with applicable provisions of DMMC Chapter 23.28 regarding Encroachment Permits.

#### **6.3.4 Maximum Building Height**

A. For those properties with frontage along the east side of Camino del Mar, the maximum allowable height shall be 26 feet measured as: the vertical distance between the Camino del Mar sidewalk located immediately adjacent to the property frontage and the highest point of the building. Where the elevation of the sidewalk fronting a property varies, the elevation of the sidewalk at the linear mid-point of the property's street frontage shall be used for purposes of measuring maximum building height (Figure VI-6, Building Height-East Side of Camino del Mar).

B. For those properties with frontage along either the west side of Camino del Mar or fronting 15<sup>th</sup> Street, the maximum allowable height shall be 26 feet measured as: the vertical distance between either the Camino del Mar or 15<sup>th</sup> Street sidewalk located immediately adjacent to the property frontage and the highest point of the building. Where the elevation of the sidewalk fronting a property varies, the elevation of the sidewalk at the linear mid-point of the property's street frontage shall be used for purposes of measuring maximum building height. The maximum building height for that area of the property located within 50 feet of a residentially zoned property shall be 26 feet, as building height is measured pursuant to Chapter 30.04 of the DMMC (Figure VI-7, Building Height-West Side of Camino del Mar).

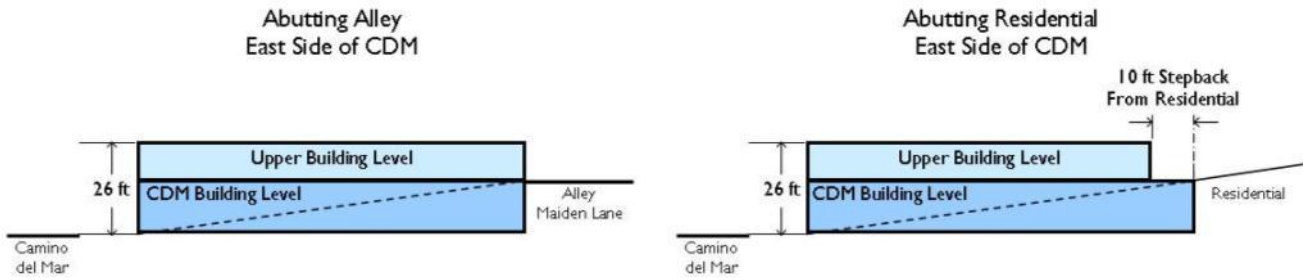


Figure VI-6, Building Height-East Side of Camino del Mar

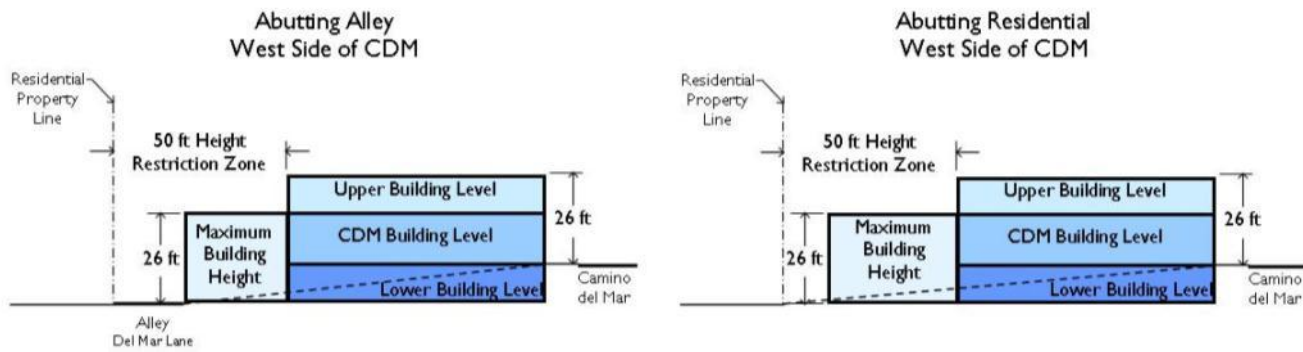


Figure IV-7, Building Height-West Side of Camino del Mar

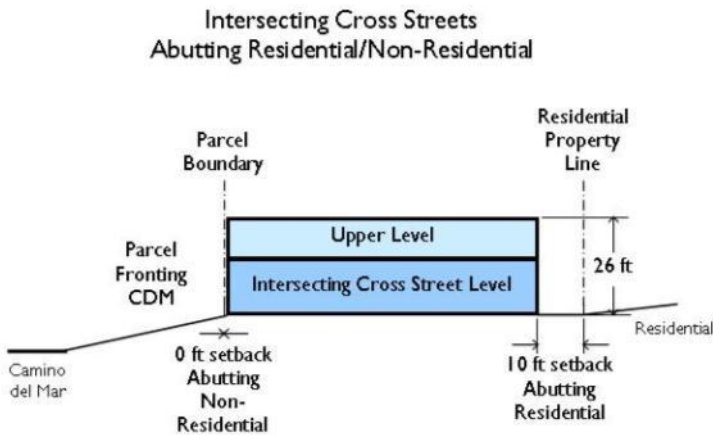


Figure IV-8, Building Height-Intersecting Cross Streets

C. For properties that do not have frontage along either Camino del Mar or 15<sup>th</sup> Street, the maximum building height shall be 26 feet, as building height is measured pursuant to Chapter 30.04 of the DMMC (Figure VI-8, Building Height – Intersecting Cross Streets).

D. Where a property has been merged with one or more properties to form a larger building site after the effective date of the Village Specific Plan, the building height shall be based on the property line configurations that existed for the property as of the effective date of the Village Specific Plan.

### **6.3.5 Maximum Building Area – Allowable Floor Area Ratio (FAR)**

A. The maximum amount of building area, measured in bulk floor area, shall be 100% of the net lot area of the parcel on which the building is located. This baseline figure of 1.00 shall constitute the property's Allowable Floor Area Ratio (FAR). In circumstances where a building spans two or more parcels owned by the same entity, or where the City allows the parcels to be developed as a combined project, several parcels may be treated as a single building site for the purpose of calculating the building's allowable Floor Area Ratio.

B. Unless otherwise specified in this Chapter, the methodology for calculating a structure's bulk floor area shall be in accordance with the provisions of the DMMC.

#### **6.3.5.1 Exemption from Floor Area Ratio Calculations for Enclosed Parking Area**

Those portions of buildings devoted solely to enclosed or partially enclosed parking spaces shall be exempt from the calculation of a building's bulk floor area.

#### **6.3.5.2 Increase in Maximum Floor Area Ratio with provision of Exceptional Public Benefit(s)**

A. This Section allows for the increase in the allowable floor area or Floor Area Ratio (FAR) of a property where a proposed development includes the provision of an exceptional amenity, use or improvement on the project site, or in the public realm. An Exceptional Public Benefit (EPB) is limited to a project

**Table VI-4, Designated Exceptional Public Benefits and Corresponding increase in Floor Area or FAR**

<b>Exceptional Public Benefit (EPB)</b>	<b>Increase in allowable floor area or Floor Area Ratio (FAR)</b>
Inclusion of a market-rate residential unit(s).	<b>600 sq. ft. or .05 FAR per unit, whichever is lower.</b>
Inclusion of a residential unit(s) that qualifies as affordable housing for a Low-Income household.	<b>900 sq. ft. or .10 FAR per unit, whichever is lower.</b>
Inclusion of a residential unit(s) that qualifies as affordable housing for a Very-Low-Income household.	<b>1,200 sq. ft. or .15 FAR per unit, whichever is lower.</b>
Inclusion of a residential unit(s) that qualifies as affordable housing for an Extremely Low-Income household.	<b>1,500 sq. ft. or .20 FAR per unit, whichever is lower.</b>
Inclusion of additional on-site parking spaces designated and available for use by the general public, as distinct from any on-site parking spaces required to meet the off-street parking requirements applicable to the property.	<b>150 sq. ft. per parking space located in a non-enclosed (surface) parking lot, or 400 sq. ft. per parking space located in an enclosed parking structure.</b>
Construction of a building utilizing sustainable design elements and/or construction material to achieve Platinum LEED, Tier 2 CAL Green Code or industry equivalent.	<b>.10 FAR</b>
Installation of an on-site public plaza of a minimum 625 sq. ft. in size	<b>625 sq. ft. or .20 FAR, whichever is lower.</b>
Inclusion of a deed-restricted view corridor providing public views from the Camino del Mar right-of-way westward.	<b>2.5 times the area of the designated public view corridor.</b>
Notes: 1) Where an increase in floor area is expressed as a flat square footage figure, it shall be converted to a Floor Area Ratio figure for purposes of calculating the Floor Area Ratio of a project; 2) In no event shall the cumulative increase in FAR and/or the corresponding increase in square footage for a building site exceed .50 FAR.	

component that would otherwise not be included in a development proposal or which would not have been required as a condition of approval to obtain development entitlement rights.

B. Table VI-4, Designated Exceptional Public Benefits and Corresponding Increase in FAR, lists those project components or amenities that have been approved in the Village Specific Plan as constituting EPBs. The Table also lists the amount of corresponding increase in a property's allowable floor area or Floor Area Ratio that would be authorized in association with the provision of the EPB.

C. The City Council shall be the issuing authority for a determination as to whether a proposed EPB qualifies as being in compliance with the provisions of this Section. Such determination shall be made at a public hearing, with notice provided in accordance with provisions of the DMMC. The review process required herein shall include a recommendation to the City Council made by the Planning Commission at a separate, noticed public hearing.

D. Multiple EPBs may be authorized for a property to achieve a cumulative increase in its allowable FAR above the baseline 1.00 FAR figure specified in this Chapter. However, in no case, shall the cumulative increase in the allowable FAR for a property exceed a figure of 0.50 FAR.

E. A property owner may petition the City Council to have a project component or amenity not otherwise listed in this Section designated as an Exceptional Public Benefit. The request shall be submitted in writing and shall include sufficient information to allow the City Council to determine the merits and appropriateness of the proposed EPB. The request shall be accompanied by fees, as necessary, to cover the City's administrative costs of processing the request. The request shall be processed as set forth herein. Authorization of the request shall be subject to a four fifths (4/5) affirmative vote of the City Council at a noticed public hearing. The City Council's determination that a project component or amenity qualifies as an EPB shall be accompanied by assignment of a corresponding increase in the maximum allowable FAR for the property. In no event shall the assigned increase in allowable FAR for a single EPB exceed a figure of 0.30 FAR.

F. Authorization to designate a project component or amenity as an Exceptional Public Benefit and to assign a corresponding increase in allowable floor area shall be approved only when the City Council makes all of the following findings:

1. The amenity will benefit the general public at large;
2. The amenity is in conformity with and carries out the goals of the Village Specific Plan and the Del Mar Community Plan;
3. The amenity would not otherwise be expected to be a component of a project or would not otherwise be required as a condition of the project's entitlement; and
4. The extent and value of the Exceptional Public Benefit is commensurate with the increase in floor area or FAR allowed.

G. Any EPB authorized for an increase in allowable floor area or Floor Area Ratio pursuant to this Section shall be memorialized in a document prepared to the satisfaction of the Planning Director and recorded against the deed for the benefited property.

H. Except in the case of the provision of affordable residential units, the deed restriction required in this Section shall commit the property owner, and successors in interest, to continue the provision of the EPB for the full length of time that the authorized increase in allowable floor area or Floor Area Ratio is exercised.

I. Affordable residential units authorized as an EPB pursuant to this Section shall be subject to the recordation of a deed restriction committing the property owner and successors in interest to application of continued affordable rates for a period of not less than 30 years from the date of issuance of the Certificate of Occupancy for such affordable residential unit(s).

J. The income limits of the beneficiaries, the associated rental rates or purchase price, and other terms of affordability restrictions for all affordable residential units serving as an Exceptional Public Benefit pursuant to this Section, or meeting other requirements of this Chapter. shall be calculated in ac-

cordance with the DMMC, the State Department of Housing and Community Development (HCD) and the Department of Housing and Urban Development, San Diego County Office of Housing and Community Development.

### **6.3.6 Required Parking**

The requirements for the amount and location for parking serving a use(s) are identified in two separate Chapters of the DMMC. One is DMMC 30.80, entitled Parking. The other is DMMC 30.81, entitled, 'Park-Once' Methodology for Parking in the Village Specific Plan. In addition to the parking requirements referenced herein, the referenced Chapters of the DMMC contain applicable regulations pertaining to size and alignment of parking stalls, drive aisles and design criteria for parking areas.

#### **6.3.6.1 Access to Parking Areas**

A. The construction of new drive aisles, parking lot entrances or other vehicular access ways extending from Camino del Mar to private properties is prohibited.

B. Any vehicular access ways extending from Camino del Mar to a private property that existed at the time of adoption of the VSP shall be deemed non-conforming and shall be abated in accordance with the requirements for abatement of nonconformities contained in this Chapter and the DMMC.

C. The limitations of this Section shall not apply to a landlocked property, one without legal access to either an alley or street. However, a landlocked property being jointly developed with an adjacent parcel that is not similarly constrained is not afforded the exemption otherwise provided in this subsection.

### **6.3.7 Site Design Requirements**

#### **6.4.7.1 Provision and Screening of Refuse/ Recycling Area**

- A. Each use shall be served by an on-site refuse/recycling area.
  
- B. The required refuse/recycling area shall comply with all of the following criteria:
  - 1. Located within a building, or screened on a minimum of three sides by a minimum 6-foot-high wall clad or finished with materials similar in appearance to those of the primary building on the property and equipped with a screening gate on the fourth side;
  - 2. Located outside of any required setback;
  - 3. Located to minimize potential noise, odor and visual impacts to adjacent properties;
  - 4. Located so as to minimize its visibility from Camino del Mar, 15<sup>th</sup> Street or an Intersecting Cross Street;
  - 5. Designed, constructed and maintained to contain stormwater run-off; and
  - 6. Designed with separate recycling containers in accordance with the provisions of the DMMC.

#### **6.3.7.2 Location of Loading and Service Areas**

- A. All loading and service areas for a property shall be oriented to the rear, alley frontage of a property. Where a property does not have alley frontage, the loading or service area may be oriented to the Intersecting Cross Street adjacent to the property. Orientation of loading and services areas to a property's Camino del Mar frontage shall be prohibited.
  
- B. This limitation shall not apply to a landlocked property, one without legal access to either an alley or a side street. However, a landlocked property being jointly developed with an adjacent parcel that is not similarly constrained is not afforded the exemption otherwise provided in this subsection.

**6.3.7.3 On-Site Outdoor Dining Areas**

On-site Outdoor Dining Areas, as defined in this Chapter, shall be located and designed as follows;

- A. Where an On-site Outdoor Dining Area is to be located between a public sidewalk and an entry to an enclosed portion of the associated restaurant, a clear pedestrian passage, a minimum of six (6) feet in width shall be provided for pedestrian access.
- B. To contain its area of use, an On-site Outdoor Dining Area located adjacent to a public sidewalk shall be equipped with a physical barrier, in the form of walls, railings, glass panes, planters or other similar amenity, to identify the property line separating the On-site Outdoor Dining Area from the public right-of-way.
- C. On-site Outdoor Dining is separate and distinct from Sidewalk Cafes, which are regulated by DMMC Chapter 23.30.
- D. Where an outdoor dining area is located on a property which is immediately adjacent to a residentially zoned property, the outdoor dining area shall be separated from the residentially zoned property by an on-site enclosed building space on the same building level constructed with sound attenuation materials equal to or better than Sound Transmission Class (STC) 45.
- E. Any outdoor dining area located on an upper building level, as defined in this Chapter, shall be subject to the prior receipt of a Conditional Use Permit issued in accordance with DMMC Chapter 30.74.
- F. Any proposal to enclose or partially enclose an outdoor dining area with plastic panels or other similar material shall be subject to prior receipt of all applicable city permits, including design review, and shall be subject to compliance with the regulations of the DMMC regarding the property's maximum allowable Floor Area Ratio.

G. Where an outdoor area functions as a self-service operation only, with no table service provided, the area shall be considered as retail space for purposes of calculating its off-street parking requirement. Where table service is provided at any time to such area, it shall be considered as an outdoor dining area, with parking provided in accordance with the corresponding off-street parking ratio requirements of the DMMC.

**6.3.7.4 Protection Against Noise and Odor Impacts**

All new development shall be constructed in a manner such that the noise generated in the interior of the structure will be attenuated in accordance with the applicable standards of Title 24 of the California Building Code and of the DMMC and that odors will be controlled in accordance with the provisions of the DMMC.

**6.3.7.5 Construction-Phase Impacts** All new demolition and new development projects shall be conditioned to include measures to avoid and minimize vibration impacts to surrounding buildings and property.

**6.3.8 Signage**

All signs in the VSP shall be subject to compliance with the applicable provisions of DMMC Chapter 30.84 regarding signage.

## **6.4 NONCONFORMITIES**

### **6.4.1 Abatement of Nonconformities**

A. A use which was lawfully established prior to the adoption of the VSP and which is not permitted by the VSP shall be deemed a nonconforming use.

B. A nonconforming use for which the property owner has provided proof of its lawful establishment prior to the adoption of the VSP may be retained and continued, subject to the nonconformities provisions of DMMC Chapter 30.76.

C. A building for which the property owner has provided proof of its lawful establishment prior to the adoption of the VSP and which is not in compliance with development standards contained in this Chapter shall be deemed a structural nonconformity and may be retained, subject to the nonconformities provisions of DMMC Chapter 30.76.

D. A nonconforming use or structural nonconformity shall not be intensified or expanded, except as provided for in the DMMC.

### **6.4.2 Abatement of a Nonconforming Use of Street Frontage Building Spaces**

A. Notwithstanding other provisions of the DMMC, a nonconforming use in a Street-Frontage Building Space may continue unless or until the occurrence of any of the following events:

1. The use is abandoned;
2. The use is extended or enlarged;
3. There is a substantial change in the intensity of use or character of the activity conducted within the building space; or
4. The building space in which the nonconformity is located is subject to significant demolition, deemed by the City to be uninhabitable, or declared a public nuisance.

B. Where one of the events identified in Section A. above occurs, the legal nonconforming use shall cease and any and all future uses shall conform with the provisions of this Chapter.

C. Where a nonconforming use has been deemed to have been abandoned pursuant to this Section, a property owner may apply to the City Council for an exception to the requirement for abatement of nonconformity. An application seeking such exception shall be filed no later than thirty (30) days prior to the end of the abandonment period and shall include sufficient documentation establishing that: 1) the property owner has been unable to rent the property (or sell if the property is currently or was within the preceding twelve months marketed for sale); and, 2) the property owner has made reasonable efforts to rent or sell the property. An exception to requirement for abatement of nonconformity may be granted only upon a finding by the City Council at a noticed public hearing that: 1) the property owner has made reasonable efforts to rent or sell the property; and 2) the property has been unoccupied for no more than twelve (12) consecutive months prior to the date the application was received by the City.

D. For purposes of this Section, the following terms shall have the meanings described below:

1. Abandoned - The discontinuance of operation, for any reason, for a period of twelve (12) consecutive months.
2. Enlargement - The addition or expansion of the building space devoted to a non-conforming use or the addition of any services, lines of business or other activities operated by the nonconforming use.
3. Significant demolition - The physical impairment, by any cause, of 50% or more of the structural premises in which the use is located, such that the use can no longer be maintained or operated in the premises. Such demolition shall be measured either as: 1) the occupied square footage of the premises; or 2) the estimated cost of repairs compared against the structural value of the premises.
4. Uninhabitable - Means not fit for occupancy due to non-compliance with the California Building Code, as determined by the City's Building Official.

**6.4.3 Provision of Public Improvement/Payment of  
Development Impact Fees**

All development in the VSP shall be subject to installation of those public improvements deemed legally appropriate and/or payment of any development impact fees as established by resolution of the City Council.

## **6.5 DEVELOPMENT CAPACITY MAXIMUMS**

### **6.5.1 Maximum Development Capacity Limit**

A. In accordance with the maximum development capacity limits identified in Chapters II and X of the Village Specific Plan, not more than 500,000 square feet of total cumulative building bulk floor area shall be permitted in the plan area of the Village Specific Plan.

B. Except as noted in this Section, the maximum 500,000 square foot limit on bulk floor area regulated herein shall include the cumulative bulk floor area square-footage of all existing development and all new development for which valid discretionary and building permits have been issued.

C. Any modification to the maximum development capacity limit identified in this Section shall be subject to the amendment processes contained in Chapter XII of the Village Specific Plan.

### **6.5.2 Methodologies for Calculating Maximum Square Footage Calculation**

A. The maximum allowable bulk floor area figure regulated per this Section shall not include the floor area of the buildings in either the Del Mar Hotel Specific Plan or the Del Mar Plaza Specific Plan, except that the bulk floor area of the structure(s) located on the property at the southeast corner of Camino del Mar/15<sup>th</sup> Street intersection which, with the adoption of the Village Specific Plan has been re-designated from Del Mar Plaza Specific Plan to Village Specific Plan, shall be included in the maximum development capacity regulated per this Section.

B. For purposes of determining compliance with the provisions of this Section, the calculation of the amount of bulk floor area of all buildings and development(s) in the Village Specific Plan shall be performed in accordance with the applicable provisions of the DMMC and of this Chapter. Where there is a conflict between the bulk floor area calculation methodologies of this Chapter and other sections of the DMMC, the provisions of this Chapter shall prevail.

**6.5.3. Limitation on Issuance of Permits**

A. At such time as the cumulative bulk floor area of buildings in the Plan area of the Village Specific Plan reaches a figure of 500,000 square feet, including existing floor area and floor area for which valid discretionary and building permits have been issued, no further construction of bulk floor area shall occur, nor shall any new permits for construction of additional bulk floor area be approved or issued.

B. The Director of the Planning and Community Development Department, or designees, shall be responsible for maintaining an updated record of the amount of bulk floor area of existing structures within the plan area of the Village Specific Plan, along with a record of the bulk floor area of projects for which discretionary permits and building permits have been issued, but which have not yet been commenced or completed.

C. Discretionary permits and building permits for projects involving new and redeveloped bulk floor area shall be issued in the order in which submitted applications for such permits are received and approved by the City.

D. The calculation of bulk floor area regulated per this Section shall not include the bulk floor area of a development (s) for which issued permits have expired per the vesting and expiration provisions of the DMMC.

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# VII. Parking



## 7.1 INTRODUCTION

This Parking chapter addresses both the public parking and the private parking serving commercial and other uses within the Village. It includes parking on private properties, on publicly-owned parcels and on the street.

Parking is critical to the success of the Village. An adequate supply of accessible parking must be readily available to bring patrons to businesses, retail establishments and restaurants. Residential units must be appropriately parked on-site. Employees should be able to ride transit, carpool or park within a reasonable walking distance of their place of business or ride a reliable shuttle service from a remote location. Adjacent neighborhoods should be protected from the intrusion of commercial and employee parking. At the same time, parking should be well utilized and without extraneous parking that is unavailable or access-restricted. The amount of paved parking areas should be limited to the amount needed in order to prevent pavement heat islands, interruptions to natural water infiltration and aesthetic impacts. In short, finding the right balance of parking is critical to Village success.

The primary objectives governing parking in the Village are:

- Provide for an adequate parking supply that reflects the need and efficient occupancy of parking;
- Respond to the current inefficiencies in terms of parking management;
- Promote public parking that is shared by retail, office and commercial uses;
- Promote a strategy to encourage users to walk between uses;
- Accommodate coastal access;
- Advance a Citywide Parking Management Plan to monitor the parking utilization;
- Provide for 'green' or sustainable vehicle parking;
- Consider a Parking Benefit District to assist with implementation; and
- Protect the adjacent neighborhoods by providing efficient commercial parking and enacting neighborhood parking-protection measures.

## 7.2 EXISTING CONTEXT

Parking is currently provided both within the public right-of-way (on-street public parking), public parking lots (L'Auberge Del Mar metered lot at 15<sup>th</sup> Street and City Hall lots at 1050 Camino del Mar) and within parking lots or stalls on private property. With the exception of the Del Mar Plaza and L'Auberge Del Mar, the majority of the parking on private property is private parking and reserved for employees, customers and use for that specific location.

There are approximately 1,196 parking stalls in the Village Specific Plan area between 9<sup>th</sup> and 15<sup>th</sup> Streets which is detailed in Table VII-1.

**Table VII-1, Existing Parking Supply (excluding L'Auberge Del Mar and Del Mar Plaza parking)**

Location	Stalls	Notes
<b>Public Parking</b>		
Camino del Mar on-street parking	139	includes parallel and Town & Country
Side street parking within Village	84	side streets only to Del Mar or Maiden Lane
Metered parking/L'Auberge garage	42	public meter and permit parking
City Hall Parking Lot	58	available for public use
<i>subtotal:</i>	<u>323</u>	
<b>Private Parking (off-street)</b>		
Commercial Properties	873	on-site parking
<b>Total Parking</b>	<b>1,196</b>	(excluding Del Mar Plaza & L'Auberge Del Mar)

Table VII-1's inventory does not include the parking dedicated to L'Auberge Del Mar or the Del Mar Plaza within their parking structure, although it does include the public, metered parking under L'Auberge Del Mar. Del Mar Plaza operates a 340-stall garage with paid parking. The Plaza uses valet parking to increase that capacity to 461 cars at peak times. L'Auberge Del Mar has 239 parking stalls on-site for employees, hotel guests and residential time-shares. As stated above, the site also contains 42 public, metered parking stalls for general public use.

Within the Village, the on-street public parking is generally free but with time limits applied seven days per week. Public parking is free at the City Hall site. The metered public parking under L'Auberge Del Mar operates between 9:00 am and 8:00 pm. Metered parking is also available on Maiden Lane near 15<sup>th</sup> Street at St. James Church. Both the Del Mar Plaza and L'Auberge Del Mar offer validated parking for their customers. The City of Del Mar sells parking permits for use at meters or time restricted stalls.

The Del Mar Municipal Code parking standards require a range of parking based upon land use as stipulated in DMMC Chapter 30.80.030. Required parking for existing Village land uses varies from 1 stall per 90 square feet of restaurant space (comparable to 11.1 stalls per 1,000 square feet of restaurant) to 1 stall per 300 square feet of professional office (comparable to 3.3 stalls per 1,000 square feet of office). Residential uses generally require a minimum of 2 stalls per unit. The average ratio of existing on-site parking to existing development is approximately 3.12 stalls per 1,000 square feet of area.



On street public parking.

During public workshops, many members of the community, including the business community expressed concern for parking and the impact on the quality of life. Concerns varied and included divergent viewpoints, including the observation that there was inadequate parking to support the businesses, concern that many on-site parking places were vacant but restricted; the concern that stringent parking requirements prohibit revitalization or changes of use; and the fear of impacts from the commercial zone on adjoining residential districts.



Town and Country parking is partially on private property and public property.

The City of Del Mar commissioned a Parking Master Plan Report for the Village Center and the North Beach Areas in 2000 and updated the parking inventory and analysis of the Village in a Technical Memorandum in 2012 (Appendix D-1).

Key findings of both studies identified particular situations in the Village area:



On weekends private parking is underutilized.

- On-street, public parking on Camino del Mar from 13<sup>th</sup> Street to 15<sup>th</sup> Street, and 15<sup>th</sup> Street from Camino del Mar to Coast Boulevard are fully occupied throughout most times of the day and the year. This corresponds to the commercial areas developed during the 1920s and 1930s where limited or no on-site parking exists.
- The Del Mar Plaza parking lot operates at an efficient utilization (85%) consistently.
- Off-street parking in the southern end of the Village is underutilized, even during peak times.
- Overall, private parking is only approximately 62% utilized, even at its highest peak.

Typically, parking is operating at an efficient level if it is at 85% to 90% of capacity. At these levels, parking is well utilized, but there are always available stalls on a particular block. Greater than 90% to 100% utilization shows a deficiency in needed parking stalls.

During weekday midday peak period conditions, the on-street parking average occupancy is 65% throughout the Village Specific Plan area. However, occupancy increases to an average rate of 79% on the blocks north of 12<sup>th</sup> Street. Studies show occupancy rates at 90% or higher during this same period along particular blocks: the west side of the 1400 and 1500 blocks of Camino del Mar and the east side of the 1200 block. At this same time, the on-street parking average occupancy is 55% south of 12<sup>th</sup> Street, indicating substantial availability a short distance away.

Off-street parking which includes parking on private commercial property, is generally 62% occupied during this same period. Two locations, the 1100 block on the east side of Camino del Mar and the 1200 block on the west side of Camino Del Mar, show higher average occupancies with parking occupancy averaging greater than 70%.

Weekend conditions for on-street parking show a similar usage pattern with somewhat higher usage along 15<sup>th</sup> Street and Stratford Court, and in the residential streets that provide access to the beach. During weekend midday peak period conditions, the on-street parking average occupancy is 75%. Occupancy increases to an average rate of 87% on the blocks north of 12<sup>th</sup> Street but the average occupancy is 64% south of 12<sup>th</sup> Street, again indicating substantial availability a short distance away.

Off-street parking on the weekend is also significantly underutilized, at less than 50% occupied, except for those parking facilities at L'Auberge Del Mar and Del Mar Plaza which average between 80% and 85% occupancy.

The survey results and parking enforcement observations suggest that the most convenient on-street parking is being used by visitors as well as by some employees and that most of the off-street parking facilities, particularly south of 12<sup>th</sup> Street are significantly underutilized. Overall, the parking supply in the Del Mar Village area is not being used very efficiently. While there is the vacancy of parking to match the demand, the stalls are not convenient or not available for use.

### 7.3 SPECIFIC PLAN PARKING ALTERNATIVES

Recognizing that, while there is adequate parking in terms of overall capacity (number of stalls) within the Village, but inadequate distribution and inefficient utilization, the Village Specific Plan provides a number of strategies that collectively addresses parking need and utilization, without creating extensive, underutilized parking lots.

To maintain a reasonable parking supply within the Village and minimize impacts on surrounding neighborhood streets, improvements to parking management will be necessary with or without the projected Village development. The Village Specific Plan is proposing a gradual, maximum ultimate build-out of an additional 220,733 square feet of mixed-use (retail, office, hotel, civic, residential) in the Del Mar Village beyond the current development with a maximum development potential of 500,000 square feet.

Assuming that the regulatory status quo is maintained in terms of parking requirements, and all parking is provided based on land use for each individual use; Table VII-2 indicates the amount of parking that would be required based upon Village Specific Plan build-out. This assumes that all parking is private and no shared parking is encouraged.

**Table VII-2, Build-out Parking Required per DMMC Section 30.030**

<u>Village Specific Plan Land Use</u>			DMMC 30.80 Parking Ratio (stalls/square foot)	Parking Generation (stalls)
<u>Summary</u> (excludes Del Mar Plaza & L'Auberge Del Mar)	Square Feet	Units		
Hotel	24,000	60	1.25/room	75
Civic	35,000		3.3/1000	116
Housing	132,000	110	2/unit	220
Office (Medical & Professional)	170,000		5/1000 and 3.3/1000	706
Restaurant	45,000		11.1/1000	500
Retail/Personal Services	94,000		3.3/1000	310
Total:	500,000			1,927

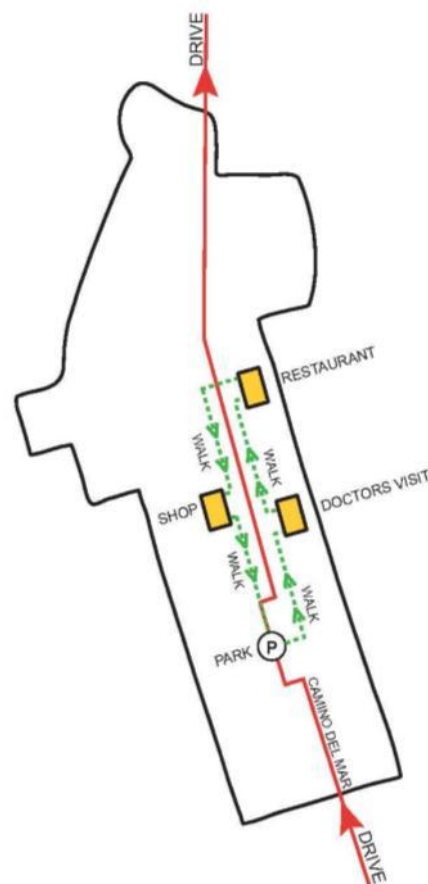
If more than 1,900 parking stalls were provided within the Village area outside of those dedicated to Del Mar Plaza and L'Auberge Del Mar, the area committed to parking would occupy over 15 acres of land, or nearly half of the entire 32 acres in the Village Specific Plan. Given that on-site, private parking's average occupancy is between 50% and 62% in the Village, some of that parking would usually sit vacant. It would not be available for the public and it would not provide additional parking where parking is most needed.

**‘Park-Once’ Strategy:** The Village Specific Plan will provide opportunities for the village area to transition from a traditional private parking approach to a ‘Park-Once’ strategy to improve parking availability. A ‘Park-Once’ strategy maximizes the efficient use of the Village parking supply by developing a supply of publicly available parking that can be shared by all uses. Rather than providing private parking reserved for the individual property, property owners will be incentivized to provide public parking on their private properties that can be shared by any Village uses. The ‘Park-Once’ strategy also develops parking ratios tailored to Del Mar’s development program and is based upon the ability to share parking between uses.

The ‘Park-Once’ strategy allows the various Village uses to share parking which results in a more efficient use of the available parking (Figure VII-1, Del Mar ‘Park-Once’ Strategy). The strategy also encourages customers to park in one location and to walk between establishments, thereby expanding their exposure to different businesses. In addition, the strategy also reduces vehicle trips within the Village, reduces the large areas of parking, which in turn reduces the impervious areas and heat-island effects created by parking lots.

Implementation of a ‘Park-Once’ strategy would, over time, develop a pool of publicly available parking that can be shared by non-residential uses. It would open up strategically located pockets of parking on private parcels and be supplemented by a public parking structure and curb parking within the public right-of-way. The ‘Park-Once’ strategy would encourage existing private property owners to convert their parking to publicly available stalls.

An analysis of the mix of uses included in the Village Specific Plan has determined that parking demand characteristics of the proposed uses allow for public parking to be shared and utilized in a more efficient manner due to the parking demand of individual uses peaking at different times of the day (see Appendix D-2). The amount of parking to be provided of development at build-out using the ‘Park-Once’ parking ratio is summarized in Table VII-3.



**Figure VII-1, Del Mar ‘Park-Once’ Strategy**

**Table VII-3, Minimum Parking To Be Provided By Development per ‘Park-Once’ Parking Ratio**

<u>Village Specific Plan Land Use</u>			Del Mar ‘Park-Once’ Parking Ratio (stalls/square foot)	Parking Generation (stalls)
<b>Summary</b> (excludes Del Mar Plaza & L’Auberge)	Square Feet	Units		
Hotel	24,000	60	1/room	60
Housing	132,000	110	1/unit	110
<i>subtotal, private parking:</i>		156,000		170
Civic	35,000		3.125/1000	109
Office (Medical & Professional)	170,000		3.125/1000	531
Restaurant	45,000		5.5/1000	248
Retail/Personal Services	94,000		3.125/1000	294
<i>subtotal, public parking:</i>		344,000		1,182
<b>Total Parking:</b>		500,000		1,352

The analysis shows that using a schedule of Del Mar ‘Park-Once’ parking ratios (as shown in Table VI I-3) sufficient publicly available parking can be provided by existing and future development and planned public parking to accommodate the parking demand expected to be generated by build-out of the Village Specific Plan (Table VII-4). This shared parking analysis assumes that public parking would not exceed 90% occupancy on average in the Village during the peak demand period, hence why the required parking stalls are greater than the parking generation. The analysis of required parking is a conservatively high estimate because it does not take into account additional reductions in parking demand due to walking trips between uses that are encouraged by the ‘Park-Once’ strategy or by the local population living within walking distance of the Village. Currently, approximately 40% of Del Mar’s residents live within a fourth-mile of the Village, a comfortable 10 minute walk.

**Table VII-4, Shared Parking Necessary @ 90% Peak Utilization**

(Methodology from Park Once & Shared Parking Analysis Appendix D-2)

<b>Land Use (500,000 SF)</b>	<b>Parking Stalls</b>
Civic/Office, Retail/Services, Restaurant (Park-Once @ 90% utilization)	1,556 stalls
Residential (110 units @ 100% utilization)	110 stalls
Hotel (60 rooms @ 100% utilization)	60 stalls
<b>Total ‘Park-Once’ Parking Required</b>	<b>1,726 stalls</b>

A 'Park-Once' strategy of shared parking will actually reduce the number of parking stalls needed when compared to the DMMC required number of stalls. This is because peak parking needs for different land uses occur at different times of the day and the mix of uses in the Village allows one use to utilize the available public parking during reduced demand periods of other types of uses. It also allows weekday/weekend fluctuations, as some uses need more parking on weekdays while others have their peak demand on weekends. Even when two uses need parking at the same time, the shared parking is often used by shared patrons.

Future publicly available parking would be provided by developments as well as parking related projects sponsored by the City. The number of stalls estimated in the category of "Private Parking on Private Parcels" in Table VII-5 will increase or decrease to satisfy the required parking ratio in the DMMC in proportion to the property owners that elect to not participate in the 'Park-Once' strategy. It is anticipated that, at build-out, the total amount of public parking will be provided per Table VII-5.

**Table VII-5, Total Build-out Parking Provided**

Parking Provision	Parking Stalls
Existing Public Parking along CDM, side streets and at L'Auberg	265
Potential Increase with CDM improvements	30
Public Parking Structure (includes 109 stalls for Civic uses)	200
Public Parking on Private Parcels (excluding Civic uses)	1,243
Private Parking on Private Parcels (estimate)	100
<b>Total Parking:</b>	<b>1,838</b>

In conclusion, the required 1,726 parking stalls per the 'Park-Once' parking ratio described in Table VII-4 would be more than adequately supplied by the 1,838 parking stalls that will be provided by development and parking related projects sponsored by the City described in Table VII-5.

Figure VII-4 identifies the larger properties within the Village that could potentially support their allowed development as well as additional parking, most likely in structures.

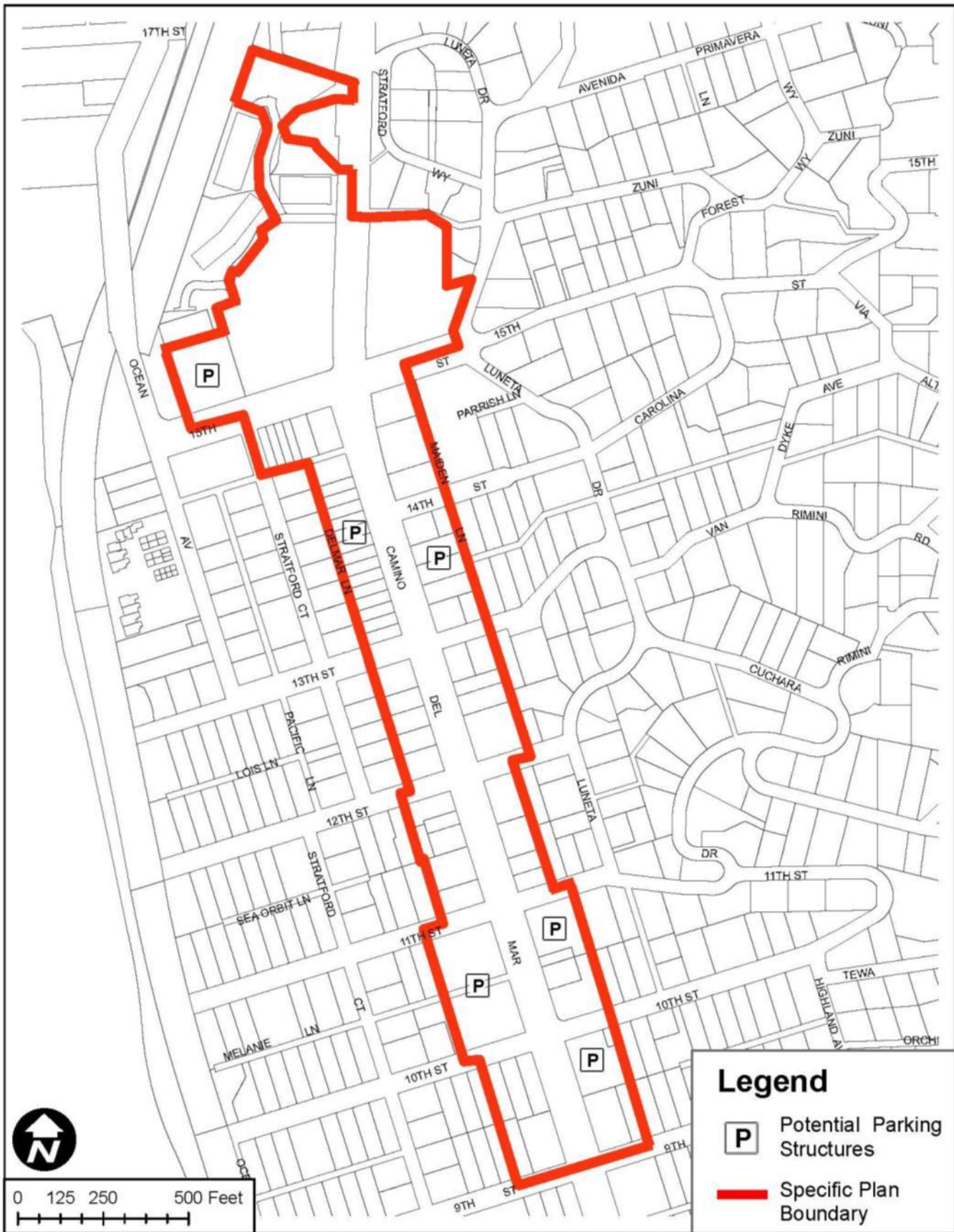


Figure VII-4, Potential Parking Structures

## 7-4 PARKING IMPLEMENTATION STRATEGIES

### Overall Village

An objective of the Village Specific Plan is to find the appropriate parking rates that generate adequate parking and assure that occupancy is approximately 90% at peak demand times. A 90% utilization rate assumes that there is usually one available stall per block, but it also does not create substantial areas of underutilized, paved parking lots that are detrimental to the Village environment.

- Adopt and incentivize a 'Park-Once' strategy that promotes an overall shared parking concept; incentivizes property owners to provide publicly accessible parking rather than "reserved" or "restricted" parking; and encourages all patrons of the Village to park in parking reservoirs and walk to single or multiple destinations. The 'Park-Once' strategy will be codified in a new chapter of the Del Mar Municipal Code (see Appendix D-3).
- Maintain the required parking ratios in the Del Mar Municipal Code when properties do not elect to participate in the 'Park-Once' strategy.
- Prepare and implement a Citywide Parking Management Plan that recommends additional management strategies, including site specific Village locations, including employee parking, parking time restrictions, valet, and in-lieu fees prior to any 'Park-Once' rate being utilized. The Citywide Parking Management Plan will consider interim reviews and strategies to adjust the management practices to address additional needs and unanticipated problems. The Citywide Parking Management Plan shall be adopted by resolution of the City Council of Del Mar. The Citywide Parking Management Plan is intended to be prepared for and applicable to the entire City.
- The Citywide Parking Management Plan will include a Village employee parking component with actions specific to reducing neighborhood impact from employee parking, including parking demand management, carpools, transit incentives, and monitoring. The compliance with the Citywide Parking Management Plan shall be a condition of all appropriate Village business licenses.

- Prepare a Parking Monitoring Program as part of the Citywide Parking Management Plan. This monitoring program will take a “snapshot” of parking conditions at two year intervals and the results will provide a basis for making adjustments to the parking management measures that are implemented as part of the Village section of the Citywide Parking Management Plan. The monitoring plan shall include:
  - A parking utilization survey of public parking within the parking study area defined in the Village Specific Plan.
  - A focused parking duration survey of those areas that are found to have a utilization rate of 75 percent or more.
  - The surveys will be conducted during the summer season on a typical summer weekday that is not influenced by any special events.
  - The results of the parking surveys will be reviewed and if significant parking shortages are identified by the City Engineer, refinements will be made to the parking management measures. (A significant parking shortage is defined as an average utilization rate of 91% or more in either the north subarea (12<sup>th</sup> Street to 15<sup>th</sup> Street) or the south subarea (south of 12<sup>th</sup> Street)).
  - The refinement to parking management measures could include adjustments to time restrictions, the provision of additional public parking stalls, or other parking demand management measure.
  
- Consider and implement a Village Parking Benefit District, and enable annual assessment of any parking fees for public parking facilities.
  
- Require parking stalls for the disabled both on-site and in the public right-of-way to meet or exceed requirements per the Del Mar Municipal Code (DMMC) and California Title 24 statutes.

**Public Parking Structure(s):**

- Consider, design and implement a parking structure at the City Hall site to create a reservoir of public parking.
  - Utilize City Hall surface parking until utilization indicates need for parking structure or the City Hall property is re-developed. In the interim, maximize the use of the parking lot through efficient striping, tandem employee parking or valet.
  - Conduct an Initial Study at the time of parking structure design, to determine if the existing, adopted Program Environmental Impact Report is sufficient for assessment or if further environmental review is necessary.
  - Site the parking structure with sensitivity to the surrounding residential neighborhoods, including glare, lighting, noise, and egress.
  
- Encourage and pursue public/private partnerships with either private developments or other institutional entities to increase the capacity of public parking in and around the Village area by expanding private parking structures with public parking.

**Camino del Mar:**

- Camino del Mar is proposed to be redesigned as a two-lane collector (one travel lane in each direction) with roundabouts anticipated at the intersections of 9<sup>th</sup>, 11<sup>th</sup> and 13<sup>th</sup> Streets.
  
- Maximize the Camino del Mar right-of-way for on-street diagonal parking.
  
- Pursue additional means of public parking, including restriping Camino del Mar south of 9<sup>th</sup> Street; adding parking on other public property such as the Shores property or the Post Office property; and working with properties outside of the Village Specific Plan, including St. Peter's Church and the train station to supplement the Village parking.

**Local Streets:**

- Pursue a Citywide Parking Management Plan to address the residential neighborhoods adjacent to the Village and the community as a whole. Strategies could include: timed, metered and/or permit parking to ensure an adequate turnover in parking and to discourage commercial and employee parking in residential areas for extended periods of time.

**Alleys:**

- Maintain Del Mar Lane and Maiden Lane for parking access and parking circulation. Speed control devices, such as speed tables and/or speed bumps may be necessary.

**Privately Owned Parcels:**

- Require all new development to construct the required parking as “public parking” when utilizing the ‘Park-Once’ parking standards.
- Require that the current DMMC land use specific parking ratios be applied to developments where parking is not made available to the general public through the ‘Park-Once’ approach.
- Require existing development to open private parking to the public when applying the ‘Park-Once’ parking standards for intensification or change of use.
- Require multi-family residential and lodging developments within the Village Specific Plan to provide dedicated on-site parking per the ‘Park-Once’ parking ratios.
- Encourage the provision of additional public parking on private development parcels above and beyond the ‘Park-Once’ parking ratios by incentivizing with additional floor area or FAR.
- Allow private properties to provide reserved parking on-site for uses other than lodging or multi-family residential, provided it is above and beyond the minimum ‘Park-Once’ parking ratios.
- Encourage the creation of structured parking on private development parcels, including under-grade parking, by excluding the parking structure from FAR calculations, if constructed per stipulations in Village Specific Plan Chapter VI, Allowed Uses and Development Standards.
- Allow private property owners within the Village Specific Plan to charge for parking per the guidelines developed in the Citywide Parking Management Plan.

- 
- Allow alternative parking formats, including mechanical lifts and tandem parking for valet, residential or office uses per new DMMC Section 30.81 (see Appendix D-3).
  - Allow micro-stalls for golf carts, smart<sup>®</sup> cars, motorcycles or similar undersized vehicles to contribute to additional parking supply per new DMMC Chapter 30.81 (see Appendix D-3).
  - Establish a uniform signage program to provide directional signs to public parking reservoirs on privately owned parcels and to identify public parking lots or structures.

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# VIII. Infrastructure & Municipal Services



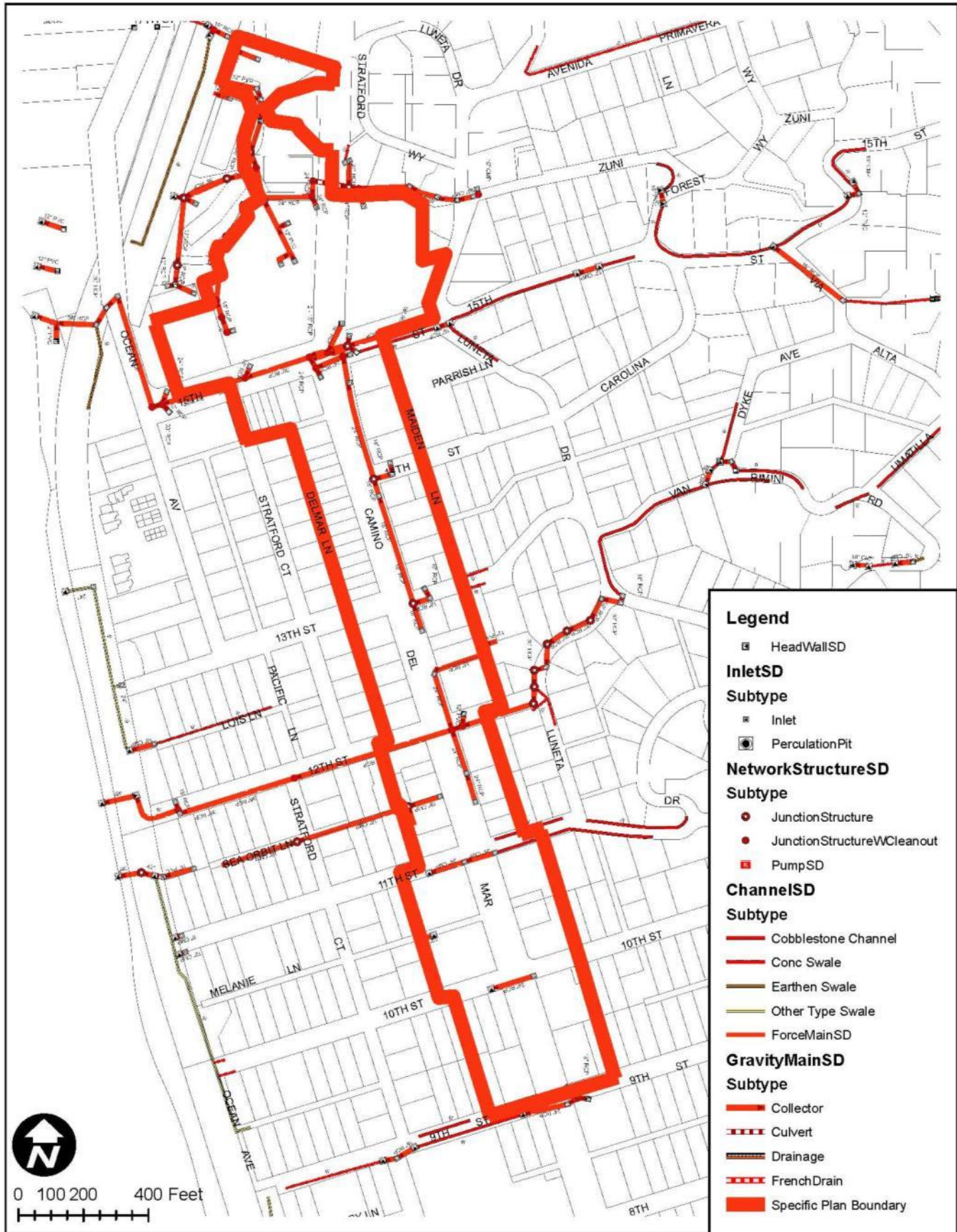


Figure VIII-I, Storm Drainage System

## **8.1 STORMWATER**

Del Mar Village is served by existing utilities including the storm and surface water drain system, the wastewater system, water supply, solid waste disposal, electricity and communication services. Each utility system is envisioned to be maintained without the need for system upgrades with the exception of laterals or connections to new developments. The storm drain and surface water collection require public upgrades with the reconstruction of Camino del Mar.

### **8.1.1 Existing Context**

The Village Specific Plan area drains westward to the Pacific Ocean. Stormwater runoff is conveyed primarily by surface flow utilizing roadside swales, curbs and gutters, with limited catch basins and storm drain pipes, primarily along Camino del Mar. There are three ocean discharge points: the 15<sup>th</sup> Street outfall, the 12<sup>th</sup> Street outfall and Sea Orbit Lane. The storm drainage system is diagrammed in Figure VIII-1.

Stormwater is regulated through the Del Mar Municipal Code 11.30, the City of Del Mar Stormwater Management and Discharge Control Ordinance (Ord. 652, 739, 752, 802, 839).

### **8.1.2 Storm Drain System Implementation Strategies**

The Village Specific Plan will maintain all applicable regulations of DMMC 11.30. In addition, it establishes the following objectives for specific project implementation:

- Require that the design of Camino del Mar, and in particular the provision of roundabouts, maximize permeable surfaces to the extent possible to promote groundwater recharge and the infiltration of stormwater.
- Require that the stormwater collection system be redesigned with the Camino del Mar improvements.
- Encourage planter areas within the Camino del Mar right-of-way to be designed as “rain gardens” to aid in the infiltration of stormwater, the reduction of runoff and an improved water quality.



Figure VIII-2, Wastewater System

## 8.2 WASTEWATER SYSTEM

The City of Del Mar manages the wastewater system according to Del Mar's Sanitary Sewer Management Plan. Within the Village Specific Plan area, the system consists of 6- to 8-inch-diameter collector lines with lateral lines serving individual properties, as shown in Figure VIII-2, Wastewater System. Cleanouts and manholes exist throughout the system. Wastewater is gravity fed to a 12-inch main of the Village Specific Plan area, which flows by gravity to the 21<sup>st</sup> Street Sewer Pump Station. Wastewater is then transported to and treated by the City of San Diego. Del Mar's wastewater system currently handles all wastewater generated within the City and has the capacity to increase service to accommodate development anticipated in the Village Specific Plan. No anticipated changes are expected to the wastewater system.

No reclaimed water distribution is currently available in Del Mar nor is it planned to be delivered from the regional system in the foreseeable future, hence it is not required as part of this Specific Plan.



Del Mar 21<sup>st</sup> Pump Station

## 8.3 WATER SYSTEM

### 8.3.1 Existing Context

The City of Del Mar distributes potable water throughout the City within its municipal system, which includes an existing 12-inch main line under Camino del Mar and 4-inch and 6-inch lateral lines which serve the individual properties and hydrants. The existing water delivery infrastructure is adequate to service the Plan area and anticipated new development.

### 8.3.2 Water System Implementation Strategies

Water delivery and water supply may be adequate to meet demands; however, the challenges of climate change, droughts and other water shortages suggest stronger measures for water conservation. Because the majority of water is used in landscape irrigation and indoor plumbing, the following objectives are outlined for the Village Specific Plan area:

- Require that landscape within the public right-of-way consist of drought-tolerant species and if necessary, be irrigated with low-flow irrigation.
- Require that all plumbing in new development utilize low-flow or water conservation fixtures as stipulated by the Building Code.



Drought tolerant landscape conserves water, bioswales allow stormwater to infiltrate.

## 8.4 SOLID WASTE DISPOSAL

### 8.4.1 Existing Context

Solid waste collection, including recyclables and yard waste, is provided by contractor services in the City of Del Mar.

### 8.4.2 Solid Waste Disposal Implementation Strategies

In order to promote recycling and responsible, clean trash disposal, the following objectives are outlined for the Village Specific Plan area:

- Require each property to have a trash enclosure, fully enclosed on all sides and shielded from public view. The trash enclosure must be of adequate size and is required to accommodate both trash and recycling containers. Trash enclosures shall be sited to reduce potential impacts on adjacent residential properties.
- Require trash enclosures and receptacles to have lid controls that prevent odors, muffle loud noises, provide vector control and reduce neighborhood impact.



Trash/Recycling cans promote reuse.

## 8.5 TELEPHONE, GAS AND ELECTRIC UTILITIES

### 8.5.1 Existing Context

The Plan area is currently served with existing dry utilities, including telephone and communications, gas and electrical. The system is adequate for the potential demand.

### 8.5.2 Utilities Implementation Strategies

The following objective has been identified:

- Require new development, when deemed feasible by the City Engineer, to underground on-site existing or proposed utilities in order to enhance visual aesthetics.



Utility poles were recently removed along Camino del Mar

## 8.6 MUNICIPAL SERVICES

Del Mar Village is served by the San Diego Sheriff's Department for police protection and the City of Del Mar Fire Department for fire protection. Del Mar's Park Ranger supplements enforcement within public parks and public spaces. The City of Del Mar also provides parking enforcement. These municipal services will be maintained and all safeguards, as required by the Building Code, will remain in effect.



Del Mar Park Ranger

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# IX. Public Finance



## 9.1 INTRODUCTION

This Chapter sets forth the City’s most viable options for financing the public improvements of the Village Specific Plan. It is important to note that the City is only evaluating options that are within the City Council’s direct authority or within the authority of the property owners within the Village Specific Plan Area to approve. No residential assessments or residential fees are needed for these public improvements.



## 9.2 HISTORICAL PERSPECTIVE OF PUBLIC FINANCING IN DEL MAR

In recent years, the City of Del Mar has maintained a small but steady Capital Improvement Program. It has relied mainly upon pay-as-you-go financing from current revenues and grants. From time to time, the City has financed capital improvements through long-term capital leases, lease/lease-back agreements, and general obligation bonds. The City also manages two benefit assessment districts providing special benefit improvements to private property owners. The two special benefit assessment districts provided financing, supported by assessments on the benefitted properties, for seawall improvements along the beach front and for undergrounding overhead utility lines in the Ocean View/Ocean Pines neighborhood.

Both capital leases and lease/leaseback agreements allow local governments to finance public property acquisition and/or improvements over longer periods. In the recent past, the City has utilized these financing methods to acquire and/or develop the Del Mar Library and the Powerhouse Community Center. These obligations have been retired. More recently, the City used this financing method, along with donations from the community to acquire the Del Mar Shores property from the Del Mar Union School District. That obligation also has been retired with proceeds from the sale of surplus City land.

General Obligation (GO) Bonds have been used by the City on a few occasions. In 1977, the City issued two series of GO Open Space and Park Bonds for acquisition and improvement of public park and open space lands. Those bonds have now been retired. In 1999, the City issued \$1.9 million in voter-approved, GO Wildfire Protection Bonds, for water system improvements along Crest Road. The Wildfire Protection Bonds remain outstanding, with annual debt service of about \$176,000 per year, and will be retired in 2014.

In the past and currently, the City finances roadway improvements through the General Fund and through TransNet funds. TransNet funds are restricted funds that can only be used for roadway and transportation related maintenance and improvements, such as are being proposed in the Village Specific Plan.

### **9.3 DEBT ISSUANCE AND SPENDING LIMITATIONS**

California law limits the amount of direct and overlapping debt the City may incur to 15 percent of its assessed value of property. As of June 30, 2011, the total direct debt of the City was 0.03 percent of its assessed value and less than \$153 per capita. The overlapping debt of other public agencies and assessment districts amounted to 0.10 percent of assessed value. The combined direct and overlapping debt is less than 0.50 percent of assessed value, well below the State's limit. This is one of the factors behind the City's AAA credit rating.

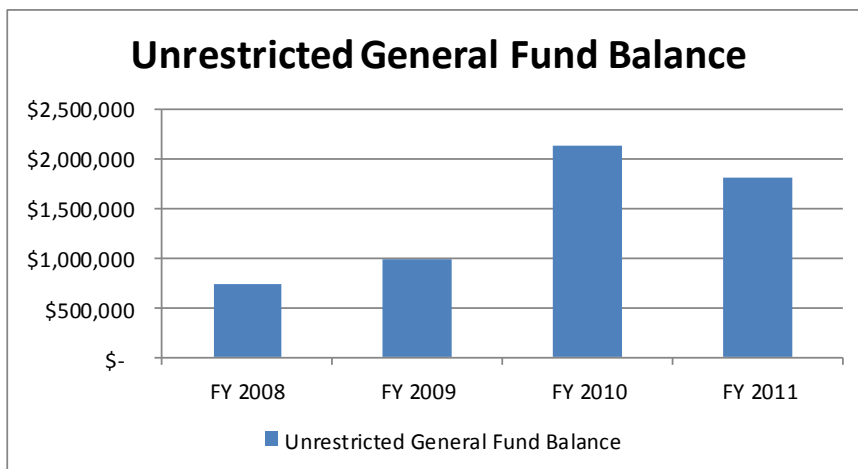
Under California Constitutional spending limits, known as the "Gann Limit," the City's current appropriation limit from proceeds from taxes is just over \$19.9 million. For Fiscal Year 2011-2012, the City's anticipated proceeds from taxes are under \$7.7 million. The City enjoys a surplus spending capacity of more than \$12 million from any new or additional tax receipts.

## 9.4 GENERAL FUND FINANCING CAPACITY

The City has typically managed its operating expenditures so that revenues exceed expenditures in each year. Over time, it was noted by the City Council that revenues had typically grown at 5.4 percent per year, and that expenditures had grown at 4.0 percent per year. In 2007, Council created a policy called the Finnell Plan, named after former Council member and Mayor Jerry Finnell, in which this incremental cash flow could be set aside for the City's capital improvement program. The Long Range Capital Improvement Plan submitted with the Finnell Plan, although not approved, did list roadway, streetscape and sidewalk improvements within the area of the Village Specific Plan.

Looking at General Fund revenues and expenditures over the past four years, the difference in growth rates between revenues and expenditures have permitted the General Fund's unrestricted balance to grow to approximately \$1,057,000 as shown in Figure IX-I.

**Figure IX-I, Unrestricted General Fund Balance**



In addition, the City's Capital Reserve, has increased from \$175,000 to \$665,000 during this same period. While it would not be prudent to allocate the entire amount of the increasing revenues over expenditures to finance new debt service for the Village Specific Plan's capital improvement program, the General Fund has some limited capacity to contribute to financing these improvements, even before including the new revenues from impact fees, or the new sales tax and property tax revenues that are likely to accrue through improved retail sales and property values due to revitalization.

## **9.5 STRATEGY FOR FINANCING PUBLIC IMPROVEMENTS**

The Village Specific Plan public improvement financing strategy consists of three elements: first, determining the projected costs of the public improvements; second, identifying potential revenue sources associated with new development; and finally, determining the means by which the improvements may be financed. Residential Assessments and Residential Fees are not part of the City's strategy.

## **9.6 PUBLIC IMPROVEMENTS COSTS**

The major public improvements costs of the Specific Plan include the Camino del Mar Streetscape, at a preliminary estimated cost of \$4 million to \$5 million (2012 dollars), and the Public Parking Structure at a preliminary estimated cost of \$5 million to \$7 million. The total preliminary estimated costs range from \$9 to \$12 million in 2012 dollars. This preliminary cost estimates are based on a normal method for construction. There is consideration to reduce the length of construction time for the Streetscape project to limit construction impacts on existing businesses. If the construction schedule for this project is accelerated, there may be an increased estimate for construction costs.

Note that if a parking structure is developed on the Civic Center site, in conjunction with the development of a new City Hall, the parking structure may be financed through a private-public partnership at some future date.

## 9.7 POTENTIAL NEW DEVELOPMENT-RELATED REVENUE

The projected increase in developable floor area for retail, retail-services, restaurant, and residential mixed-uses envisioned in the Village Specific Plan could generate new and increased revenues.

New construction alone could produce additional property tax revenues. The City receives approximately 14 cents of each property tax dollar collected by the County. The 108 new residential units are projected to have an assessed value of \$700,000 each, contributing a total of about \$106,000 to annual City property tax revenues.

The addition of 43 new boutique hotel rooms will also generate approximately \$217,000 per year in transient occupancy tax (TOT) based upon the City's existing TOT rate of 11.5 percent, an annual average occupancy rate of 60 percent and a room rental rate of \$200. Using this income stream, hotel rooms are valued at \$206,000 each, based upon a 7 percent capitalization rate, resulting in an annual increase in property tax revenues of \$12,000.

An increase in retail and retail-services floor area of 43,800 square feet of new development would generate approximately \$42,900 annually in additional sales tax revenue for the City, based upon the City median retail and personal services taxable sales of \$98 per square foot. (Note that retail services currently are not taxable and the projected sales tax is derived from retail merchandise sales only.) Using an average retail space lease rate of \$3.60 per month per gross square foot and a capitalization rate of 7 percent, new retail and retail-service construction is valued at \$27 million, generating additional annual City property tax revenue of about \$38,000.

An increase in restaurant floor area of 21,000 square feet is projected to generate \$88,400 in annual sales tax revenue for the City, based upon the City's median restaurant taxable sales of \$421 per square foot. Using typical restaurant lease rates of \$5.00/month per square foot, and a capitalization rate of 7.5 percent, the potential new restaurant space would be valued at \$16.8 million, generating additional annual City property tax revenue of \$23,500.

A small increase in potential office space development is valued at \$3.00 per square foot, for an annual property tax increase at \$255.

As indicated in Table IX-2, when fully developed, the additional retail, restaurant, hotel, and residential growth anticipated in the Village Specific Plan is estimated to generate about \$528,000 per year in new revenues for the City's General Fund. It may take 20 for more years to reach this level of generated revenue, so this revenue stream is not being assumed to be available to help finance the Village Specific Plan public improvements.

**Table IX-2, Revenue Projection for New Revenues**

Additional Generation		Unit Type	Rates/s.f.	Rate	Value Each	Total	Tax Rate	City Share
Residential MF Units (Property Tax)	108	Units		n/a	\$700,000	75,600,000	1.00%	\$105,840
Boutique Hotel (Property Tax)	43	Rooms		7.0%	\$206,486	\$8,878,886	1.00%	\$12,430
Boutique Hotel TOT	43	Rooms			\$5,037	\$216,591	11.50%	\$216,591
Retail and Personal Services (Property Tax)	43,800	s.f.	\$3.60	7.0%	\$617	\$27,030,857	1.00%	\$37,843
Retail and Personal Services (Sales Tax)	43,800	s.f.			\$98	\$4,292,400	1.00%	\$42,924
Restaurant (Property Tax) @ \$5/s.f.	21,000	s.f.	\$5.00	7.5%	\$800	\$16,800,000	1.00%	\$23,520
Restaurant (Sales Tax)	21,000	s.f.			\$421	\$8,841,000	1.00%	\$88,410
Office @ \$3/s.f. (Property Tax)	354	s.f.	\$3.00	7.0%	\$514	\$182,057	1.00%	\$255
Civic	6,534	s.f.			n/a	n/a	n/a	-
Public Park/Plaza	4,140	s.f.			n/a	n/a	n/a	-
<b>TOTAL</b>								<b>\$527,814</b>

## **9.8 PUBLIC IMPROVEMENT FINANCING OPTIONS**

The Del Mar Village Specific Plan public improvements may be financed through several options, including options for long-term, tax-exempt financing.

Parking In-lieu fees, development impact fees and exactions, or user fees, associated with new development will contribute some measure of one-time or restricted revenues.

Given the current low-interest rate environment and the City's favorable credit rating, the City Council may also wish to consider financing options that include long-term debt financing, in which the cost of public improvements will be spread over their future life-time. The most favorable debt financing options available to the City include government-sponsored programs, such as offered by SANDAG and the State of California as described below. In addition, other options include lease revenue bonds, general obligation bonds, assessment districts, community facilities districts (Mello-Roos bonds), and business improvement districts.

The following descriptions provide a range of feasible options for financing construction of the Village Specific Plan public improvements. A combination of one or more options may be required to provide full funding.

### **9.8.1 Cash Financing**

In Fiscal Year 2011-2012, the City has an available balance of approximately \$665,000 in its capital reserve fund. As described in the Finnell Plan, the City has typically cash financed its capital improvement program. While the Finnell Plan's "Long Range CIP" envisioned most of the proposed public improvements in the VSP, the proposed Public Finance plan does not call for this use of the capital reserve. It may temporarily use a portion of the Capital Reserve for interim financing purposes, but the Capital Reserve is not identified as a permanent funding source in the Public Finance component.

### 9.8.2 Public Donations

The Del Mar community has been very generous in raising funds for public projects through private donations. Successful examples of such financing include projects funded in whole or in part by the Friends of the Powerhouse, the Friends of the Del Mar Parks, the Del Mar Garden Club, and residents at large. While such generosity may not extend to the Camino del Mar Streetscape or Public Parking structure improvements, contributions from private donors or businesses may be available to assist in financing some of the elements of these projects.

### 9.8.3 Public and Private Grants

Many public and private grant programs are available, particularly for projects related to pedestrian, bicycling, and road improvements. Examples include:

Caltrans Bicycle Transportation Account The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. Under the California Bicycle Transportation Act, projects must be designed and developed based on the commuting needs and safety of all bicyclists. The City would first need to develop a Bicycle Transportation Plan (BTP), which must be approved by the Regional Transportation Planning Agency (SANDAG).

Caltrans Local Assistance Program The Local Assistance Program oversees distribution of more than one billion dollars annually to more than 600 cities, counties, and regional agencies for the purpose of improving transportation infrastructure.

SANDAG Healthy Works (CPPW) Pass-Through Grant Program Under this program, more than \$1 million in grants have been awarded to local agencies, a portion of which have been related to redevelopment programs.

SANDAG Transportation Development Act This program provides for funding of the region's public transit operators and for non-motorized transportation projects. Two percent of this funding is dedicated to programs for the exclusive use of pedestrians and bicyclists. Once the City of Del Mar completes its Bicycle/Pedestrian Master Plan, the City may apply under this program for a portion of the cost of right-of-way improvements.

SANDAG Smart Growth Incentive Program This SANDAG program funds smart growth planning and capital programs and operates on a biennial funding cycle. Several elements of the Village Specific Plan meet Smart Growth Program objectives.

SANDAG Regional Transportation Congestion Improvement Program (RTP) The City of Del Mar may request SANDAG to designate Camino del Mar as a regional arterial route, qualifying the City to compete for Regional Arterial System (RAS) funding in the next RTP. Camino del Mar was removed from the RTP by the City Council in 1989. Consideration for restoring the regional route designation was rejected by the City Council in 2011.

Community Development Block Grants (CDBG) The City typically receives approximately \$18,000 annually in federal CDBG grants. These funds may be used for sidewalk improvements.

Due to the uncertainty of receipt of grant funding, it is not relied upon as a financing source in the VSP. In order to compete favorably for SANDAG grant funding, the City must first have a Certified Housing Element, which is anticipated to be complete and certified by April 2013.

#### **9.8.4 Development Impact and Regulatory Fees and Exactions**

Many cities rely on development impact and regulatory fees and exactions for construction of related public improvements. Such fees and exactions available to Del Mar include:

Parking In-Lieu Fees. Chapter 30.80 of the Del Mar Municipal Code allows the establishment of In-lieu fees for partial satisfaction of on-site parking requirements within the Central Commercial Zone. In-lieu fees are set by Council, but may not exceed the actual cost of developing the required parking. Present estimates for such costs range from \$25,000 to \$35,000 per space. In-lieu fees may represent the weighted average cost of developing a series of parking alternatives. For example, Table IX-3 shows a sample In-lieu fee calculation showing the weighted costs of newly created street parking and underground structure parking. The In-Lieu Fee Program would also apply in the Village Specific Plan.

**Table IX-3, Sample In-Lieu Fee Calculations**

	<b>Cost per Space</b>	<b>Number of Spaces</b>	<b>Total Cost</b>	<b>In-Lieu Fee per Space</b>
Parking Garage	\$ 35,000	200	\$7,000,000	
New Diagonal Streetside Parking	\$ 10,000	30	\$ 300,000	
<b>TOTAL</b>		230	\$7,300,000	\$31,740

Development Impact Fees Impact fees are a way for public agencies to assist developers in mitigating the impacts of projects that might otherwise be too great to be borne by a single project. In the case of the Village Specific Plan, the City is proposing to fund and build the improvements that mitigate the impacts of development up front, and recoup a portion of the cost through Development Impact Fees.

Traffic Impact Fees Traffic Impact Fees, or Mobility Impact Fees, as they are sometimes called, are a type of Development Impact Fee which permits jurisdictions to be compensated for the additional traffic impacts of developments. These fees are typically calculated by computing the average daily trips associated with each type of new development, and then calculating the cost of developing the increased traffic capacity required to serve the area. Fees are typically assessed per 1,000 square feet of commercial development, or per the number of increased trips that a development would create. The City of Del Mar is unusual in not assessing Traffic Impact Fees to new development. By not assessing such fees, the City essentially subsidizes development. These fees are widely assessed across the nation. Traffic Impact Fees would only be assessed upon completion of a comprehensive study determining an appropriate level of the fee.

Area of Benefit Fees These fees, also called public facility reimbursement fees, may be imposed by the City on private property that is determined to benefit from public improvements. The fee amount is determined by apportionment of the total cost of the improvements over the area benefited. The fees are imposed as a lien upon the benefitted property and are collected when development permits are issued.

Parking Meter Fees Not technically a development impact fee or exaction, parking meter revenues are a type of regulatory user fee and can be used to help finance street improvements. Within the Village area, parking meters currently are located in the L'Auberge Del Mar parking garage and at St. Peter's Episcopal Church. For Fiscal Year 2011-2012, these meters have been returning an average of approximately \$3.50 per day per meter. Parking meters at the beach return an average of about \$20 per day per meter. To be conservative, the lower number is being used as a minimal parking meter return. At the \$3.50/day rate, placing meters on the 223 existing free-parking spaces in the Village area and an additional 30 spaces or more gained from Camino del Mar improvements could generate approximately \$325,000 in gross annual revenues that could support financing for a substantial amount of public improvement costs. Placing meters in the 200 spaces anticipated for a Public Parking Structure could generate an additional \$250,000 per year, for a total of \$600,000 per year.

### **9.8.5 Long-Term Debt Financing Options**

There are many long-term debt financing options available to California local governments. As the City's capital financing needs are small in comparison with most debt-financed projects, the City will most likely take advantage of the special financing programs identified in Section 9.7.6 this Chapter. However, the following are additional financing mechanism typically available to public issuers.

Lease-Revenue Bonds Lease-revenue bonds can provide long-term financing for leasable public improvements. The advantage of this financing option is that voter approval of the lease obligation is not required. The bonds are secured by a leasing agreement between the City and a third-party lessor. Annual rents are obligations of the General Fund. This option potentially has the highest risk to the General Fund because the timing and amount of future revenues from Specific Plan development within the Village are not certain.

The following options would require either voter or property-owner approval.

Mello-Roos Bonds and Community Facilities Districts (CFDs) Mello-Roos and Community Facility District bonds provide long-term debt financing options secured by a special tax authorization upon property within the special tax area. The special tax authorization requires a two-thirds vote of approval either by property owners or voters with-

in the taxing district. The special tax authorized can be used to pay the debt service on bonds for annual maintenance costs. These special taxes may be apportioned on any reasonable basis, except for by property values, and do not require complicated special benefit calculations of assessment districts.

Benefit Assessment Districts Benefit assessment districts may be used to finance public projects or improvements that provide special benefits to property owners. Such projects or improvements may include streets, sewers, storm drains, landscaping and street lighting. Each property, whether public or private, must be assessed according to a calculation of the special benefit received, and no more. The cost improvements benefiting the general public may not be assessed. Procedures for approving special benefit assessments are costly and time consuming. Ultimate approval requires that the total value of assessment upon the property owners who approve of the assessment, must outweigh the value of assessment of those who are opposed, to the assessment, as determined by a mailed ballot proceeding.

A special category of benefit assessment district is available for parking and business improvements. The annual assessments may also include the cost of services benefitting the businesses or properties within the district. Special procedures are required for creating these BIDs or PBIDs.

General Obligation Bonds (GO Bonds) General obligation bond financing may be authorized only upon approval by a two-thirds vote of all voters at a regular or special election. Bond proceeds may be used for acquisition and development of a wide variety of public improvements. A special property tax may also be approved by a two-thirds vote to pay the debt service cost of the GO bonds. Because GO bonds are secured by the tax roll, they are considered to be very low-risk, and carry the lowest rates.

#### **9.8.6 Special Government Agency Financing Programs**

Due to the cost and difficulty of issuing debt, many small governments do not have efficient access to the capital markets. Recognizing this need, both SANDAG and the State of California have established programs to assist local governments in their capital financing needs. The City of Del Mar will attempt to access these programs as a first choice if they are available at the time that capital funds are needed for the public improvements.

TransNet Tax Revenue Bonds Every few years, SANDAG issues TransNet Tax Revenue Bonds. These bonds are secured by TransNet sales tax revenues, which are a stable and readily acceptable source of bond funding. Due to economies of scale, these bonds incur relatively low issuance costs. The true interest cost (TIC) is also relatively low. SANDAG anticipates a TIC of about 4.0 to 4.5 percent. SANDAG also offers a commercial paper financing program with an even lower total annual cost, currently about one percent. However, the rate is reset periodically and borrowers incur added interest rate risk.

The City currently receives annual TransNet revenues of \$178,000. All or part of these revenues could be pledged to SANDAG financing assistance. The full amount of these revenues would support about \$2.9 million in bond proceeds, at 4.5 percent and a 30-year term. In order to receive the annual TransNet funds the City is required to spend a certain amount of money on its roadways. This requirement is referred to as its "Maintenance of Effort" (MOE). Each year, the City must spend approximately \$430,000 on capital improvements and maintenance of its transportation network (street, sidewalks, bike facilities, traffic signs etc.), and an additional \$21,500 on specialized transportation services. When evaluating this funding source staff determined that the City's long-term roadway maintenance needs could be maintained well within the \$430,000 annual budget for the required MOE. Two factors played into this evaluation: the fact that a portion of the annual MOE fund goes into performing maintenance in the area covered by the Village Specific Plan and that a large portion of the annual TransNet Funding also goes into the Camino del Mar corridor, as it is the most travelled route through the City. While participating in a TransNet bond would be a long-term commitment of the City's TransNet revenues, staff believes that it is consistent with the life cycle of the proposed new improvements, and that the annual MOE expenditure requirement of \$430,000 is enough to handle on-going roadway maintenance needs. The staff believes that revenues from TIFs and from tax revenues from new development will eventually be able to replace TransNet revenue committed for the Streetscape/ Pedestrian Improvements.

I-Bank Financing The California Infrastructure and Economic Development Bank (I-Bank) makes low interest loans of up to \$10 million over 30 years for public infrastructure projects that create jobs and promote economic development. I-Bank bonds are set at two-thirds the rate of the current municipal bond rate, and have certain minor additional administrative costs. Both the Camino del Mar Streetscape and

the Public Parking Structure projects would qualify. However, funding is awarded on a competitive basis and is not certain. Because this option provides relatively lower cost of issuance and financing, the City Council will be asked to authorize an application for financing under this option, upon approval of the Specific Plan.

### **9.8.7 Public-Private Development Partnership**

The Civic Center site consists of 1.56 acres between 10<sup>th</sup> and 11<sup>th</sup> Streets along the west side of Camino del Mar. From time to time, the City has considered various potential development options for the site. During 2007, the City commissioned a study by Keyser Marston, an economic consulting firm, that demonstrated the feasibility for a private-public partnership for development of a new City Hall complex, which included: civic uses, a parking structure, retail and office use, and some residential use. Such an approach could enable development of the parking structure utilizing ground rent revenues from the private development.

### **9.8.8 Demonstration Financing Scenarios**

The exact mix of funding options will depend upon the sources available at the time that the public improvements are constructed. As a first priority, any grant funding that can be obtained will be applied to reduce cost impacts of the project. Private fundraising efforts will also be conducted to determine whether private funds might be available to assist as well.

Additional revenue flow will also be used as indicated below. There will be approximately 50-60 additional streetside public parking spaces created through the public improvements for which In-lieu fees could be applied. At an average cost of \$30,000 per space, the City could receive up to \$1.8 million in parking In-lieu fees. Transportation Impact Fees (TIFs) could easily generate \$1 to \$2 million or more over time.

While a mix of various financing sources can be utilized to fund both the Camino del Mar Streetscape Improvements and the Public Parking Structure, the examples below discuss possible ways in which these improvements can be financed using debt instruments, TIFs, parking In-lieu fees, meter revenues, etc. and without the use of grants, donations, etc.

### Camino del Mar Streetscape Improvements

In terms of debt financing, as of the time of this writing, the I-Bank program offers the most favorable long-term interest rates, so it will be used to the extent that it is available. The SANDAG TransNet bond program is currently the next most favorable option. Table IX-4 provides an example of how funding from two sources could be combined to finance the Camino del Mar Streetscape Improvements identified in the Village Specific Plan. TIFs are anticipated to help fund the Streetscape/Pedestrian Improvements over time as well, and can be used to retire outstanding debt as they accrue.

**Table IX-4, Funding Example**

		<b>Interest Rate</b>	<b>Annual Debt Service</b>	<b>Funding Sources</b>
TransNet Bond	\$2,900,000	4.50%	\$178,035	Existing TransNet Funding
I-Bank Financing	\$2,600,000	2.60%	\$125,884	General Fund
	\$5,500,000		\$303,919	
Annual financing costs based upon a 30-year term				

Parking Structure Financing

To construct the Public Parking Structure, the Village Specific Plan assumes the imposition of In-lieu fees to allow businesses which may not be able to provide adequate on-site parking to meet their parking requirement.

Table IX-5 assumes that In-lieu fee revenues would be provided both by businesses developing within the VSP area, and through the anticipated development of a City Hall facility at a Civic Center complex to satisfy City Hall parking requirements. Assuming that 50 In-lieu fees from businesses are collected, and an additional 60 from the City Hall parking requirement, this results in a cash contribution of \$3.3 million, leaving a remainder of \$3.7 million. If one uses a parking meter base of 400 meters (200 in the garage, and 200 new downtown streetside meters), only \$1.65 per meter per day is required to pay lease revenue bond debt service. If I-Bank funding is obtained, this drops to \$1.23/day as indicated in Table IX-4. Using a reduced meter base of 200 meters (parking structure only with City Hall parking on a paid basis) or 140 meters (City Hall parking on a free basis), the revenue per meter required increases proportionately. Note that charging for downtown parking would be a change from current practice. Note that at revenue levels received by the lowest performing City meters, it does appear that meter income, when paired with In-lieu fees, would be adequate to financing a parking structure.

**Table IX-5, Parking Revenue Sources**

Revenue Sources		Number Collected	Total	
In-Lieu Fees	\$30,000	50	\$1,500,000	
Civic Center Parking Contributions	\$30,000	60	\$1,800,000	
Remainder to be Financed			\$3,700,000	
			\$7,000,000	
Cost Per Parking Meter				
Annual Financing Cost of \$3,700,000		400 meters	200 meters	140 meters
Revenue Bond-30 year at 5%	\$240,690	\$1.65	\$3.30	\$4.71
I-Bank-30 year at 2.6%	\$179,143	\$1.23	\$2.45	\$3.51

## 9.9 FINANCING IMPLEMENTATION STRATEGIES

In summary, the Village Specific Plan public improvements can be financed through any or several of a variety of mechanisms, including: fees, debt, grants, and available cash.

- Preparation of a more precise Financing Plan will be undertaken at such time the Plan is finalized, approved by the voters, and City Council determines the appropriate Capital Improvement Program.
- The City also will be working with public financing consultants who are both familiar with and experienced in preparing such detailed financing plans. These efforts will be ongoing during the public discussion period leading up to adoption, election, and thereafter, if the Specific Plan is approved.
- The purpose of this Public Finance section is to clearly show that the City of Del Mar has the wherewithal to fund the proposed Public Improvements identified in the Village Specific Plan and that the City is able to do so in various ways, demonstrating that from a financial standpoint, funding of the Public Improvements is viable.

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# X. Implementation



## 10.1 INTRODUCTION

Previous chapters of this Specific Plan have defined the type of public improvements and private development desired in the Village and the overall framework that will determine the shape, form, location, and conditions of that development. This Chapter describes the ways that the City of Del Mar will implement the Village Specific Plan to best achieve the vision outlined in the Community Plan and the objectives of this Specific Plan.

Implementation of the Village Specific Plan will occur over time, and could take upwards of 20 to 30 years to achieve. There are some implementation tasks that will need to begin immediately, while others will be scheduled for funding opportunities or more appropriate timing. This chapter lists the actions that should be taken to attain the Village vision in immediate, short-term and long-term priorities. Capital improvement projects are outlined. Responsibilities of the public sector and the private property owners are identified, as appropriate.

## 10.2 PUBLIC CAPITAL IMPROVEMENTS

Public improvements within the Village, whether financed by public funds, private contributions, or both, will be undertaken as part of the Capital Improvement Program of the City of Del Mar. The two main projects are the Camino del Mar Streetscape improvements and the addition of a Public Parking Structure project, anticipated to be on the current Civic Center site at 1050 Camino del Mar or in collaboration with a private property owner. The Camino del Mar Streetscape improvements include adding new roundabouts, reducing vehicular travel lanes to one lane in each direction, and making sidewalk improvements consisting of new paving, street furniture, and landscaping. The preliminary estimated costs for these projects in 2012 dollars are shown in Table X-1, Public Improvements.

The Camino del Mar Streetscape design and construction will be a multi-year project. The design phase alone, including engineering and design development, public outreach, and preparation of construction documents, will require 12 to 18 months. The construction phase will be implemented according to the design plan and may be completed in less than 12 months. In deference to the needs of local merchants, all efforts will be made to avoid construction activity during the peak summer season. Upon adoption of this Specific Plan, the City Council will be asked to approve a more detailed financing plan and schedule. This

project will depend upon the availability of financing explained in Chapter IX, Public Finance.

The Public Parking Structure project, if developed as a parking structure on the City Hall/Civic Center site, may be undertaken in two phases. The first phase could include modifications to existing surface parking to increase available spaces. The second phase, design for a Public Parking structure, should be undertaken in the short term in conjunction with an overall Civic Center design. The planning and design phase for that project would require two to three years allowing for community input, programming, conceptual design, design development, and construction documentation. The construction phase would require approximately two years.

**Table X-1, Public Improvements**

Item	Cost in Millions	Assumptions
Camino del Mar Streetscape Roundabouts and Pedestrian	\$4.0-\$5.0	Installed costs includes 3 roundabouts, 2 travel lanes, diagonal parking, sidewalk, street trees, and utilities
Public Parking Structure at City Hall	\$5.0-\$7.0	Construction costs assume a naturally ventilated, 200-car structure below Camino del Mar

### Alternative Solutions

There is an opportunity for public-private partnerships to provide needed public parking. A public-private partnership (also known as PPP or P3) is a collaborative venture between a government agency and the private sector to develop and/or operate the facility. This joint solution would leverage the expense of the parking structure, allow it to be constructed with both public and private funds, and potentially move its timeline forward. A private development entity could partner with the City of Del Mar to provide additional public parking on their private property through this type of public-private partnership. A public-private partnership could also be developed for implementation on City-owned land as well.

### Timeline

The following timeline illustrates a potential implementation program for the public improvements. As many of the factors associated with public improvements will be determined by availability of funding, demand, civic center planning, and in-lieu fee collections, the following timeline is seen only as an estimate and will be refined during City Council’s Capital Improvement Project and Budget processes.

Public Improvements	2013	2014	2015	2016	2017	2018	2019	2020	beyond
<b>CDM STREETScape</b>									
Refine Concept Design									
Secure Funding									
Outreach									
Final Design									
Baseline Monitoring									
Construction & Completion									
Post Construction Monitoring									
<b>PUBLIC PARKING</b>									
Additional CDM stalls			+/-30						
Restripe 1050 CDM lot	+/-58								
Parking Monitoring									
Parking Structure concept design									
Secure Funding									
Outreach									
Final Design									
Construction & Occupancy									

### 10.3 PRIVATE IMPROVEMENTS

Private development and redevelopment within the Village area should be stimulated by adoption of the strategies in this Specific Plan, and particularly by: increasing the potential development for many parcels; adopting the 'Park-Once' parking standards that will encourage additional public parking on private property; and completing the Camino del Mar Streetscape improvements. However, such private development will remain the responsibility of the property and business owners and will be undertaken at their discretion. Therefore, it is difficult to establish a timeline for private development. The following development estimates are based entirely upon the stated assumptions.

Currently, there are 67 privately-owned parcels in the Village area (not including L'Auberge Del Mar and Del Mar Plaza). Of these, 23 parcels (about one-third of the total) would immediately benefit from the increased development opportunities of the new standards included in this Specific Plan. The new standards would allow these 23 parcels, currently under-developed, to roughly double the amount of floor area now existing. The owners of these parcels will experience the greatest economic incentives to redevelop.

If developed to their full capacity under this Specific Plan, these 23 parcels could potentially add up to 270,500 square feet of new space over and above the existing floor area. Some of these properties can be expected simply to expand existing floor area, while others, particularly older and nonconforming structures, may entirely replace existing structures. Existing structures identified as historically significant may also benefit from the new parking standards and land use changes provided in this Specific Plan.

The existing and potentially new development within the Village area is shown in the following table.

**Table X-2, Private Redevelopment**

	Parcels	Development Square Feet	% of Total
2012 Existing Development	67	279,267	100%
Properties at less than 100% increase potential	44	189,793	66%
Properties at greater than 100% increase potential	23	270,500	34%
Anticipated 10 Year Future Development (FY2022)		350,000	
Maximum development anticipated, within 20-30 years		500,000	

## 10.4 ACTION PLAN

The following Action Plan identifies immediate actions that are implemented either concurrently with the Village Specific Plan adoption or immediately thereafter. Short-term actions are those actions that can be anticipated or programmed for approximately the 3- year to 10-year horizon. Medium-term actions are assumed to be in the 10-year to 15-year horizon and long-term actions are anticipated to be beyond 15 years and achieved over the life of the plan.

### 10.4.1 Immediate Actions

- **Zoning Code Revisions:** Currently with the adoption of the Village Specific Plan, the City will adopt corresponding zoning code revisions, specifically for parking to adopt the 'Park-Once' methodology and standards (DMMC 30.81) per the recommendations in Chapter VII, Parking. The Village Specific Plan will supplant and supersede the Central Commercial Zoning for the Central Commercial Zone within the Village Specific Plan Area (DMMC 30.22). These will not become effective until the associated Local Coastal Program Amendments are certified by the California Coastal Commission.
- **Local Coastal Program Amendment:** Upon adoption of the Village Specific Plan, amendments will be submitted to the California Coastal Commission for review and certification.
- **Design Review Ordinance:** Upon adoption of the Village Specific Plan, amendments to the Design Review Ordinance (DMMC 23.08) will be adopted to create standards tailored to projects in the Village Specific Plan.
- **Design Guidelines:** Following the adoption and certification of the Village Specific Plan, Design Guidelines will be prepared by city staff in conjunction with the Design Review Board. The Design Guidelines will be subject to adoption by City Council and applied by both the Design Review Board and city staff during project evaluations.
- **Parking Management Plan:** City staff will prepare a Citywide Parking Management Plan that also addresses the Village area and its surrounding impact area, addressing parking management strategies for public parking, employee parking, timeframes, fees, and enforcement. The citywide Parking Management Plan will be adopted by resolution by the City Council.

- **Impact Fee Establishment:** City staff will prepare a program for establishing impact fees within the Village per Chapter IX, Finance.
- **In-Lieu Fee Establishment:** The City will prepare a program for establishing in-lieu parking fees based upon DMMC 30.80.
- **Applicant's Guide for Development in the Village Specific Plan:** City staff will prepare an applicant's guide to assist potential applicants to understand the provisions and requirements of the adopted Village Specific Plan.
- **Private Properties:** Implementation of projects on private property is solely at the discretion of the property owners. It is anticipated that immediate actions could include changes in uses associated with the 'Park-Once' parking strategy.
- **Baseline Monitoring:** Staff will conduct baseline monitoring of Village traffic and parking prior to management or design alternative implementation.

#### **10.4.2 Short-Term Actions**

- **Camino del Mar Streetscape Improvements:** Community input, final design and engineering, including business community outreach on phasing and implementation of the improvements.
- **Provision of Additional Public Parking:** Program and design of public parking, either in surface lots, streetscape or in a public private partnership. Based upon delivery and financing methods, the construction of additional public parking could be short-, medium- or long-term.
- **Public Parking Structure:** Program and design of public parking structure. Based upon delivery and financing methods, the construction of the parking structure is identified to be in the short-term actions.
- **Private Properties:** Implementation of any private property development is solely at the discretion of the property owner. It is anticipated that short-term actions could include those properties with the ability to substantially increase their development potential.

- Regular monitoring of traffic and parking for adjustments to Parking Management Plan or streetscape implementation.
- Monitoring against thresholds, metrics and targets with associated course corrections when necessary.

#### **10.4.3 Medium-Term Actions**

- Private Properties: Implementation of any private property is solely at the discretion of the property owner. It is anticipated that medium-term actions could include those properties with the ability to increase their development potential.
- Regular monitoring of traffic and parking for adjustments to Parking Management Plan or streetscape implementation.
- Continued monitoring against thresholds, metrics and targets with course corrections when necessary.

#### **10.4.4 Long-Term Actions**

- Private Properties: Implementation of projects on private property development is solely at the discretion of the property owner. It is anticipated that long-term actions could include the remaining properties with the ability to increase their development potential.
- Regular monitoring of traffic and parking, with corrective actions, to ensure design capacity is not exceeded.
- Monitoring against metrics and targets and course corrections when necessary.

## 10.5 THRESHOLDS FOR DEVELOPMENT REVIEW

Because of the prolonged implementation of development and the potential for unforeseen impacts, thresholds have been established for two aspects of development capacity. These thresholds are established for the overall quantity of development and the number of new residential units. Thresholds have also been established for cumulative building heights on the west side of Camino del Mar, determined on a block-by-block basis.

### 10.5.1 Development Thresholds:

1. At a ten-year interval from the voter adoption of the Village Specific Plan, or when total cumulative development within the Specific Plan area (excluding the Del Mar Plaza and L'Auberge Del Mar), reaches 350,000 square feet, whichever comes first, Planning Commission and City Council will conduct a full review of the development program, including an assessment of any impact on the community and an assessment of any unintended consequences, per the review process outlined in Section 10.5.4.
2. At a twenty-year interval from the voter adoption of the Village Specific Plan, or when total cumulative development within the Specific Plan area (excluding the Del Mar Plaza and L'Auberge Del Mar), reaches 425,000 square feet, whichever comes first, City Council will conduct a full review of the development program including an assessment of any impact on the Community and an assessment of any unintended consequences per Section 10.5.4.
3. The maximum development capacity of the Village Specific Plan is 500,000 square feet (excluding the Del Mar Plaza and L'Auberge Del Mar) and serves as a cap or limit under this Specific Plan regardless of the year achieved.
4. Periodic (three-year) status reports on the development implementation progress shall be given to the Planning Commission and City Council.

**10.5.2 Multifamily Residential Thresholds:**

1. At a ten-year interval from the voter adoption of the Village Specific Plan, or when the total of cumulative residential units within the Specific Plan area (excluding the Del Mar Plaza and L'Auberge Del Mar) reaches 35 dwelling units, whichever comes first, City Council will conduct a full review of the residential development program including an assessment of any impact on the community and an assessment of any unintended consequences per the review process outlined in Section 10.5.4.
2. At a twenty-year interval from the voter adoption of the Village Specific Plan, or when the total of cumulative residential units within the Specific Plan area (excluding the Del Mar Plaza and L'Auberge Del Mar), reaches 70 dwelling units, whichever comes first, City Council will conduct a full review of the residential development program including an assessment of any impact on the community and an assessment of any unintended consequences per the review process outlined in Section 10.5.4.
3. The maximum development capacity of the Village Specific Plan is 110 dwelling units (excluding the Del Mar Plaza and L'Auberge Del Mar) and serves as a cap or limit under this Specific Plan regardless of the year achieved.

**10.5.3 West Side of Camino del Mar Building Height Thresholds:**

1. At a ten-year interval from the voter adoption of the Village Specific Plan, or when the total of the linear feet of the west side of any one block facing Camino del Mar between 9<sup>th</sup> Street and 15<sup>th</sup> Street has greater than 50% of its buildings (measured in cumulative linear feet) at a height of 26 feet or at two stories, whichever comes first, City Council will conduct a full review of the building heights including an assessment of any impact on the small town village character and an assessment of any unintended consequences per Section 10.5.4.

**10.5.4 Threshold Review Process:**

1. With the development application process that triggers the above threshold reviews, City Council, with Planning Commission input and recommendation, shall conduct a separate threshold review process prior to the review of said development application.
2. The threshold review shall consist of the following:
  - a. Inventory (either quantitative for development and housing thresholds or visual for building height thresholds) of the existing conditions.
  - b. Assessment against the goals and objectives of this Village Specific Plan as they relate to the threshold, including the Measures of Success outlined in Section 10.6.
  - c. Public testimony on any potential affects.
  - d. Other measures, as deemed appropriate, to illustrate the benefits or impacts of furthering development.
3. There shall be a minimum of three public hearings per the following schedule:
  - a. The first hearing will be a Planning Commission review on the assessment to hear initial analysis and concern, receive testimony and make a recommendation to the City Council.
  - b. The second hearing will be conducted at the City Council to receive Planning Commission's recommendation and to determine if modifications are necessary to the Village Specific Plan, based upon the assessment and its conclusions and public testimony.
  - c. A third hearing, or additional City Council hearings thereafter, will initiate modifications to the Specific Plan commensurate with the assessment.
4. Modifications to the Village Specific Plan, based upon this assessment, shall be in accordance with the amendment process described in Chapter XII, Adoption, Amendment, Enforcement of the Village Specific Plan and Implementation of Measure B.

## 10.6 MEASURES OF SUCCESS

Completion of the Village Specific Plan strategies for implementing the Community Plan Goals and Objectives may extend over the next 20- to 30-years. According to the vision in this Specific Plan, as the implementation strategies progress, the Del Mar Village will become more pedestrian-oriented and environmentally sustainable. New development will be pedestrian-scaled, attractively designed and provide new public spaces. New and additional retail and retail-service businesses, along with mixed-use residential development, will better serve the needs and enjoyment of residents and visitors alike. The Village will reflect the residents' long-standing desire for a harmonious recreational, social and economic hub for the community, sustaining both economic prosperity and a green, healthy environment.

To monitor the City's progress toward accomplishing this vision, both qualitative and quantifiable measures of success, or metrics, are needed. These metrics will provide residents, property owners, and City officials the ability to track progress toward achievement of the implementation strategies and the Community Plan's Goals and Objectives. They will enable the community to determine if the Village Specific Plan strategies are working and whether changes or adjustments are desired or needed.

These metrics are grouped into four categories: Smart Growth and Village Character, Community Compatibility, Economic Prosperity, and Healthful, Sustainable Environment. The metrics are briefly described below and tabulated in Tables X-3 to X-7.

### 10.6.1 Smart Growth and Village Character

Smart Growth and Village Character metrics monitor progress toward achieving the objectives in the public realm for a more walkable downtown, encouraging pedestrian and bicycle use, promoting public transit services, and managing traffic flow along Camino del Mar. Related objectives for making optimal use of public parking are included. The addition of new public spaces, paseos, landscaping and sidewalk improvements will be monitored. In the private realm, the addition of new residential units and added floor area for retail and personal-services will be closely watched. Inventories of public and private view corridors will be identified and protected. The ratio of retail to office uses will be monitored. Progress toward achieving completion of a new Civic Center will be reported.

### **10.6.2 Community Compatibility**

Community compatibility measures identify those targets that protect and enhance the adjacent residential areas. Periodic measurements of traffic and parking counts along surrounding residential streets will monitor any impacts from the Village development so that remedial measures can be implemented. Light and noise impacts from commercial development will be anticipated and such development modified, as necessary, to reduce or eliminate such impacts; periodic monitoring will be undertaken to assure compliance. Likewise, views and privacy rights of adjacent residential properties will be protected.

### **10.6.3 Economic Prosperity**

Economic Prosperity metrics include measuring the rate of growth in property values and retail sales, reduction in vacancy rates, collection of City revenues generated within the Village, including the number of business licenses issued and the City's gross receipts business tax revenues. Potential effects on property values in the surrounding residential neighborhoods also will be monitored.

### **10.6.4 Healthy and Sustainable Environment**

Healthy and Sustainable Environment metrics include on-going monitoring for air quality in the Village and water quality along the beaches and the adjacent lagoon natural areas. Periodic noise measurements along stretches of Camino del Mar will be conducted to compare future levels with the current ambient level and to determine if additional noise abatement strategies are needed. Water consumption and wastewater flows within the Village will be monitored to measure success in conservation measures. Energy consumption data will be obtained from SDG&E and monitored. Progress toward completion of stormwater collection and treatment improvements along Camino del Mar will be monitored and reported. Periodic pedestrian counts along sidewalks within the Village will be conducted to determine the degree of reducing automobile trips and improving the pedestrian experience.

**Tables X-3, Smart Growth and Village Character Measures**

1.0 Smart Growth & Village Character Measures		Existing Condition	Target	Cumulative Milestones			
				10 year	20 year	30 year	Achieved
<b>Quantifiable Metrics</b>							
<b>1.1 Pedestrian metrics:</b>							
1.1.1	Increase pedestrians usage	1,800 average daily trips	7,200 average daily trips	2,400	4,800	7,200	
1.1.2	Improve streetscape and remove pedestrian obstacles	9,000 SF now installed; 20 obstacles	36,000 SF of new sidewalks; 0 obstacles	12,000 SF/13 obstacles	24,000 SF/7 obstacles	36,000 SF/0 obstacles	
1.1.3	Add benches with trash/recycling containers	15 benches/13 recycle-trash	48 both	48	48	48	
1.1.4	Add new plazas and paseos (square feet)	2,060 SF	6,200 SF	4,000 SF	6,200 SF	6,200 SF	
<b>1.2 Vehicular Circulation metrics:</b>							
1.2.1	Reduce traffic volumes that exceed capacity along Camino del Mar	3,200 ADT over capacity	at capacity	at capacity	at capacity	at capacity	
1.2.2	Reduce traffic speeds along Camino del Mar	28 mph to 33 mph	20 mph to 25 mph	20-25 mph	20-25 mph	20-25 mph	
1.2.3	reduce vehicle accidents involving pedestrians or bicycles	17% of accidents	no new	0%	0%	0%	
1.2.4	Increase number of public parking spaces	323	1,726	800	1,100	1,436	
<b>1.3 Bicyclist metrics:</b>							
1.3.1	Add bicycle racks	4	60	20	40	60	
<b>1.4 Transit metrics:</b>							
1.4.1	Increase bus service frequency (NCTD)	30 min.	10 min.	30 min.	15 min.	10 min.	
<b>1.5 Land Use metrics:</b>							
1.5.1	Add retail/restaurant/residential serving use floor area	74,200 SF	139,000 SF	100,000 SF	120,000 SF	139,000 SF	
1.5.2	Add residential units	2	110	35	70	110	
1.5.3	Add new lodging or hotel rooms	17	60	32	48	60	
1.5.4	Convert street-front office to retail space or infill vacant lots [in linear feet (LF)]	4,565 LF /41%	0 LF/0%	28%	15%	0%	

**Tables X-4 Smart Growth and Village Character Measures**

<b>1.0</b>	<b>Smart Growth and Village Character Measures</b>	<b>Existing Condition</b>	<b>Target</b>
<b>Qualitative Metrics</b>			
1.6	Prepare a Civic Center Action Plan and Progress Report	No plan in place	Plan prepared and implemented
1.7	Evaluate the progress towards plan implementation yearly and provide a periodic report to confirm measures or readjust if necessary	Existing regulatory conditions	Meets or exceeds ten-year targets
1.8	Survey of pedestrian attitudes and satisfaction periodically	constrained by safety, incomplete sidewalks, interruptions, lack of destinations	≥70% believe the Village is a desirable destination
1.9	Survey residents' satisfaction periodically	Impacts outweigh benefits, few local serving uses	≥70% of residents find Village satisfying and the negative impacts have been reduced
1.10	Survey property owners attitudes, intent and satisfaction periodically	Limited development potential, parking constraints	≥70% of property owners find value with revitalization efforts and intend to take advantage of incentives

**Tables X-5 Community Compatibility**

<b>2.0</b>	<b>Community Compatibility</b>	<b>Existing Condition</b>	<b>Target</b>
<b>Qualitative Metrics</b>			
2.1	Maintain traffic volumes below capacity on residential streets	50-600 ADT below capacity	minimum of 50 ADT below capacity
2.2	Maintain parking occupancy at 90% on average	some areas reach 100% occupied	90% occupancy rate
2.3	Reduce noise complaints from commercial areas	average 9 complaints per year	no complaints
2.4	Prevent light and glare complaints	no complaints on record	no complaints
2.5	Conduct a periodic survey of residents' satisfaction	baseline survey to determine satisfaction needed	≥70% of residents find Village satisfying and the negative impacts have been reduced

### Tables X-6, Economic Prosperity

3.0 Economic Prosperity		Existing Condition	Target	Cumulative Milestones			
3.1 Quantifiable Metrics				10 year	20 year	30 year	Achieved
3.1.0	New property assessed values in Village (property tax @1%)	\$0	\$ 180,000	\$ 60,000	\$ 120,000	\$ 180,000	
3.2.0	Sales tax and TOT revenues increase from new development	\$0	\$ 348,000	\$ 116,000	\$ 232,000	\$ 348,000	
3.3.0	Annual business licenses increase in Village	282	450			450	
3.4.0	Retail vacancy rates decrease	8%-12%	<3%	9%	6%	3%	
3.2 Qualitative Metrics		Existing Condition			Target		
3.2.0	Survey of business climate among business owners	baseline survey to determine satisfaction needed			?70% of business owners find value with revitalization efforts and increased business satisfaction		
note: all figures in 2012 dollars							

### Tables X.7, Healthy and Sustainable Environment

4.0 Healthy & Sustainable Environment		Existing Condition	Target	Cumulative Milestones			
4.1 Quantifiable Metrics				10 year	20 year	30 year	Achieved
4.1.1	Reduce Water Quality infractions per year	15 illegal discharges	0 illegal discharges	0 illegal discharges	0 illegal discharges	0 illegal discharges	
4.1.2	Reduce exceedances at coastal outfalls	4 exceedances	0 exceedances	0 exceedance	0 exceedance	0 exceedance	
4.1.3	Reduce Decibel (dB) noise levels along Camino del Mar	63.5-66.3 dB	45-50 dB	55-60 dB	50-55 dB	45-50 dB	
4.1.4	Increase number of new/remodeled buildings that meet/exceed energy standards	0	20	7	15	20	
4.1.5	Increase number of mature trees for carbon sequestration	50	175	90	130	175	
4.1.6	Reduce potable water consumption by 20%	0.104 MGD av. daily demand	0.085 MGD av. daily demand	0.097 MGD av. daily demand	0.091 MGD av. daily demand	0.085 MGD av. daily demand	
4.1.7	Measure and reduce air quality emissions	25,825 metric tons CO2e	13,222 metric tons CO2e	20,660 metric tons CO2e	16,528 metric tons CO2e	13,222 metric tons CO2e	
4.1.8	Reduce solid waste disposal with reuse/recycling	4,471 tons at buildout	1,117 tons (75% diversion)	2,235 tons (50% diversion)	1,676 tons (62% diversion)	1,117 tons (75% diversion)	
4.2 Qualitative Metrics		Existing Condition			Target		
4.2.1	Climate Action Plan prepared and actions implemented	under consideration			TBD		

# XI. Special Study Areas



## 11.1 INTRODUCTION



There are three government-owned properties within the Village Specific Plan area: the City Hall/Civic Center site at 1050 Camino del Mar; the Del Mar Library at 1309 Camino del Mar and the U.S. Post Office at 122 15<sup>th</sup> Street. These properties are viewed as Special Study Areas; no specific development projects are included for these sites. Instead, the Village Specific Plan defines the underlying permitted land uses for these parcels. The underlying zoning allows for a mix of uses but each of these government-owned properties is overlaid with a Public Facilities Overlay Zone wherein the provisions of the City's Public Facilities Zone would apply.



Del Mar City Hall, 1050 Camino del Mar

## 11.2 Civic Center Site



Del Mar Communications Center

The Del Mar Civic Center site, owned by the City of Del Mar, is located at 1050 Camino del Mar. The site is developed with an administrative building, a storage facility, an annex, and a television studio/Council Chambers. The City has, over the years, developed conceptual plans for the redevelopment of the site, including city administration buildings, public parking (including a parking structure), civic functions and ancillary uses. One plan considered allowing affordable housing on the Civic Center site. If the City were to pursue a change of the use of the site from administrative facility to a mix of uses, a request may be made to apply the development standards of the Village Specific Plan to the property, rather than applying those of the Public Facilities Zone. The request would be in the form of a Tier-Three Amendment to the Village Specific Plan, as defined and regulated in Chapter XII of the Village Specific Plan. Although it is not anticipated, if the site were to transfer into private ownership, the designation would change from Public Facilities to that of Village Specific Plan, with its development standards applicable.

The Village Specific Plan does not provide specific direction for the actual design and final program of land uses to be placed upon this site. When the redevelopment of the Civic Center Site becomes a City Council priority, it is anticipated that a full redevelopment project review would be undertaken, with substantial community involvement. That process would determine the type of development to be undertaken.

This Specific Plan identifies two implementation strategies for the Civic Center site that benefits the Village:

- Provide a public open space, plaza or similar civic space on the property to be used for community-wide events such as small festivals, gatherings, farmers' markets, or other outdoor community uses.
- Provide public parking, in either a surface lot or a parking structure for additional public parking within the Village.

### 11.3 Del Mar Library

The Del Mar Library is owned by the City of Del Mar and served by the County of San Diego library system. It is located in the former St. Peter's Catholic Church at 1309 Camino del Mar. The property is in a Historic Preservation Overlay Zone (HPOZ) and is intended to remain as the Del Mar Library.



Del Mar Library, 1309 Camino del Mar

### 11.4 U.S. Post Office

The U.S. Postal Service (USPS) owns and maintains a full service postal facility at 122 15<sup>th</sup> Street, with a large building, retail services, mail boxes and a secured parking lot for postal vehicles and employees. The USPS has not designated the Del Mar facility for closure. If a future decision by the USPS designates this property for closure, federal regulations regarding the disposition of the site will be followed. If the ownership or control of the property is transferred to a non-government agency, the Public Facilities Zone Overlay designation would not apply. The allowable use and development standards of the Village Specific Plan would apply instead.



Del Mar Post Office, 122 15th Street

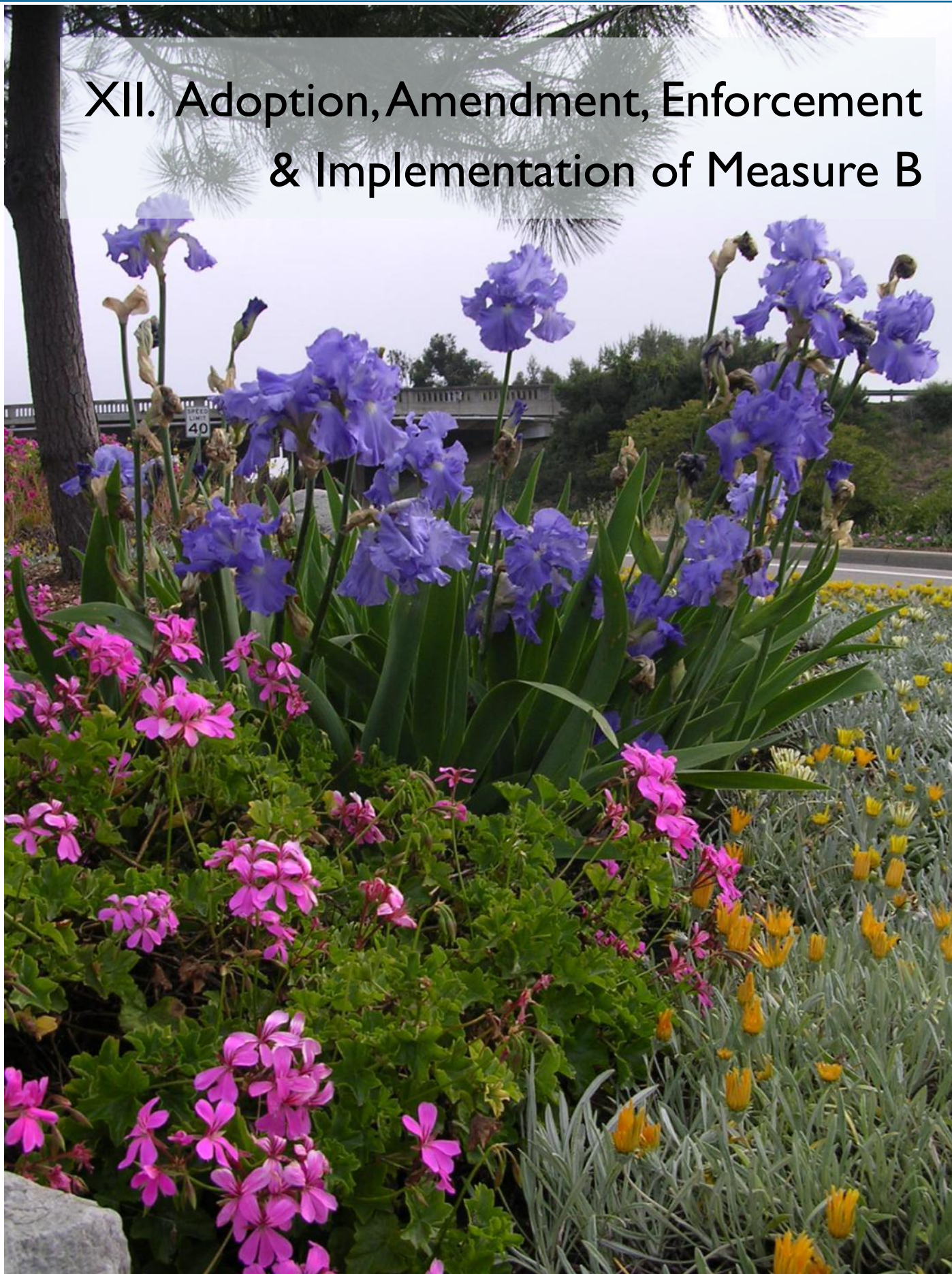
The Village Specific Plan assumes that the Post Office will remain a postal facility; however, if or when the USPS disposes of the site, the following strategies are in place:

- Encourage a below-grade public parking structure, similar to the adjacent public parking at L'Auberge Del Mar, to provide much needed public parking at this key location.
- Encourage postal boxes and limited postal services for residents to be maintained at this location.

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## XII. Adoption, Amendment, Enforcement & Implementation of Measure B



## **12.1 PROCESS FOR ADOPTION OF THE VILLAGE SPECIFIC PLAN**

The Village Specific Plan (VSP) shall not be effective unless and until it is: 1) adopted by an Ordinance of the City Council; and 2) approved by a majority of the registered voters of the City of Del Mar voting to approve a ballot measure adopting the Village Specific Plan.

### **12.1.1 Review Process for Village Specific Plan**

The following provides a general outline of the official steps in the review and approval processes for the VSP. This outline does not list the many public workshops, open houses and meetings that were conducted to seek public input on the goals of village revitalization and on preparation of the specific plan itself. This section is informative only and is not intended to supersede any applicable provisions of the VSP, the Del Mar Municipal Code (DMMC), or of state law governing elections.

**12.1.1.1 Planning Commission** The Planning Commission shall review and make a recommendation to the City Council on:

- A. The Village Specific Plan.
- B. The two associated Community Plan Amendments to apply the VSP designation and description of allowable mix of land uses to the Del Mar Community Plan Land Use Map.
- C. The associated Local Coastal Plan Amendments (LCPAs) which shall consist of:
  - I. Assignment of a new land use map designation for the areas within the Village Specific Plan from their current LCP designations of: Central Commercial (CC) Zone, Plaza Specific Plan, Hotel Specific Plan, Garden Del Mar Specific Plan, and Public Facilities Zone to: Village Specific Plan and Plaza, Hotel and Garden Del Mar Specific Plan overlays, along with a Public Facilities Zone overlay for the three properties within the Village Specific Plan area currently designated on LCPA land use maps as Public Facilities Zone (U.S. Post Office, Del Mar Library and Del Mar

City Hall sites); and a Historic Preservation Overlay for the two properties in the City's Historic Preservation Overlay Zone. Each land use map designation will be accompanied by a description of the allowable mix of uses and some specific restrictions related to coastal issues; and

2. Establishment of a new chapter in the LCP Implementing Ordinances specifying the off-street parking requirements for a 'Park-Once' strategy applicable in the VSP and programs for satisfying such requirements.

D. The adequacy of the Program Environmental Impact Report (PEIR) prepared for the VSP and any associated California Environmental Quality Act (CEQA) documents.

**12.1.1.2 City Council** The City Council shall take final action on:

- A. An ordinance to approve the Village Specific Plan and specify that the provisions of the VSP replace those of the Central Commercial Zone, as they currently apply to the plan area of the Village Specific Plan.
- B. A resolution amending the Community Plan to assign the Village Specific Plan designation to land use exhibits, as noted above.
- C. Certification of the Final Program Environmental Impact Report for the Village Specific Plan, along with any associated California Environmental Quality Act documents.
- D. A resolution ordering the submission of the Village Specific Plan to the qualified voters of the City of Del Mar and requesting the County of San Diego to provide services for a general or special election.
- E. A resolution to approve, and submit for California Coastal Commission certification, the two Local Coastal Program Amendments (LCPAs) for the Land Use Plan and Implementing Ordinance components of the Del Mar Local Coastal Program noted in Subsection C of this Section.

- F. An ordinance to establish a new Chapter in the DMMC corresponding to, and using the same language as, the new LCP Implementing Ordinance Chapter specifying the 'Park -Once' off-street parking requirements applicable in the VSP.

#### **12.1.1.3 Public Vote**

The VSP shall be voted on at a general or special election pursuant to the provisions of the DMMC and the State Election Code. Upon adoption by the voters and following certification of the associated LCP Amendments, the Specific Plan Ordinance shall be deemed law of the City of Del Mar.

#### **12.1.1.4 California Coastal Commission**

- A. The California Coastal Commission (CCC) will make a determination on certification of the (two) LCPAs.
- B. The LCPAs shall be submitted prior to the public vote.
- C. The CCC certification of the LCPAs shall be scheduled to occur only if the VSP is adopted by a public vote, as provided in this Chapter. The City Council resolution approving the LCPAs shall specify that the LCPAs and the Village Specific Plan shall not be effective unless and until certified by the California Coastal Commission.

## **12.2 PROCESS FOR AMENDMENT TO THE VILLAGE SPECIFIC PLAN**

As with any land use document there may, from time to time, be reason for the City to pursue amendments to the content of the VSP, either to modify a strategy or to clarify the meaning of language or exhibits included in the document. Additionally, there may be requests submitted by property owners or other parties to amend the content of the VSP.

This Section describes the different categories of potential amendments to the VSP and sets forth the processes for submittal, review and determinations on such requests for amendments. The review process for VSP amendments varies, depending on the degree of modification proposed and the size of the geographic area to which the amendment would apply.

Amendments to the VSP are categorized as Tier-One, Tier-Two or Tier-Three Amendments, as described below.

### **12.2.1 Categories of Amendments to the VSP**

Tier-One Amendments:

1. An increase in the allowable Floor Area Ratio specified in Chapter VI, Allowed Uses and Development Standards of the VSP.
2. An increase in the allowable building heights specified in Chapter VI of the VSP.
3. The inclusion of a new land use category to be added to the eight (8) basic allowed land use categories listed in Chapter VI of the VSP.

Tier-Two Amendments:

1. Inclusion of an additional Exceptional Public Benefit (EPB) to the list of City Council predetermined EPBs identified in Chapter VI of the VSP.
2. A change in the Floor Area Ratio or floor area bonus authorized for an Exceptional Public Benefit (EPB) in Chapter VI of the VSP.
3. A decrease of the allowed building height or maximum allowable Floor Area Ratios identified in the development standards of the VSP.

4. A decrease of the allowed building heights, a limit on the number of residential housing units or a limit on the total development in the VSP area based on interim threshold reviews as described in Chapter 10.5.
5. A change to the geographic boundaries of the VSP.

Tier-Three Amendments:

1. Modifications required to satisfy those changes to Federal and/or State law that require a corresponding amendment to local ordinances.
2. Modifications required to satisfy Coastal Commission requirements for certification of the LCP amendments that accompanied the preparation of the VSP.
3. Inclusion or deletion of a property from the VSP's Historic Preservation Overlay Zone designation (separate from the related City Council action required to modify the boundaries of the City's Historic Preservation Overlay Zone itself, DMMC Chapter 30.58).
4. Inclusion or deletion of a Public Facilities Overlay designation for a property in the VSP.
5. Modifications to the designation, design or implementation strategies for public improvements called for in the VSP.
6. Modifications to clarify the intent or meaning of the narrative or exhibits contained in one or more sections of the VSP.

**12.2.2 Approval requirements for Tier-One, Tier-Two and Tier-Three Amendments.**

Approval of a Tier-One Amendment shall require City Council approval and voter ratification in the same manner set forth for approval of the VSP.

Approval of a Tier-Two Amendment shall require an affirmative super majority (4/5) vote of the City Council.

Approval of a Tier-Three Amendment shall require an affirmative simple majority (3/5) vote of the City Council.

The Planning Commission shall review and make a written recommendation to the City Council on all proposed amendments to the VSP.

### **12.3 PUBLIC NOTICING REQUIREMENTS FOR AMENDMENTS TO THE VSP**

All amendments to the VSP shall be subject to the applicable public noticing requirements of State law and of the DMMC, in effect at the time of the amendment request.

### **12.4 EXEMPTIONS FROM VSP AMENDMENT REQUIREMENTS**

Corrections of typographical or administrative errors found in the VSP document shall not require an Amendment to the VSP.

### **12.5 ENFORCEMENT OF THE VILLAGE SPECIFIC PLAN**

The Planning and Community Development Director shall have authority to review development proposals and activities for compliance with the VSP. The Director shall also have authority to make a determination regarding an activity's consistency with the allowed use limitations set forth in Chapter VI of the VSP in accordance with the process set forth in Chapter VI of the VSP.

Enforcement of the VSP shall be in accordance with the Enforcement and Penalty provisions of the DMMC.

### **12.6 DEVELOPMENT REGULATIONS NOT SUBJECT TO VARIANCE PROCESS**

The Village Specific Plan is subject to review and approval of the Del Mar voters. Because the Village Specific Plan has been subject to public vote, with an expectation by Del Mar citizens of full application of the development parameters contained in the VSP, including those regulations that limit the allowed height, Floor Area Ratio (FAR) and setbacks, the development regulations contained in Chapter VI of the VSP are not subject to relief from zoning standards that would otherwise be applicable under the Variance provisions of the DMMC. Additionally, the Village Specific Plan was carefully analyzed and crafted to take into consideration the unique circumstances of properties that would otherwise factor into a Variance review process. Some of the development regulations in the VSP reflect that analysis and contain a process and standards of review for requests for relief from the regulations.

## **12.7 VILLAGE SPECIFIC PLAN IMPLEMENTS THE COMMUNITY PLAN AND SATISFIES REQUIREMENTS FOR PREPARATION OF SPECIFIC PLAN CALLED FOR IN MEASURE B**

The Village Specific Plan implements and satisfies the Village Center Specific Plan called for in the Community Development Element of the Del Mar Community Plan. It establishes parameters for smaller and larger development projects in the City's downtown commercial area so as to guard against adverse impacts to the downtown commercial area or nearby residential areas. In doing so, the Village Specific Plan addresses the issues that served as the rationale for preparation of the initiative commonly known as Measure B which was approved by the Del Mar electorate in 1986 and later codified as DMMC Chapter 30.54.

The preparation of the Village Specific Plan included the analyses and measures called for by Measure B and recited below so as to carry out the requirements for preparation of specific plans called for in Measure B. With these analyses and measures having been addressed, the preparation and approval of the Village Specific Plan by the City Council and by the voters satisfies and implements the Measure B requirements, not only for a single property, but for the entirety of the Village Specific Plan area. Thus, no separate specific plan or further Measure B vote will be required for developments that are designed, reviewed and implemented in accordance with the voter-approved Village Specific Plan.

### **12.7.1 Analyses and measures included in the Village Specific Plan review process and VSP document**

The preparation of the Village Specific Plan included all of the following:

- I. A determination that the Village Specific Plan meets all of the goals, objectives, policies, and requirements of the Del Mar Community Plan. The VSP, the accompanying PEIR, and the staff report in support of the VSP provide the documentation required to demonstrate that the VSP meets all the goals, objectives, policies, and requirements of the Del Mar Community Plan. This requirement of Measure B is thereby met.

2. The VSP includes provisions to encourage retail, including resident-serving retail, and development in downtown as called for by Measure B. These provisions include Horizontal Zoning regulations, build-to line requirements, the specification of retail uses allowed, and other provisions designed to encourage retail and local-serving retail.
3. The VSP includes provisions to protect and enhance important view corridors and vistas as called for by Measure B. These provisions include the protection of views along Camino del Mar to the ocean, protection of views to the ocean down cross streets, establishment of upper-building-level setback requirements along streets intersecting Camino del Mar and a requirement for continued use of the City's Design Review process to address, among other issues, the preservation of important public view corridors and vistas. The VSP also has provisions to protect existing open spaces and to encourage new publicly accessible plazas, paseos, and open spaces; and the provision of street furniture and other amenities therein to facilitate public use of these areas and enjoyment of the view corridors and vistas they provide.
4. Establishment of a set of development parameters that limit the amount of floor area that may be constructed on individual properties and cumulatively in the geographic area of the Village Specific Plan. The limit on floor area is expressed as a maximum baseline FAR of 1.00, with the opportunity for an increase in the allowable FAR for a property in cases where City Council-approved Exceptional Public Benefits are provided.
5. Preparation of a comprehensive analysis of the projected traffic generation from all existing and proposed projects in the downtown commercial area of the Village Specific Plan. The VSP, the technical appendices, the PEIR, and the staff report in support of the VSP address, in considerable detail, all the aspects and impacts of traffic circulation and parking, as called for by Measure B.
6. Preparation of a detailed analysis of the availability and adequacy of public facilities and services, individually and cumulatively, to serve the development that could occur in the Village Specific Plan. The analysis included the costs that might be in-

curred by the public, directly or indirectly, to provide such facilities and services to serve the development in the VSP.

7. Inclusion in the VSP of requirements and incentives for provision of open space and public view corridors as component parts of development projects.
8. Preparation of a report on the anticipated parking needs and establishment in the VSP of regulations and parking methodologies to address, not only the adequacy of parking for new and redevelopment projects, but also to address the visual impacts of parking lots and structures.
9. Preparation of a report on the extent to which the intensity of development in the downtown commercial area could be enlarged by the conversion of non-commercially zoned property. This report addresses those properties currently under the City's Public Facility Zone designation that could potentially be converted to a VSP designation, with the accompanying opportunity for commercial development, as regulated by the VSP.
10. Preparation of a report, with specific findings of fact and supporting evidence, addressing the extent to which the VSP would allow more intense development in the village area than would have been allowed by the zoning in effect on April 8, 1986 (relevant date under Section 3 of Measure B) though its assignment of greater Floor Area Ratio and lot coverage figures, increased residential density allowances and other changes in allowable use. Along with these findings, the report concludes that the VSP also provides for the provision of Exceptional Public Benefits, within the meaning of Measure B, which will off-set and warrant those more intensive development standards. Based on these factors, it is concluded that the VSP complies with and fully satisfies the provisions of Measure B with regard to the provision of Exceptional Public Benefits to justify the increases in development potential allowed by the VSP.

With the land use and building parameters of the Village Specific Plan in place to guide appropriate development in the City's downtown commercial area, and with the required analyses and community protection measures included, the provisions of Measure B have been addressed. As such, upon adoption of the Village Specific Plan, in the manner provided for in this Chapter, the provisions of DMMC Chapter 30.54 (Measure B) will have been deemed to have been satisfied.

Provided a proposed development or redevelopment project complies with the applicable provisions of the Village Specific Plan, the project shall not be subject to the additional review process that would otherwise be required under DMMC Chapter 30.54 (Measure B).

However, where a development or redevelopment project is not designed or proposed in a manner so as to comply with the provisions of the Village Specific Plan, and where such project meets the threshold for review under Measure B, the project shall be subject to compliance with the provisions of Measure B, including requirements for preparation of a separate Specific Plan subject to City Council and voter approval.

### **12.7.2 Continued Applicability of the Previously Adopted Del Mar Plaza, Hotel Del Mar and Garden Del Mar Specific Plans**

In accordance with VSP Chapter VI, the provisions of the three Specific Plans previously adopted for the downtown area under Measure B (Del Mar Plaza, Del Mar Hotel and Garden Del Mar) shall continue to apply. Proposed amendments to any of these three previously adopted Specific Plans shall be subject to the review process for amendments to the Village Specific Plan, as identified in this Chapter. The sole exception is the application of the VSP designation to the approximately 12,000 square foot property located to the southeast of the intersection of Camino del Mar and 15<sup>th</sup> Street (APN 300-030-82) which was previously included in the Del Mar Plaza Specific Plan but which was developed under the Central Commercial Zone regulations. The application of the VSP designation, as identified in Chapter VI of the VSP, does not alter the requirements, development standards or other provisions of the Del Mar Plaza Specific Plan, as they are applied to the larger Del Mar Plaza Specific Plan property located at the northeast corner of the intersection of Camino del Mar and 15<sup>th</sup> Street (APN 300-030-86).

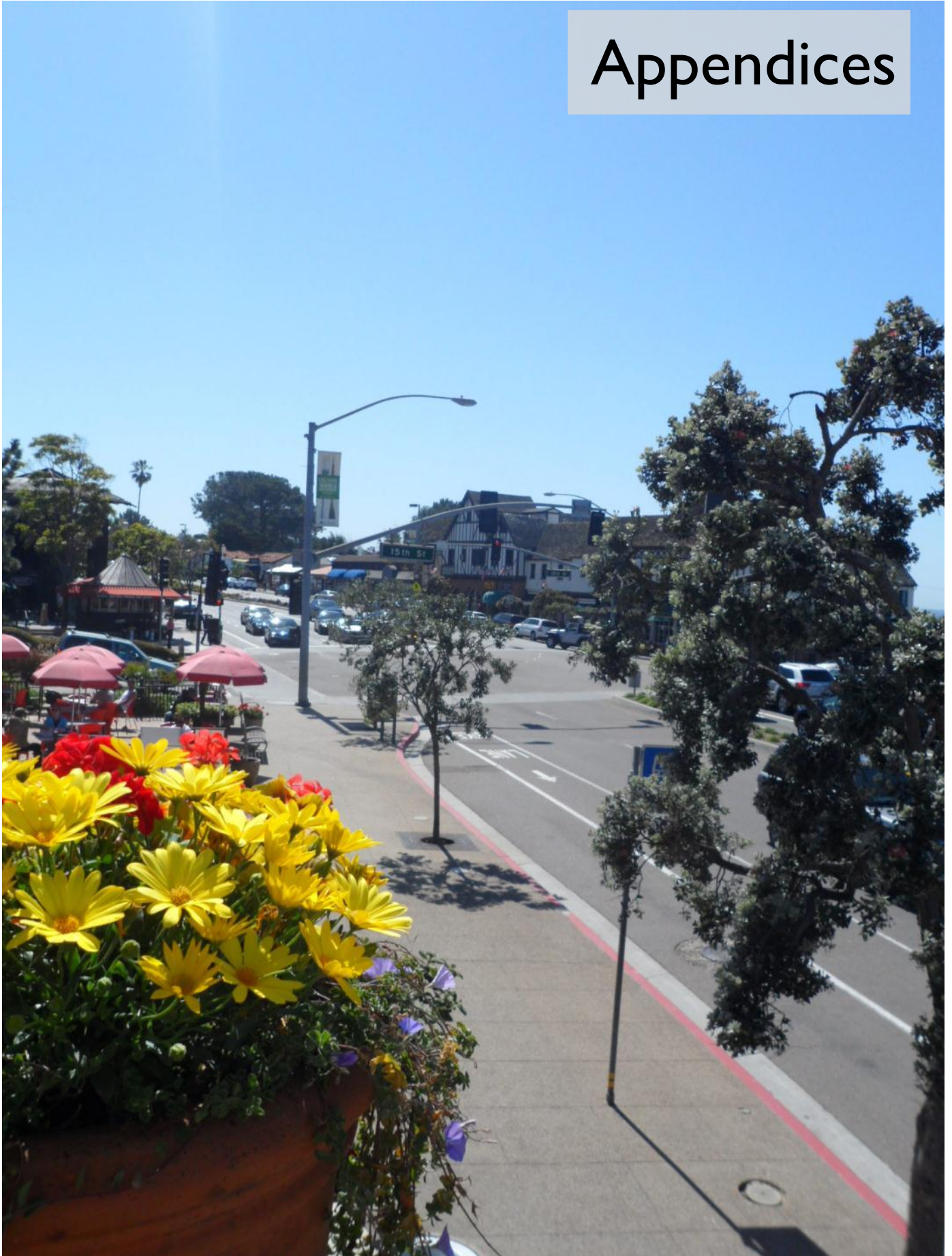
## CONCLUSION

The Del Mar Community Plan envisions a downtown that is economically viable, pedestrian-oriented and attractive; that serves the needs of both residents and visitors; and, is well integrated into the residential fabric of the community. The Village Specific Plan is an implementing tool to aid in reaching this goal. It establishes the land use regulations to incentivize reinvestment and position the City for long-term economic viability. The public improvements established in the Plan will enhance the Village, create a pedestrian-oriented environment, address problems of traffic congestion and parking, improve public safety, and advance water and air quality. It provides protections for the surrounding residential neighborhoods, as well as, benefits for the entire community.

The Village Specific Plan, as adopted, becomes the primary regulatory document for the Del Mar Village. It will guide property owners and project applicants, discretionary review, and the ultimate build-out of the downtown. The process, which involved years of prior study, was an open, community based process. City Council served as the “project committee,” ensuring that the meetings were readily accessible to the community and decisions were made in a deliberate and public forum. Over 80 outreach sessions took place during the development of the Village Specific Plan, from community conversations and neighborhood meetings to noticed workshops and hearings. The community debated merits and impacts and their input refined the Village Specific Plan.

The Village Specific Plan is not the end of the downtown revitalization effort. The Village Specific Plan itself outlines multiple capital improvement projects and actions to further reinforce its goals and implement its strategies. These projects will be realized in an orderly, phased and coordinated manner. As a result, the Village will evolve over time while maintaining its positive attributes, enhancing its desired characteristics, correcting the identified problems, and furthering the heart of the Del Mar community.

# Appendices



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# Appendix A

## Community Outreach



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## 1. Description of Community Outreach Program

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# Community Outreach Program

## Introduction

The Village Center Specific Plan is the culmination of a long planning process to implement a recommendation from the Community Development Element of the Del Mar Community Plan that was approved in 1976 and later updated in 1985. Numerous planning and marketing studies addressing the development of the downtown village area of Del Mar have been authorized, completed and received by the Del Mar City Council since 1985. In February of 2009, the City Council appointed a nine-member Ad Hoc Form Based Code Advisory Committee to direct the preparation of a document that would create new regulatory procedures and standards for the Village. This regulatory document was intended to implement the goals of the Community Development Element that addressed the Village that the City Council believed had been validated by the numerous planning and marketing studies. The Committee prepared a number of alternative development standards for both the private and public realms that they recommended for the Village that would encourage the environmental and economic revitalization of the Village and implement the goals and objectives of the Community Development Element. These recommendations were presented to the City Council in June 2010.

The June 14, 2010 presentation of the Ad Hoc Form Based Code Advisory Committee recommendations resulted in significant discussion and comment from community members, prompting City Council to request a formal program for community outreach. At the conclusion of the Ad Hoc Form Based Code Advisory Committee's presentation, the City Council directed staff to return with a refined Community Outreach Program.

## Overview

Staff proposed and received approval of a three-phase Community Outreach Program designed to stimulate community discussion and gather comments and opinions about Village revitalization efforts. The complete Community Outreach Program is divided into three phases:

Phase 1 - Community Input

Phase 2 - Community Review

Phase 3 - Community Awareness

Community Input is intended to gather reaction to the recommendations proposed by the Ad Hoc Form Based Code Advisory Committee and solicit comments and opinions from a wide range of community members about Village revitalization efforts. The Community Conversations Program was the first portion of the Community Input phase. Additional activities during the Community Input phase included a Planning Commission and Design Review Board Workshop, City Council Workshop, Community Open House, Village Specific Plan Alternatives Workbook and Survey Monkey, Village Revitalization Webpage, and several Business and Property Owner Conversations.

Community Review is intended to gather community reaction to the Village Center Specific Plan incentives and development standards for both the public and private realms in the Village. This Phase 2 of the Community Outreach Program would occur during the preparation of the draft Village Center Specific Plan and Environmental Impact Report (EIR) in the winter of 2011-12.

Community Awareness is intended to provide information to the community about the Village Center Specific Plan prior to the anticipated public vote in November 2012. This phase of the Community Outreach Program would occur during the summer and fall of 2012.

### **Phase 1 - Community Input**

#### **Community Conversations:**

The Community Input phase was initiated with a series of five Community Conversations that were conducted in private residences located in different geographic areas of the City. The purpose of the gatherings was to gather input on the recommendations proposed by the Ad Hoc Form Based Code Advisory Committee and solicit opinions from a wide range of community members about Village revitalization efforts. The Community Conversations took place on April 28, May 3, May 15, May 26 and June 5, 2011, with the final meeting being noticed as a public meeting. Attendance varied between 11 and 35 people. The City Council Liaisons facilitated the discussion and the ideas and opinions expressed at each conversation were recorded. During each of the conversations, attendees discussed revitalization topics, including relevant goals from the Community Plan, and provided input on various aspects of the Village.

Comments included those focused on land uses such as: requesting more residential serving businesses; encouraging mixed-use residential in the Village and maintaining the Village character. Input was received on the public realm and much discussion was held on the Camino del Mar Right-of-Way. Comments included: enhancing the pedestrian areas; discouraging through-traffic while allowing mobility for residents; providing more convenient parking; and, studying the options to reduce travel lanes. Redevelopment of the City Hall site was urged to be considered as a demonstration project for Village revitalization.

After considering the opinions of interested community members, the City Council determined that a Specific Plan was the appropriate regulatory document for the implementation of the ideas being discussed in the Community Conversations. This would also implement the recommendation to prepare a Village Center Specific Plan that was included in the Community Development Element. Staff was directed by the City Council to prepare the Village Center Specific Plan at the July 25, 2011 meeting.

### **City Council Workshop, Open House and Survey Monkey**

A second method of obtaining community input utilized workshop and open house forums. The City Council Workshop initiated the community discussion of alternative development standards that were developed as a result of the five Community Conversations. On October 20, 2011, the City of Del Mar held a regularly noticed City Council Workshop to discuss various alternative development standards for both the public and private realms that were offered for consideration in the Village Center Specific Plan. The Workshop was broadcast on Del Mar TV and made available via live streaming on the City's website.

In addition to the regular public noticing required for the City Council Workshop meeting on Thursday, October 20, 2011, staff also conducted the following community outreach to encourage participation:

- Letter and invitation to property owners in the Specific Plan area sent by mail;
- Letter and invitation to businesses in the Specific Plan area hand delivered;
- Two web-blasts to the City's email list, specifically including those who participated in the Community Conversations;
- Flyers distributed at Taste of Del Mar/Art Stroll on October 2, 2011; and
- Village Revitalization Webpage posting.

The City Council Workshop consisted of:

1. Introduction and General Overview of the Specific Plan process;
2. Report on the Public and Private Realm Alternatives Development Standards and key discussion points for the workshop;
3. Breakout groups for informal discussion on the alternative development standards;
4. Group Reports to the full audience and Public Comment; and
5. Council Discussion and Summary.

Workshop participants were given an Alternatives Workbook with a description of the public and private realm alternative development standards as well as input sheets to submit at the end of the Workshop to record their preferences. These Alternatives Workbooks were also used at the Open House and for the Survey Monkey.

The City Council Workshop was immediately followed by a two day Open House, where members of the public could view graphic information describing the public and private realm alternative development standards and record their preferences through the same Alternatives Workbook input sheets used in the Workshop. Staff was available during the Open House to answer questions and obtain verbal feedback. Members of the public attended the Open House at their leisure during the hours of 10:00 a.m. to 4:00 p.m. on October 21 and 22, 2011

An interactive survey (known as a Survey Monkey) was posted on the City's website and was available for the purpose of recording preferences from October 20, 2011

through November 11, 2011. The survey monkey reproduced the Alternatives Workbook as accurately as possible.

The information presented in the Alternatives Workbook, Open House and Survey Monkey and the input sheets used for participants to record their preferences were organized within three broad categories:

- A. Vision and Goals – affirming the direction of prior policy documents and determining methods and metrics of measuring the success of revitalization;
- B. Public Realm – options for improvements to the streetscape and property within the Camino del Mar right-of-way; and
- C. Private Realm - options for development of the private properties within the Village.

### **Workshop, Open House and Survey Findings:**

Approximately 107 people attended the Workshops and/or Open House and 167 people responded with their preference, either using the Alternatives Workbook input sheets or the online survey monkey. While the majority of the respondents were residents of Del Mar (over 79%), the results also included responses from business owners (14%), commercial property owners (3%), and employees of Del Mar businesses (7%). Approximately 50% of the respondents also said they were frequent Del Mar shoppers or diners.

In general, there was community support for the Goals and Measures of Success as well as suggestions for additional measures. Underground parking structures, parks, residential units and boutique hotels received the strongest support as additional land uses to be allowed in the planning area.

In the public realm, there was a strong preference to reconfigure Camino del Mar to two lanes with roundabouts instead of its current four-lane configuration. Wider sidewalks (10 feet and greater) and sidewalk cafes were preferred.

With regards to the private realm, there were no conclusive findings on FAR for private development sites. However, there was preference to raise the height limit on the west side of Camino del Mar to 26 feet. The three architectural form elements – roof articulation, architectural features, and the use of second level step-backs – all received support. Parking results were very mixed. There was a slight preference for residential permits, a stronger preference for adding diagonal stalls and providing incentives to developers who provide public parking. Both parking signage programs and employee parking programs were seen as preferable. However, there was only an acceptance or a dislike of providing metered parking. Lowering the parking ratio to an average ratio of 3.5 in the Village had some support, but the majority was only an acceptance. A complete compilation of both the workbook and survey data, including all the community comments, is attached to this Appendix I.

As a result of these preferences, staff developed a project description for the Village Center Specific Plan that will be assessed in the baseline studies prepared as a part of the environmental review process. Staff is recommending that we assess a mixed-use Village that includes multifamily residential and includes boutique hotels and the use of parking structures to accommodate parking. Within the public realm, staff is recommending that we assess Camino del Mar as a two-lane configuration with roundabouts. With regards to the private development parcels, staff is recommending that we assume a height limit of 26 feet on both sides of Camino del Mar. Development capacity will be analyzed at both 1.25 and 1.0 FAR to test the capacity of services, including traffic capacity and parking capacity as a result of the potential development. These formulas will allow us to create a project description which includes the maximum square feet of anticipated development at the completion of Specific Plan implementation.

The findings are summarized in a report entitled Summary of Findings - Community Conversations on Alternatives for the Village Specific Plan and is attached to this Appendix I. Findings are generated from the data and initial direction on community preference is discussed by topic.

**Phase 2 - Community Review** Preparation for the Community Review phase of the Community Outreach Program began with a presentation of the project description to the City Council. Using input from the City Council and public testimony, a project description was prepared. The project description was used in the preparation of a Notice of Preparation that was delivered to the State Clearing House for distribution to interested parties, as the basis for input from interested parties at an EIR Scoping Meeting, and as the proposed project to be addressed in the EIR.

The project description was posted on the City's website and a notification of the availability of the project description and invitation to the EIR Scoping Meeting was mailed to each resident, business owner and property owner in Del Mar. Individual project descriptions and notice of the EIR Scoping Meeting were mailed to every property owner, business owner and residential property owner within 300 feet of the Village Specific Plan area. Approximately 17 interested citizens commented on the scope of the EIR at the December 12, 2012 meeting and other written comments were submitted. Each comment was accepted and considered by the City and the EIR consultant engaged by the City to prepare the EIR.

While the EIR consultant was preparing detailed technical reports needed to analyze the environmental effects of the proposed project, City staff scheduled and made presentations to a wide variety of community groups. These groups included representatives of the local business and real estate communities. Presentations that

included questions and comments from the participants were given to both the board and members of the Del Mar Village Association, the Del Mar Garden Club, Community Connections, the Del Mar Foundation and Friends of the Powerhouse. In addition, City staff met with a large number of individual business and property owners both by invitation from the City and by request of the interested owners.

The purpose of each presentation and meeting was two-fold; first to provide detailed information to residents, property owners and business owners about the project description and second, to receive comments about how the project would affect their interests and suggestions about ways that the project could be modified to reduce or eliminate any adverse effects from the project. As a result of the comments and suggestions, as well as the detailed technical analysis completed by the EIR consultant, the project description was refined and revised to reduce or eliminate adverse impacts.

Public hearing workshops for the purpose of soliciting input from both the Design Review Board and Planning Commission were held. The members of each body, as well as some of the citizens at the hearings, made comments and provided valuable input regarding the details of the proposed project. A series of public hearing workshops were also held by the City Council. Each workshop focused on a major issue of the Specific Plan and EIR. The individual workshops focused on the public realm, land use and development standards, parking and public financing.

More than 80 Community Conversations, presentations to community groups, Q & A sessions, and public hearings were held during the Community Review phase of the Community Outreach Program. In addition, 70 comments regarding the Village Specific Plan and associated Program Environmental Impact Report (PEIR) were received and responded to during the public review process required by the California Environmental Quality Act (CEQA).

**Phase 3 - Community Awareness** Upon adoption of the Village Specific Plan by the City Council, the Specific Plan will be placed on the ballot for the November 2012 General Election. Approval by a majority of the registered voters in Del Mar that participate in the election is required to implement the Specific Plan. Conducting the election with an informed electorate is the goal of this phase of the Community Outreach Program.

Some of the future events and activities anticipated for this final phase of the Community Outreach Program include meetings with community groups, property and business owners within the Specific Plan area, and interested citizens to raise awareness about how the implementation of the Specific Plan will affect both the Village

and the entire City of Del Mar. Additional outreach activities will include posting information on the City's website, public service messages on Del Mar TV, newspaper and magazine articles, public open house presentations and email blast messages to Del Mar residents that are registered for them.

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## 2. Invitations, Handouts and Brochure for Public Participation Program

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CITY OF DEL MAR  
1050 CAMINO DEL MAR  
DEL MAR CA 92014

# COMMUNITY CONVERSATIONS FOR VILLAGE REVITALIZATION

Please join the City Council Liaisons for a stimulating community discussion about Village revitalization efforts. Several Community Conversations have been organized in various areas of town. Please feel free to attend a conversation or location that will best fit your schedule.

- ◆ Thursday, April 28, 2011 / 5:00 pm to 7:00 pm / Oceanfront and mid-beach area
- ◆ Tuesday, May 3, 2011 / 7:00 pm to 9:00 pm / South hills and south bluff area
- ◆ Sunday, May 15, 2011 / 3:00 pm to 5:00 pm / Hills south of 15th Street
- ◆ Thursday, May 26, 2011 / 7:00 pm to 9:00 pm / 15th Street and Crest area
- ◆ Sunday, June 5, 2011 / 3:00 pm to 5:00 pm / City Hall Annex

RSVP's are requested as the Community Conversations are being held at private residences. Please RSVP by email to [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us) or by phone at 858-755-9313 x160. Include your name, address, email, number of people attending, and your preferred location. The City will email you the exact location upon receiving your RSVP.



For more information on Community Conversations, please check the City's website at [www.delmar.ca.us](http://www.delmar.ca.us). Also, while you are there be sure to sign up for the City's email newsletter.



CITY OF DEL MAR  
1050 CAMINO DEL MAR  
DEL MAR CA 92014  
CONVERSATIONS@DELMAR.CA.US

# VILLAGE REVITALIZATION PLAN COMMUNITY CONVERSATIONS

## OUR THANKS.....

Thank you for participating in the Community Conversations. Your input is very valuable for shaping the future of Del Mar and we appreciate your contributions.

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Stay involved throughout the process.

### Opportunities include:

- ◆ Email your comments, ideas, and opinions to [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us).
  - ◆ Monthly updates at City Council meetings.
  - ◆ Future Planning Commission & Design Review Board Workshops and Community Open Houses.
  - ◆ Second series of Community Conversations, Workshops and Open Houses in Fall 2011 to provide input on the Draft Village Revitalization Plan.
  - ◆ Visit the City's website at [www.delmar.ca.us](http://www.delmar.ca.us). Click on the Community Conversations and Village Revitalization webpage. Sign up for the email newsletter.
- 

Please invite your friends and neighbors to a future Community Conversation. This initial series of Community Conversations will be held in various areas of town.

- ◆ Tuesday, May 3, 2011 / 7:00 pm to 9:00 pm / South hills and south bluff area
- ◆ Sunday, May 15, 2011 / 3:00 pm to 5:00 pm / Hills south of 15th Street
- ◆ Thursday, May 26, 2011 / 7:00 pm to 9:00 pm / Hills north of 15th Street & Crest
- ◆ Sunday, June 5, 2011 / 3:00 pm to 5:00 pm / City Hall Annex

RSVP's are requested as the Community Conversations are being held at private homes. Please **RSVP** by email to [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us) or by phone at 858-755-9313 x160. Include your name, address, email, number of people attending, and your preferred date/location. The City will respond with the address of the conversation.



CITY OF DEL MAR  
1050 CAMINO DEL MAR  
DEL MAR CA 92014

# COMMUNITY CONVERSATIONS ON VILLAGE REVITALIZATION

Please join the City Council for a stimulating community discussion about Village revitalization efforts and the Village Specific Plan. A workshop and open house have been organized to discuss alternatives. Please feel free to attend either the workshop, open house or both. The workshop and open house will occur in City Council Chambers, 240 10th Street.

## **City Council Workshop:**

- ◆ Thursday, October 20, 2011 / 6:00 pm to 8:00 pm / City Council Chambers

## **Open House** (staffed with Planning Department staff):

- ◆ Friday, October 21, 2011 / 10:00 am to 4:00 pm / City Council Chambers
- ◆ Saturday, October 22, 2011 / 10:00 am to 4:00 pm / City Council Chambers



The workshop will consist of a presentation and round-table discussions with City Council members. The Open House will allow you to review the alternatives in a more leisurely fashion, discuss them with staff, and provide your opinions and preferences. Alternatives will address various options for Camino del Mar and overall development framework for commercial properties, such as allowed use, height, and lot coverage.

For more information on Community Conversations, please check the City's website at [www.delmar.ca.us](http://www.delmar.ca.us); email us at [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us) or phone 858-755-9313 x160. Also, while you are there be sure to sign up for the City's email newsletter.



CITY OF DEL MAR  
1050 CAMINO DEL MAR  
DEL MAR CA 92014

# INFO ON VILLAGE REVITALIZATION

**Who:** City of Del Mar

**What:** The Village Center Specific Plan and its Environmental Impact Report

A Specific Plan is a special set of development standards that apply to a particular geographical area. Its process allows flexibility to create zoning standards appropriate to the sites in question. Specific Plans are akin to a zoning ordinance. Most importantly, it is seen as an implementation document, designed to implement the Community Plan and provide a set of development standards.

**When:** City Council initiated the Village Center Specific Plan on July 25, 2011 and it is targeted for completion by August 6, 2012. Residents will vote on the plan at the November General Election.

**Where:** The plan boundaries include the Central Commercial Zone along Camino del Mar between 9<sup>th</sup> Street on the south and Del Mar Plaza and L'Auberge Hotel on the north and include the commercial properties facing 15<sup>th</sup> Street, west of Camino del Mar. The western and eastern boundaries follow the Central Commercial Zone boundary. The three Public Facilities: City Hall site, Library site, and Post Office site are included.

**Why:** The City of Del Mar chose to do a Specific Plan in order to:

- Abide by a recommendation in the Community Development Element of the Del Mar Community Plan to prepare a Village Center Specific Plan;
- Coordinate the redevelopment of private properties and structures with improvements within the public realm by comprehensively addressing private land use development regulations, public capital improvement plans and implementation/financing programs within a single document;
- Implement the potential exactions for and financing of infrastructure improvements and matching land uses with supporting public facilities;
- Potentially simplify the environmental review process for future private redevelopment and public improvement projects that conforms to the Village Center Specific Plan;
- Satisfy the regulatory requirements of the Downtown Initiative Overlay Zone (Measure B) to obtain community voter approval for redevelopment; and,
- Involve the citizens of Del Mar in a comprehensive review and/or updating of the community's vision for the Village Center.



**How** you can be involved: Join in a City Council workshop on Thursday, October 20, 2011 at 6:00 pm in City Council Chambers (240 10<sup>th</sup> Street) and/or visit the Open House on Friday, October 21 and Saturday, October 22, 2011 between 10:00 am and 4:00 pm, same location. For more information please check the City's website at [www.delmar.ca.us](http://www.delmar.ca.us), email us at [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us) or phone 858-755-9313.

## THE CHALLENGE:

The Del Mar Village was developed at a time when Camino del Mar was Highway 101 and automobile traffic was king. Many of the retail stores were not geared to the pedestrian but to the automobile, in a “strip-commercial” pattern. Local businesses often have trouble competing with new regional shopping centers. As new shopping experiences are developed and old ones are revitalized surrounding Del Mar, it is time to readdress the long-term viability of Del Mar’s Village. A market assessment shows the need for revitalization and in many cases, the physical form is not conducive to the vision established in the Community Plan. Automobile oriented streetscapes diminish the visual appeal, parking is impacted, discontinuous sidewalks hinder pedestrian accessibility, and single-use commercial zoning limit the vitality of the community.

## WHY REVITALIZATION?

The Del Mar Village is the social and economic heart of the community, and in order to maintain its vision, the City embarked on a process of revitalization by preparing a Specific Plan as the implementing tool for the goals and objectives. The purpose is to:

- ◊ Implement Community Plan’s goals
- ◊ Coordinate the development of private properties with public improvements
- ◊ Create the Village character the community desires
- ◊ Promote a more healthy environment
- ◊ Stimulate economic prosperity

## PLAN AREA

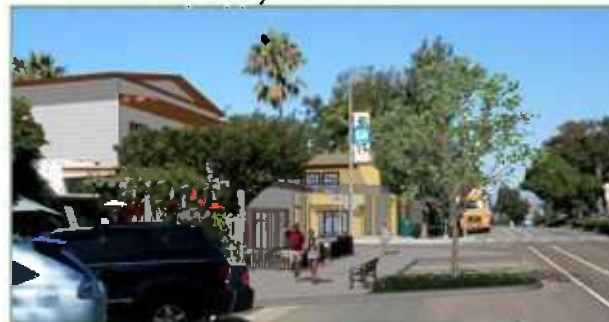
The Village Specific Plan boundaries include the Central Commercial Zone along both sides of Camino del Mar between 9<sup>th</sup> and north of 15<sup>th</sup> Streets, including portions of 15<sup>th</sup> Street west of Camino del Mar. The area is approximately 40 acres and contains 68 parcels. Three parcels in the Public Facilities Zone-City Hall, Library and Post Office-are also included. Del Mar Plaza and L’Auberge Resort are included for planning purposes.



## PUBLIC REALM

Nearly 20% of the planning area is within the public realm, which includes the streets, alleys, public rights of way, and city properties. Camino del Mar’s right-of-way makes up the largest, single property in the Village. The question is how best to use the 100-foot-width for the many and often competing uses of pedestrians, bicycles, automobiles, emergency services, utilities and parking. A major goal of the Community Plan is to minimize the impact of the automobile on the character of Del Mar and to emphasize a more pedestrian oriented environment. The intent of the public improvements is to:

- ◊ Provide parking structures in both the mixed-use and public facilities zones
- ◊ Redesign sidewalks and on-street parking to be continuous and aligned within the public right-of-way
- ◊ Design opportunities for additional open spaces; passageways, seating areas, and plazas
- ◊ Redesign Camino del Mar to be a 2-lane roadway with roundabouts at key intersections



## PRIVATE REALM

The Plan’s objective for the privately owned parcels is to implement changes to development standards for private properties and establish a mixed-use zone which allows commercial, personal services, office, hotel, parking and residential uses. These changes would:

- ◊ Allow building parcels to increase their maximum development potential from the existing .45 Floor Area Ratio (FAR) based upon public benefit
- ◊ Raise the height limit to 26’0” on the western side of Camino del Mar to match the existing allowed height limit on the eastern side
- ◊ Create a mixed-use zone for the commercial properties that allows for residential development at a density of 20 dwelling units per acre

Land Use	Existing	Projected Build-Out	
Residential (multi-family units)	2	140	1
Boutique Hotel (rooms)	17	60	1
Retail, Restaurant & Personal Services (sq ft)	74,205	204,500	2
Office (sq ft)	169,646	170,000	
Civic (sq ft)	28,466	35,000	
Public Park/Plaza (sq ft)	2,060	6,200	
1 excluding existing L’Auberge Hotel & Condominiums			
2 excluding Del Mar Plaza north of 15 <sup>th</sup> St.			

## THE CHALLENGE:

The Del Mar Village was developed at a time when Camino del Mar was Highway 101 and automobile traffic was king. Many of the retail stores were not geared to the pedestrian but to the automobile, in a "strip-commercial" pattern. Local businesses often have trouble competing with new regional shopping centers. As new shopping experiences are developed and old ones are revitalized surrounding Del Mar, it is time to readdress the long-term viability of Del Mar's Village. A market assessment shows the need for revitalization and in many cases, the physical form is not conducive to the vision established in the Community Plan. Automobile oriented streetscapes diminish the visual appeal, parking is impacted, discontinuous sidewalks hinder pedestrian accessibility, and single-use commercial zoning limit the vitality of the community.

## WHY REVITALIZATION?

The Del Mar Village is the social and economic heart of the community, and in order to maintain its vision the City embarked on a process of revitalization by preparing a Specific Plan as the implementing tool for the goals and objectives. The purpose is to:

- ◊ Implement Community Plan's goals
- ◊ Coordinate the development of private properties with public improvements
- ◊ Create the Village character we desire
- ◊ Promote a more healthy environment
- ◊ Stimulate economic prosperity

## PLAN AREA

The Village Specific Plan boundaries include the Central Commercial Zone along both sides of Camino del Mar between 9<sup>th</sup> and north of 15<sup>th</sup> Streets, including portions of 15<sup>th</sup> Street west of Camino del Mar. The area is approximately 40 acres and contains 68 parcels. Three parcels in the Public Facilities Zone-City Hall, Library and Post Office-are also included. Del Mar Plaza and L'Auberge Resort are included for planning purposes.

## FAQ's

### ◊What will ensure that revitalization happens?

⇒ Revitalization is a partnership between public and private interests. The City can put into place the appropriate zoning, land use incentives and public improvements. The property owners can reinvest in their properties as they see fit. The business community can respond to both local and visitor interests. The community can support the Village by shopping and dining.

### ◊When will this happen?

⇒ The Specific Plan envisions a 25 year time period, with many of the improvements being scheduled for when funding is available. The planning document is anticipated to come to City Council on August 6, 2012 for adoption, and will go to a public vote in November, 2012.

### ◊What are the public benefits?

⇒ There are many public benefits. A walkable downtown with aesthetically pleasing streetscapes has been shown to increase sales revenue and property values. New parking areas will provide parking reservoirs and new sidewalks will promote walking. New retail and restaurants will provide destinations for the local community. New housing will provide alternative housing opportunities. Increases in retail sales will increase local sales tax, which in turn funds public improvements. New buildings would be more energy efficient, mobility improvements would reduce greenhouse gas emissions and new landscape would improve water quality.

### ◊How do we pay for all these improvements?

⇒ A public financing plan will be developed as part of the Specific Plan to show how the public improvements can be implemented over time. Private improvements will be the property owners' responsibility.

### ◊Will reducing Camino del Mar to a 2-lane street create traffic congestion?

⇒ Congestion is caused by volumes and intersection delays. A 2-lane street with roundabouts will accommodate about the same amount of traffic as it does today. Roundabouts also improve safety.

### ◊Will two-story buildings block my view?

⇒ The Specific Plan is proposing to allow the second story on both sides of the street, with setbacks to buffer from surrounding residential areas. It is recommending that new commercial developments undergo Design Review to analyze private view impacts.

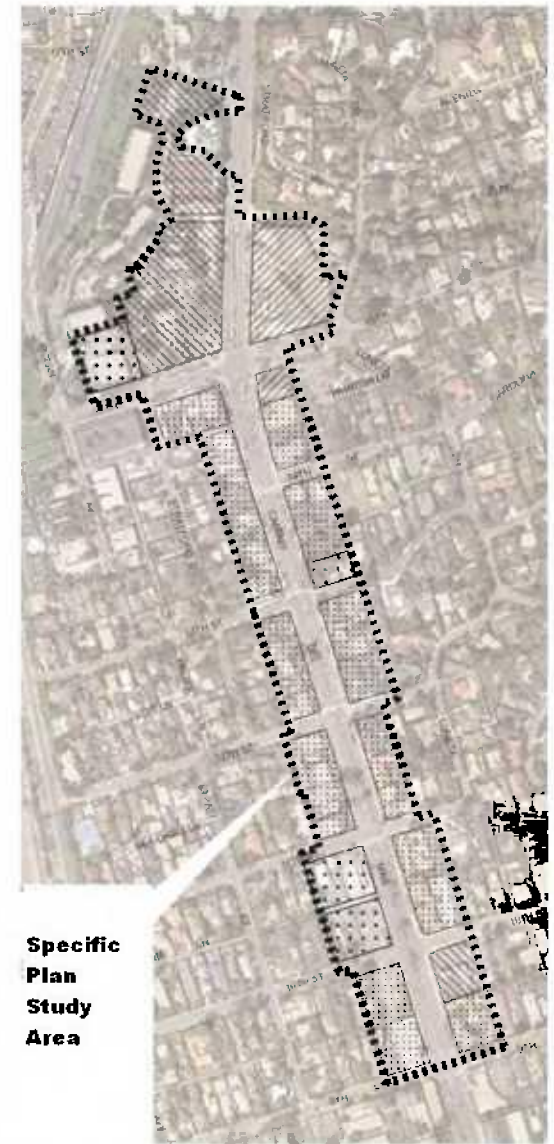
### ◊What will happen if revitalization does not occur?

⇒ Without a viable commercial core, existing businesses will find it harder to attract customers. It will be more difficult to fund public improvements without the increase in revenue. Traffic capacity along Camino del Mar will be available for surrounding communities rather than the Del Mar development.

### ◊How will we know if the Plan is achieving the goals?

⇒ The Specific Plan is establishing performance criteria or measures of success to track the progress. It will also develop an Action Plan that will show progress and make course corrections as necessary.

# DEL MAR VILLAGE SPECIFIC PLAN



**Specific  
Plan  
Study  
Area**

For more information please visit the City's website at [www.delmar.ca.us](http://www.delmar.ca.us)  
Email: [planning@delmar.ca.us](mailto:planning@delmar.ca.us)



**City of Del Mar  
2012**



### 3. Alternatives Workbook for City Council Workshop and Survey Monkey

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# Del Mar's Village Specific Plan

October, 2011



# ALTERNATIVES WORKBOOK

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*15<sup>th</sup> and Camino del Mar, Del Mar, California*

# Notes

## How to use this Workbook

Each section has a brief discussion describing the setting, issues, or concerns as well as a number of alternatives for addressing these issues.

You will find a shaded box in each section to rate your preference and provide your comments. There is no need to choose one alternative over the other; for example, it is fine to select more than one as preferred or disliked.

If you prefer to keep your workbook for future reference, you may use the **Summary Worksheet** on Page 23 instead. Just detach the last page of this workbook, fill it in and provide to staff to submit your preferences for documentation.



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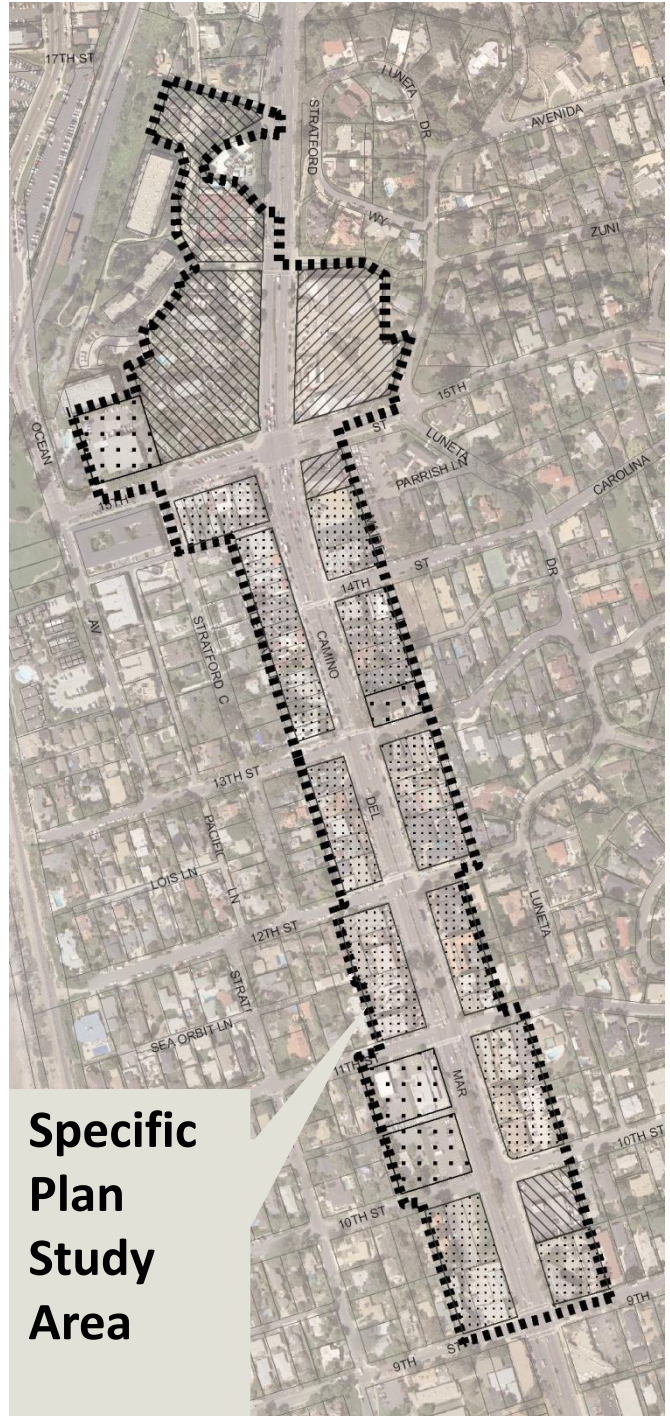
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For more information on Village Revitalization efforts, please visit or contact: [www.delmar.ca.us](http://www.delmar.ca.us)  
 City of Del Mar  
 1050 Camino del Mar  
 Del Mar, CA 92014  
 858.755.9313



**Specific  
 Plan  
 Study  
 Area**

## Revitalization Process

Each Village Center has core characteristics that are shared by other communities but tailored to the particular city. It is the traditional center of socio-economic activity. Development should be consistent; and more compact and pedestrian-oriented rather than auto-oriented. The mix of uses can be similar to those traditionally found in a downtown, but at a much smaller scale. It is the place for civic uses, commercial uses, and community uses. There is usually a unique character within a village center that should be allowed to evolve over time to reflect a community's economic, social and cultural changes.

Del Mar's Village has maintained itself as the social and economic heart of our community. But it has changed, and it will continually change based upon the Del Mar community evolution. When the city was first established, retail uses were clustered around the hotel. As Route 101 became a major thoroughfare for Los Angeles – San Diego traffic, our village was the site of over 10 service stations and auto-oriented commercial. When Interstate 5 was constructed east of Del Mar, Camino del Mar responded, and many of the auto-oriented uses left as well. New buildings replaced service stations, retail changed its face and offices increased. More recently, we have seen an increase in restaurant spaces that are attracting both local residents and visitors. Traffic flow is a mix of through traffic (often avoiding Interstate 5 jams) and local or destination drivers intent on coming to the Village.

Because villages evolve over time, there are often periods of change and the need for revitalization. Revitalization is an ongoing *process* to improve a community's vitality and livability. The 1976 Community Plan sets forth a vision for the village that is pedestrian oriented and economically viable. Further plans have reinforced these goals, which are summarized in Table 1. Most recently, an Ad Hoc Committee explored zoning changes to Del Mar's Central Commercial zone. All are efforts that support revitalization.

In the Spring of 2011, the City of Del Mar conducted a series of Community Conversations to address the direction of revitalization. At its conclusion, the City Council determined that a Specific Plan was the appropriate implementation tool to address the goals of smart growth, economic prosperity and a healthy environment.

During the Community Conversations, a number of suggestions came to the forefront. Many of these were different ways of addressing the existing conditions, capitalizing on opportunities or addressing constraints. This workbook is intended to find out the community's preference on different alternative ways of structuring both our public realm and private properties. During this Specific Plan process, we will refine the vision, make choices for our future, and develop the regulatory and incentive tools to promote revitalization.

Del Mar, like other towns, will always be in the process of revitalization. When we complete this Specific Plan, we will then embark on its recommended action items. Private properties will redevelop at their own pace. Public improvements will be scheduled based upon a Capital Improvement Program. Because communities evolve, it is not a process that is ever truly "finished." But we're on our way to envisioning our future.

## The Specific Plan

- Who:** **City of Del Mar** is leading the effort to develop a **Specific Plan** for the purposes of implementing Village Revitalization.
- What:** **The Village Specific Plan:** A Specific Plan is a special set of development standards that apply to a particular geographical area. Its process allows the flexibility to create zoning standards appropriate to the sites in question. Specific Plans are prepared for the systematic implementation of the General Plan and are akin to a zoning ordinance. They provide a set of development standards for the district as well as guidelines to follow in order to achieve the goals.
- When:** City Council initiated the Village Specific Plan on July 25, 2011. It is targeted for completion by August 6, 2012. The first round of Community Conversations were initiated in May of 2011 and produced valuable input on what the community expected from revitalization planning.
- Where:** The Village Specific Plan boundaries include the Central Commercial Zone along Camino del Mar between 9<sup>th</sup> Street on the south and Del Mar Plaza and L'Auberge Hotel on the north and include the commercial properties facing 15<sup>th</sup> Street, west of Camino del Mar. The western and eastern boundaries follow the Central Commercial Zone boundary. The three Public Facilities Zones: City Hall site, Library site, and Post Office site are also included within the area.
- Why:** The City of Del Mar chose to do a Specific Plan in order to:
- Abide by a recommendation in the Community Development Element of the Del Mar Community Plan to prepare a Village Center Specific Plan;
  - Coordinate the redevelopment of private properties and structures with improvements within the public realm. This comprehensive approach will address private land use development regulations, public capital improvement plans and implementation/financing programs within a single document;
  - Implement the potential exactions for and financing of infrastructure improvements and matching land uses with supporting public facilities;
  - Simplify the environmental review process for future private redevelopment and public improvement projects that conform to the Village Center Specific Plan;
  - Satisfy the regulatory requirements of the Downtown Initiative Overlay Zone (Measure B) to obtain community voter approval for redevelopment; and,
  - Involve the citizens of Del Mar in a comprehensive review and/or updating of the community's vision for the Village Center.

## Vision of the Village

The character of the Village is determined by its land uses, their physical arrangement, the policies and actions that support the desired land uses and the design of the public realm, including the streets and sidewalks. Many of Del Mar’s planning documents identified themes, goals and direction for further implementation. The purpose of preparing a Specific Plan is to provide a tool for implementation of these directions.

Table 1.

Existing Planning Studies:	Del Mar Community Plan	Del Mar 2000	Camino Del Mar Streetscap Plan	Parking Master Plan Report	Vision 2020: Results of Long Range Planning	City Works City of Del Mar Planning Documents	Revitalization Plan for Del Mar Village (Kennedy Smith Report)
Common Themes	1976	1982	1996	2000	2003	2004	2007
Maintain the Village Character	✓	✓	✓		✓		
Encourage/increase visitor and resident retail commercial	✓	✓					✓
Provide a mixture of uses including residential	✓	✓		✓		✓	✓
Improve parking opportunities	✓	✓	✓	✓	✓	✓	✓
Improve pedestrian safety, flow and linkages through Streetscape	✓	✓	✓	✓	✓	✓	✓
Reduce through/commuter traffic, increase destination oriented traffic	✓	✓	✓		✓		
Encourage and increase multi-modal/alternative transportation options	✓	✓		✓	✓	✓	✓
Provide economic and functional vitality of downtown	✓	✓			✓	✓	✓
Preserve and enhance public and private views through and from the downtown	✓	✓	✓			✓	
Increase the quality and number of public spaces	✓	✓	✓			✓	
Create a mechanism to implement planning study recommendations	✓	✓	✓			✓	✓

## Vision of the Village

Since the adoption of the Community Plan in 1976, Del Mar citizens have expressed their goals for the Village. Many of these goals have been repeated in planning studies (Table 1) and reinforce the long-held vision of downtown. As part of this Specific Plan process, we are looking to reaffirm these goals and objectives and develop implementation directions that support this vision.

- Encourage quality resident-oriented businesses which serve the cultural, social, recreational and material needs of the local community.
- Insure that the downtown area is well integrated into the residential fabric of the community.
- Create a pedestrian-oriented downtown which groups retail services with facilities for civic and community activities.
- Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community.
- Initiate a beautification program for the downtown area.
- Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer areas and alternate means of transportation.
- Minimize air pollution by encouraging alternatives to the use of the automobile.
- Encourage the immediate development of a precise plan for the downtown area that includes Camino del Mar circulation, parking, architectural design and walkways.
- Protect and enhance human scale, warmth, charm, interest, texture, pedestrian involvement.
- Encourage and facilitate provision of lower cost housing for low and moderate income households.
- Promote those uses of the commercial area which will be of greatest economic benefit to the community while insuring compatibility with all other goals and objectives of the Community Plan.

**1. Do you believe that these are still the Del Mar Goals?**    Yes    No

**What other considerations should be included:**

## Measures of Success

During the next 25 years, Del Mar's Village is expected to evolve into a more pedestrian friendly, transit oriented commercial core, supported by residents and visitors. The goal is to ensure a high quality of life by employing smart growth principles, sustaining our economic prosperity and promoting a healthy environment.

How will we track our progress? Some of the plan recommendations may be short term, and realized in the near term. However, in some instances, change will not occur for many years. Many of the actions in the plan may take years to develop, fund, and execute. The plan will evolve through implementation over time and be a result of the cumulative effects of our actions. Because of this long-range implementation, it is important to have criteria on which to evaluate and measure the success. These criteria or indicators will be tied to timelines as the plan is developed.

In order to initiate this discussion, staff has outlined the following Measures of Success. These will evolve and be refined over the course of the Specific Plan. At this time, we ask for your input on the following preliminary Measures of Success:

### **Smart Growth & Village Character**

- A continuous sidewalk provides for pedestrian mobility along Camino del Mar.
- The Village is a lively mix of uses, with diverse retail, restaurant, office, residential and commercial uses.
- Traffic flow is adequate but not dominant and parking is adequate.
- Transit service is improved.
- City hall site redevelops as a catalyst project with parking structure.

### **Economic Prosperity**

- Property redevelops.
- Sales revenues are equal to or exceed the market.
- Property values increase.

### **Healthy Environment**

- Greenhouse gas emissions are reduced.
- Walkability is increased.
- Water quality improves and pollution is reduced.
- Buildings are energy efficient and carbon sequestration is increased.

**What other considerations should be included in our Measures for Success:**

## Land Use

Within our Village, land use designations are used to control what type of activities are allowed to be in the commercial district. Currently, our uses consist of the following (Table 2):

Table 2.

Current Uses	% of all Uses
Retail	16%
Personal Service	18%
Restaurant	13%
Office - General	30%
Medical Office	11%
Real Estate Office	8%
Housing	1%
Hotel/Lodging	1.5%
Civic	1.5%
Total	100%

Horizontal Zoning - In 2009, in order to preserve and enhance the pedestrian flow and retail sales activity in the downtown, the City Council approved modified zoning standards to limit the use of street-level building spaces along Camino del Mar and 15<sup>th</sup> Street to retail, restaurant and personal service uses. This type of regulation is known as “Horizontal Zoning.” Horizontal Zoning also allows for cultural-use establishments such as galleries and museums.

Mixed-Use Residential - Mixed-use housing can offer compact, efficient land use that offers an excellent opportunity for short commutes to work and convenience shopping. It can be utilized for not only permanent urban-style housing, but also rental opportunities such as short-term vacation units, student, and lower-income housing. Biking, walking, or short trips benefit individual lifestyles and reduce traffic congestion and energy consumption for transportation, leading to a more sustainable community.

**Which of these additional uses are appropriate for the Village?** *(select as many as you wish)*

- |   |  |
|---|--|
| <input type="radio"/> Residential               | <input type="radio"/> Parks, Plazas and Open Spaces    |
| <input type="radio"/> Boutique Hotels/B&Bs      | <input type="radio"/> Surface Parking Lots             |
| <input type="radio"/> Conference Facilities     | <input type="radio"/> Parking Structures (above grade) |
| <input type="radio"/> Theater/Performance Space | <input type="radio"/> Parking Structures (below grade) |

**What other uses should be included or excluded:**

## Public Realm – Camino del Mar

**Goal:**

*Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment, safer sidewalks, landscaped buffer zones and alternate means of transportation (Del Mar Community Plan, Goal #2).*

Camino Del Mar’s right-of-way is 100 feet wide and 3,000 feet long within our Village – and makes up the largest, single property in the district. Its width is a remnant of the historic Highway 101 right-of-way. The question is how best to use the 100-foot-width for the many and often competing uses of pedestrians, bicycles, automobiles, emergency services, and parking. The goal of the Community Plan is to minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment. Objectives of this Specific Plan include safer, continuous and accessible sidewalks; landscaped buffer zones; and alternative means of mobility.

Three Alternatives exist for the automobile travel lanes, all with the capability of carrying the same volume of traffic that exists today:

1. Four Lanes (existing condition) page 11.
2. Three Lanes (2 lanes northbound; 1 lane southbound) page 12.
3. Two Lanes (1 lane northbound; 1 lane southbound with Roundabouts instead of stop signs) page 13.

We would like your opinion on which version you prefer or find acceptable for further study.



*Camino del Mar, 2011*

*Clockwise from far left: Camino del Mar at 10<sup>th</sup>, east side; Camino del Mar at 15<sup>th</sup>, west side; Camino del Mar at 13<sup>th</sup>, east side; and Camino del Mar at 11<sup>th</sup>, west side.*



## Public Realm – Camino del Mar #1

After you review the following three alternatives for Camino del Mar, tell us what you think of each. If you have a preference (or strong dislike) for one of the three, let us know.

### ALTERNATIVE #1 – Four Travel Lanes

- Four (4) vehicular travel lanes (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Parallel parking on both sides of CDM (8' wide)
- Continuous sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated

#### Pros:

- Minimum change to existing configuration
- Creates consistent sidewalk alignment (connectivity)
- Maintains emergency vehicle clearance in both directions

#### Cons:

- No increase in on-street parking
- Uses private property (2'-6') to gain additional sidewalk space
- Least amount of pedestrian safety improvements
- Does not encourage through-traffic diversion to regional freeways



#### Alternative 1 – Four Travel Lanes

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

## Public Realm – Camino del Mar #2

### ALTERNATIVE #2 – Three Travel Lanes

- Three (3) vehicular travel lanes, two (2) northbound, one (1) southbound (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Diagonal parking on west side of CDM (16'-19' wide)
- Parallel parking on east side of CDM (8' wide)
- Continuous Sidewalk on both side of CDM (12'-16' wide)
- Existing median could be modified for uniformity, greatly reduced, or eliminated

#### Pros:

- Some increase in amount of on-street parking
- Encourages southbound through-traffic diversion
- Some increase to pedestrian safety with removal of one (1) southbound lane
- Creates consistent sidewalk alignment (connectivity)
- Maintains same capacity as four travel lanes

#### Cons:

- Higher cost for overall changes
- Potential conflict with emergency vehicle clearance southbound, without design considerations



3 Travel Lanes, 2 northbound, 1 southbound

#### Alternative 2 – Three Travel Lanes, 2 northbound; 1 southbound

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike



## Public Realm – Camino del Mar #3

### ALTERNATIVE #3 – Two Travel Lanes with Roundabouts

- Two (2) vehicular travel lanes, One (1) northbound, one (1) southbound (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Diagonal parking on west and east sides of CDM (16'-19' wide)
- Continuous Sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated
- Roundabouts needed instead of stop signs at 11<sup>th</sup> and 13<sup>th</sup> Streets to ensure same street capacity to carry same daily vehicle trips as 4-lane alternative.

#### Pros:

- Highest increase of on-street parking
- Greatest increase to pedestrian safety
- Creates consistent sidewalk alignment (connectivity)
- Roundabouts able to be used for stormwater infiltration
- Encourages through-traffic diversion for northbound and southbound vehicles
- Best opportunity to reduce median and increase sidewalk width for increased landscaping buffer from street



*Bird Rock Roundabout*

#### Cons:

- Highest cost for overall changes
- Roundabouts needed at 11<sup>th</sup> and 13<sup>th</sup> Streets in order to effectively move vehicles through town
- Conflict with emergency vehicle clearance in both directions without design considerations
- Drivers unfamiliarity with roundabouts



### Alternative 3 – Two Travel Lanes with Roundabouts

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



## Public Realm - Sidewalks

A key component to the revitalization of the downtown village and fulfilling the “pedestrian-friendly” objectives of the Community Plan, is the creation of a safe, continuous sidewalk environment throughout the Specific Plan Area. As shown in the photos below, the village’s sidewalks currently range from approximately 5’0” - 14’-0” in width, with little to no consistency from one block to another.



(5’-0” wide sidewalk at Library) (7’-6” wide sidewalk at 1200 block) (13’-6” wide sidewalk at 1400 block)

An ideal sidewalk environment would accommodate the following zones:

- Edge Zone - Provides an interface between parked vehicles and street furnishings.
- Furnishings Zone - Buffer between the pedestrian walking area and the street for street trees, planting strips, street furniture signals, signs, fire hydrants, bicycle racks, etc.
- Throughway Zone - Intended for pedestrian travel only and should be entirely clear of obstacles and provide a smooth walking surface. Minimum 5’ -0” required (ADA).
- Frontage Zone - The area adjacent to the property line that may be defined by a building facade, landscaping/planter area, café seating, etc.

### Which of the following alternatives do you think is appropriate for achieving the Community Plan’s “Vision” for the downtown village?

- 5 feet wide – Current condition in some locations of the village. Typical of residential areas.
- 10 feet wide – Absolute minimum for a pedestrian oriented commercial area. Would not accommodate all recommended sidewalk “zones” listed above.
- 12 feet wide – The realistic minimum width to accommodate the recommended sidewalk “zones” listed above. May require some encroachment onto private property.
- 16 feet wide – The ideal sidewalk width to accommodate the recommended sidewalk “zones” listed above. Will require encroachment onto private property.

# Public Realm – Open Space

Another important component to a successful pedestrian environment is the provision of Public Open Spaces. These outdoor amenities can take the shape of parks, plazas, piazzas, paseos, squares, sidewalk benches and pathways. They can be as elaborate as a civic plaza with fountains, displays of art and public information kiosks. They can be as simple as some chairs placed on street corners. These spaces can be created on both public and private land. Examples of open spaces identified in the Community Conversations are shown below.



Open Spaces in the Village					
	Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
Corner Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mid-Block Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fountains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pocket Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor Cafes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art Spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Development Parcels - Issues

One of the restrictions to revitalization cited by property owners, developers and citizens are the limited development capacities of the commercial properties. Our properties are generally small and narrow, and more comparable to residential lot size rather than typical commercial lots found in adjacent business district in communities like Solana Beach.

Current zoning restricts the property development by three factors:

- **FAR or Floor Area Ratio of .45** (Floor Area Ratio is the ratio of the square feet of the lot divided by the square feet of the building area. As an example, a typical lot of 8,000 square feet would allow a maximum building area of 3,600 square feet. It could be one story at 3,600 square feet or two stories at 1,800 square feet). Del Mar’s commercial FAR is the same as the residential FAR, and is seen as very low when compared with other successful retail and commercial cores. Forty percent (40%) of the existing structures exceed the current FAR. The following are examples in other communities that were cited by citizens during the Community Conversations as excellent street retail environments, each having higher FAR than we currently allow.

Commercial Area	FAR
Old Town, San Diego	.60
Cedros District, Solana Beach	1.00
Highway 101, Solana Beach	1.20
North Park, San Diego	1.00-1.25
La Jolla Village, San Diego	1.30-1.80
Hillcrest, San Diego	2.00-4.00
Mission Hills, San Diego	2.00-3.00
Orange Avenue, Coronado	None

*Ranges are shown where density bonus is given for mixed use, including residential above retail.*

- **Height limits of 26 feet on the east side and 14 feet on the west side** of Camino del Mar (measured from Camino del Mar). This restricts second-story uses fronting Camino del Mar to only the east side of the street, and limits retail ground floor height. A higher first floor retail ceiling height is seen as more conducive to shopping and more inviting from the street. Currently, 70% of the existing structures along the west side exceed 14 feet, and the average existing height is 17 feet, so there is often little incentive to redevelop many of the properties from a building perspective.

Building heights to street-width ratio is also an important urban design tool and “placemaking” principle for creating pedestrian interest and urban connectivity and to create an appropriate scale. Per urban design standards, a typical building height to street-width ratio is 1:3 (33’-0” high for a 100’-0” wide street such as Camino del Mar) or 1:2 (50’-0” high for 100’-0” wide street).

- **Parking standards.** Our current code does not have a mixed-use standard for parking. Our code also requires all parking to be on site, with the exception of special permits for shared parking, off-site parking, or in-lieu parking. With narrow lots, it is difficult to develop substantial areas of parking, especially under a building. Additionally, our parking standards do not address the downtown residential units that other cities allow. These all can restrict the economic viability of properties.

## Development Parcels

Changes are being considered in how we allow the development capacity of a site. We are looking at options for the following:

- **Development Area:** Consider creating a building envelope to control bulk and mass rather than an FAR. Consider setbacks to promote outdoor dining patios and open space.
- **Height:** With Design Review to ensure residential views are protected per the Del Mar Municipal Code, consider alternative heights to our existing codes.
- **Parking:** Consider smart-growth standards for mixed use.

## Development Area

**Are alternatives to Floor Area Ratio calculations appropriate for determining our bulk and mass in the Village area?**

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

What additional information would you like in order to make a decision?

**Should setbacks be used in the Village to promote areas for outside dining, gathering spaces or other outdoor uses along the front façade of the building?**

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

What additional information would you like in order to make a decision?

## Development Parcels - Height

### ALTERNATIVE #1 – Height Limit - lower on west side

Limit building height to a maximum of 14 feet above the sidewalk on the west side of Camino del Mar and 26 feet on the east side of Camino del Mar.

#### Pros:

- Limiting the height of buildings on the west side on the west side of Camino del Mar may preserve second-story views from the buildings on the east side of Camino del Mar and the residential hillside.
- Increases solar access to the sidewalk in the afternoon (Spring and Fall only, has no effect in Winter).

#### Cons:

- Reduces potential for redevelopment, most properties on the west side already exceed 14 feet and would not be incentivized to change.
- Reduces the opportunity for viable residential mixed-use housing on the west side of Camino del Mar.
- Limiting building height to 14 feet on the west side of Camino del Mar conflicts with promoting roof articulation and retail-friendly first floor volumes along Camino del Mar.
- With tuck-under parking (preferred method) accessed from Del Mar Lane, combined with the 14 foot height limit, reduces siting opportunities for interior lease space.
- Lower building height than the residential zone immediately to the west (26'-0") or elsewhere in the city.



#### Alternative 1 – Height Limit: 26 feet east side; 14 feet west side

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



What additional information would you like in order to make a decision?

## Development Parcels - Height

### ALTERNATIVE #2 – Height Limit equal both sides

Allow building height to a maximum of 26 feet on both sides of Camino del Mar. All development would undergo Design Review.

Pros:

- Increases appearance and availability of street-fronting commercial space.
- Increases sense of horizontal continuity and sense of “place.”
- Increases architectural design opportunities on both sides of Camino del Mar.

Cons:

- Potential private and public ocean view blockage from the east, which could be mitigated by Design Review.



**Alternative 2 – Height Limit: 26 feet both sides**

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



What additional information would you like in order to make a decision?

# Development Parcels - Height

## Roof Elements

**Should additional height up to 4 feet be allowed for an articulated roof?**

An articulated roof is one that has a pitched roof, dormers, fenestration or other means, much like Stratford Court's roof. Often developers build flat roofs to maximize their height, yet multiple flat roof buildings of the same height do not create a diverse or vibrant quality to the facades.



Roof Elements				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Architectural Features

**Should allowances be made for design elements such as spires, turrets, decorative towers, etc. to exceed maximum height limits, with Design Review?** The decorative trellis tower at 1435 Camino del Mar (Starbucks/Bruegger's Bagels/Union Bank) is an example.



Architectural Features				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Step-Backs

**Should second floor step-backs be required?** Second-story "step-backs" are a requirement to create second-story setback limits from certain property boundaries that would be more restrictive than the setbacks for the first-floor of buildings. Step-backs could be utilized to increase solar-access to the public realm and other private properties. Step-backs can also be used to create articulated building design and minimize "canyon-effect" caused by increased building heights.



Step-Backs on the second floor				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Development Parcels – Parking

There are many alternatives that can be combined to bring us adequate parking within the Village and protect the beach and residential neighborhoods from commercial parking impact. While a parking study is underway by our EIR consultant, we would like to know your initial preferences.

**Residential Permit:** TPAC is considering Residential permit program in streets surrounding the Village.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Increase Diagonal Parking:** Reducing Camino del Mar lanes could create additional diagonal parking.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Install On-Street Meters:** Meter revenue could support construction of a needed parking structure.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Smart-Growth Standards:** Utilize a mixed-use parking standard, such as 3.5 stalls per 1000 SF of development.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Incentives:** Consider incentives for private properties who provide public parking (i.e. Garden Del Mar).

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Signage:** Develop a Parking Signage Program.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

**Employee Parking:** Develop an employee-parking program.

**Strongly Prefer**

**Prefer**

**Acceptable**

**Dislike**

**Strongly Dislike**

## Del Mar Village 2011

*A Mix of Existing Heights and Styles....*



*900 Block of Camino del Mar*



*1000 Block of Camino del Mar*



*1100 Block of Camino del Mar*



*1200 Block of Camino del Mar*



*1300 Block of Camino del Mar*



*200 Block of 15<sup>th</sup> Street*

## Thank You

Thank you for your generous time and opinion. Del Mar's Village Specific Plan will be a stronger plan because of your input. Please stay active in the Village Specific Plan process and visit [www.delmar.ca.us](http://www.delmar.ca.us) for updates as well as results of this workshop.

Remove this worksheet for submittal to the City of Del Mar. Email to [conversations@delmar.ca.us](mailto:conversations@delmar.ca.us), fax to 858.755.2794 or drop off/mail to 1050 Camino del Mar, Del Mar, CA 92014-2698

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

## 1. Vision of the Village

page 7

Do you believe that these are still the Del Mar Goals?  
What other considerations should be included:

Yes  No

## 2. Measures of Success

page 8

What other considerations should be included in our Measures for Success:

## 3. Land Use

page 9

Which additional uses are appropriate for the Village? *(select as many as you wish)*

- |   |  |
|---|--|
| <input type="radio"/> Residential               | <input type="radio"/> Parks, Plazas and Open Spaces    |
| <input type="radio"/> Boutique Hotels/B&Bs      | <input type="radio"/> Surface Parking Lots             |
| <input type="radio"/> Conference Facilities     | <input type="radio"/> Parking Structures (above grade) |
| <input type="radio"/> Theater/Performance Space | <input type="radio"/> Parking Structures (below grade) |

What other uses should be included or excluded:

## 4. Public Realm – Camino Del Mar (page 10)

Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
-----------------	--------	------------	---------	------------------

#1 – Four Travel Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#2 – Three Travel Lanes (2 northbound/1 southbound)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#3 – Two Travel Lanes and Roundabout	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 5. Sidewalks

(page 14)

5 feet wide	10 feet wide	12 feet wide	16 feet wide
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Appropriate sidewalk width for the Village?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
---	-----------------------	-----------------------	-----------------------	-----------------------

	Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<b>6. Open Space</b> (page 14)					
Corner Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mid-Block Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fountains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pocket Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor Cafes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art Spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>7. Development Parcels</b> (page 17)					
Should FAR be used to calculate bulk and mass?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Should setbacks be used to promote outdoor spaces?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Height #1 - Height Limit 14 feet west/26 feet east (page 18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Height #2 – Height Limit 26 feet west and east (page 19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roof Elements (additional 4 feet for articulation) (page 20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Architectural Features	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Step Back for Second floor	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>8. Parking</b> (page 21)					
Residential Permit Parking Program on surrounding streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase Diagonal Parking on Camino del Mar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Install Metered Parking on Camino del Mar and commercial streets to support parking structure construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Utilize Smart Growth, Mixed Use Parking Standards at 3.5 stalls per 1000 SF of development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consider incentives for private development of public parking structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop a Parking Signage Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop an Employee Parking Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 4. Survey Results of City Council Workshop and Survey Monkey

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# Alternatives Survey Results

Combined Survey Results show:

first number in formula = workbook

second number = survey monkey at close 11/11/11

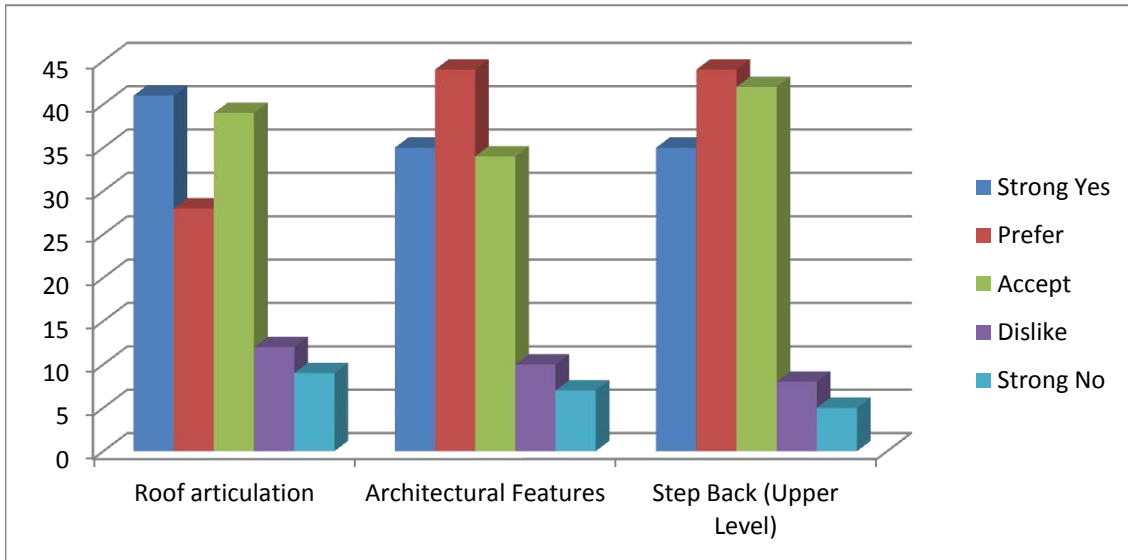
<b>Goals</b>	Yes	No
Endorse Existing Goals	142	16

<b>Land Uses</b>	Desire				
Residential	99				
Boutique Hotel	97				
Conference Facility	26				
Theater/Perform	51				
Parks/Plazas	106				
Surface Parking	29				
Above Grade Parking Structure	44				
Underground Parking	122				
<b>Camino del Mar</b>	Strong Yes	Prefer	Accept	Dislike	Strong No
4 lane	36	11	30	21	28
3 lane	6	13	32	46	32
2 lane	59	24	12	11	28
<b>Sidewalk</b>	5 feet	10 feet	12 feet	16 feet	
sidewalk	19	59	52	31	
<b>Open Spaces</b>	Strong Yes	Prefer	Accept	Dislike	Strong No
Corner Open Space	31	55	31	7	3
Midblock Open Space	20	28	60	15	4
Fountain	24	41	43	10	11
Pocket Park	29	38	38	15	9
Sidewalk Café	86	31	20	0	1
Art Installations	35	39	44	3	7
<b>Buildings</b>	Strong Yes	Prefer	Accept	Dislike	Strong No
FAR	35	25	38	14	20

# Alternatives Survey Results

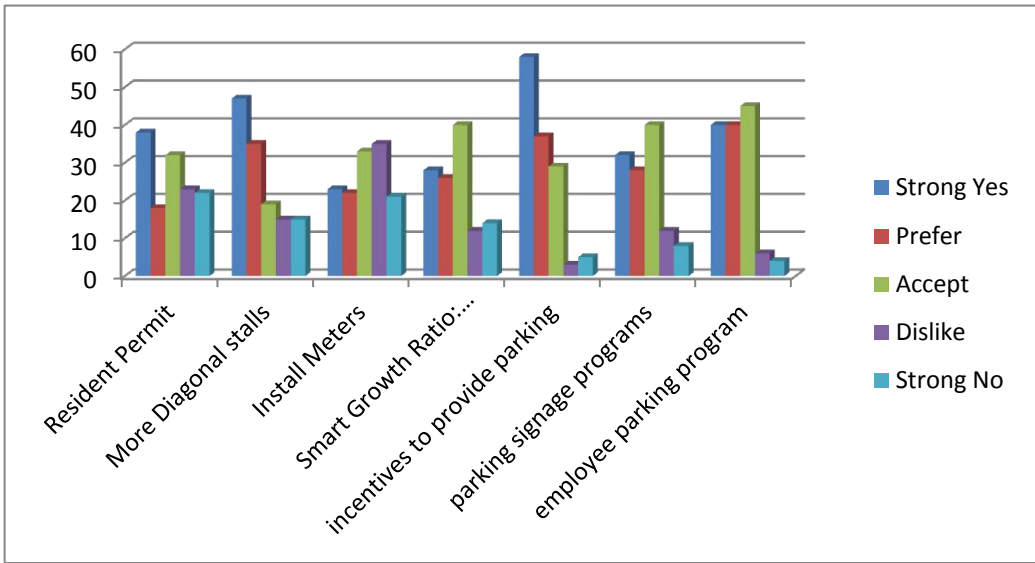
<b>Parking</b>	<b>Strong Yes</b>	<b>Prefer</b>	<b>Accept</b>	<b>Dislike</b>	<b>Strong No</b>
Resident Permit	38	18	32	23	22
More Diagonal stalls	47	35	19	15	15
Install Meters	23	22	33	35	21
Smart Growth Ratio: 3.5/1000	28	26	40	12	14
incentives to provide parking	58	37	29	3	5
parking signage programs	32	28	40	12	8
employee parking program	40	40	45	6	4
	<b>Strong Yes</b>	<b>Prefer</b>	<b>Accept</b>	<b>Dislike</b>	<b>Strong No</b>

<b>Buildings Height Limits</b>	<b>Strong Yes</b>	<b>Prefer</b>	<b>Accept</b>	<b>Dislike</b>	<b>Strong No</b>
14' west side/26' east side limit	18	17	23	36	25
26 feet both side limit	47	38	25	10	12
<b>Building Form</b>	<b>Strong Yes</b>	<b>Prefer</b>	<b>Accept</b>	<b>Dislike</b>	<b>Strong No</b>
Roof articulation	41	28	39	12	9
Architectural Features	35	44	34	10	7
Step Back (Upper Level)	35	44	42	8	5



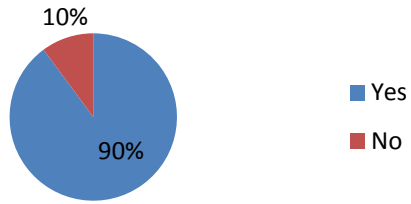
# Alternatives Survey Results

<b>Building Form</b>	<b>Strong Yes</b>	<b>Prefer</b>	<b>Accept</b>	<b>Dislike</b>	<b>Strong No</b>
Setbacks	45	37	34	9	5

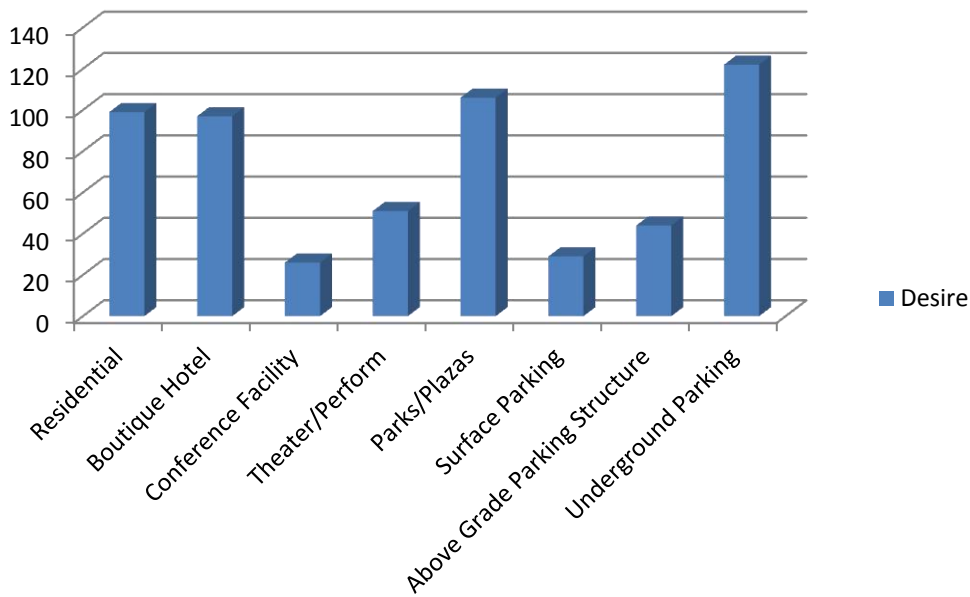


# Alternatives Survey Results

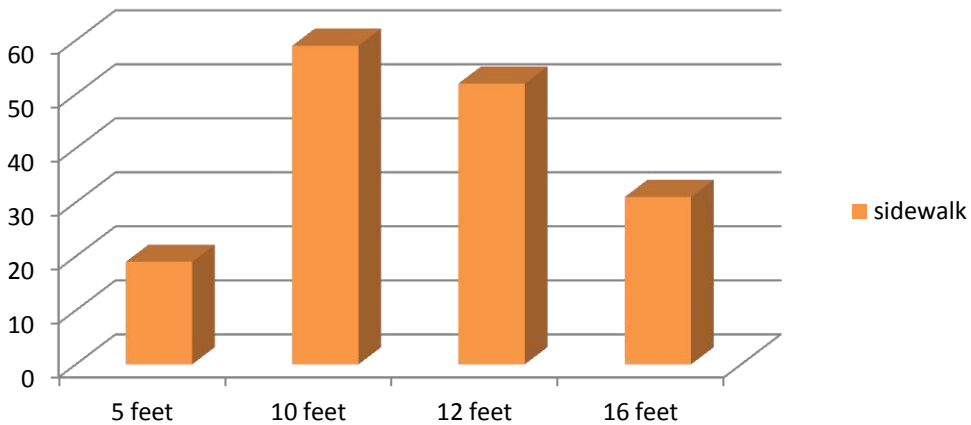
## Endorse Existing Goals



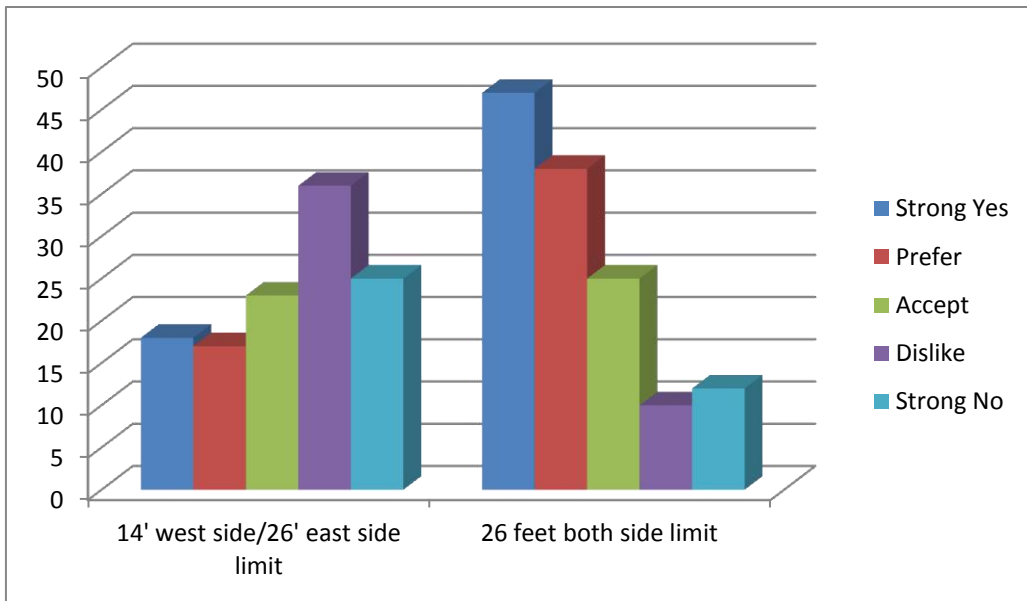
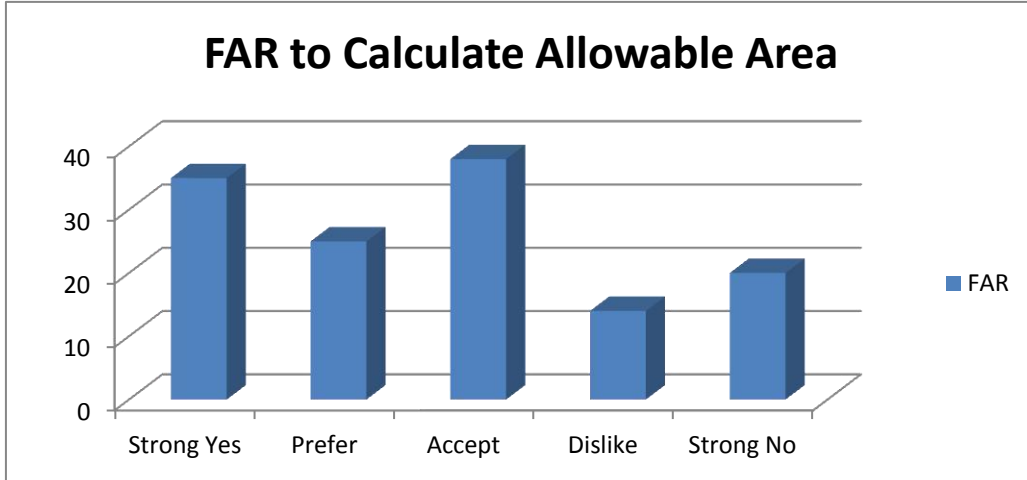
## Desired Land Use



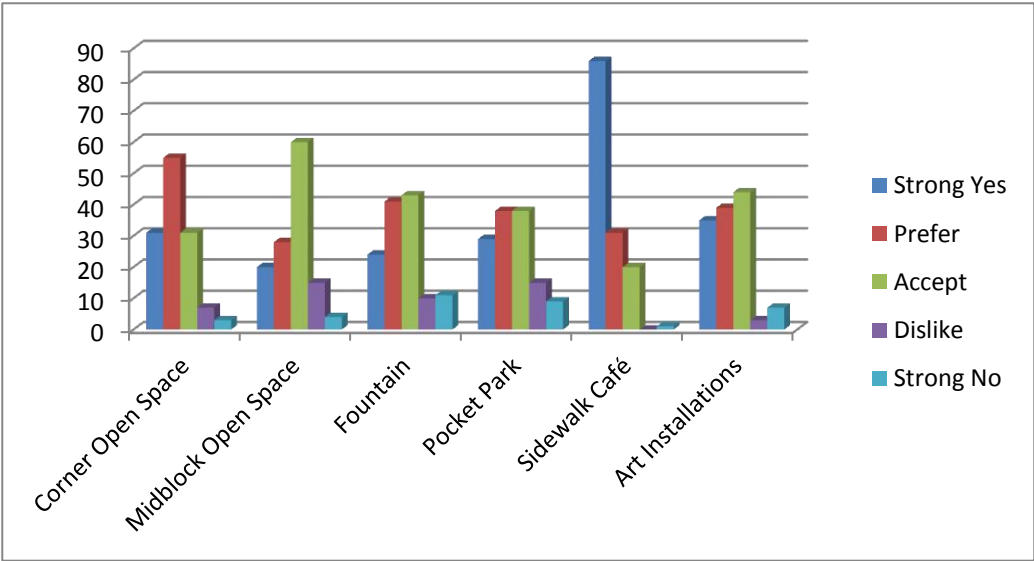
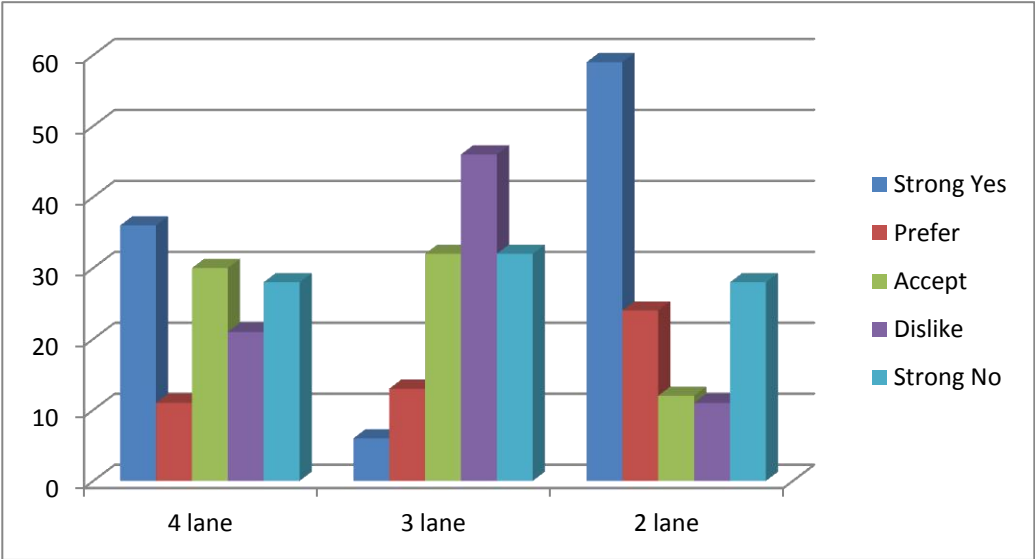
## Preferred Sidewalk Width



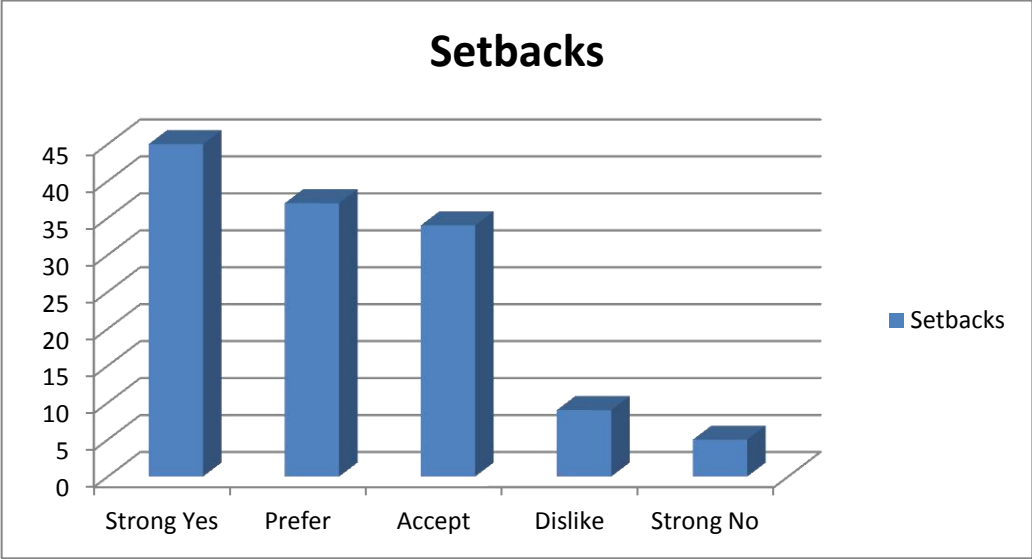
# Alternatives Survey Results



# Alternatives Survey Results



# Alternatives Survey Results



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# Appendix B

## Mobility



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## 1. Travel Speeds and Diversion Times

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## Travel Speeds and Diversion Times

Due to the level of congestion during the peak period, vehicles currently bypass Camino del Mar by taking alternate routes through Del Mar. With increased traffic flow, it is possible that additional diversion may occur if modifications to the corridor do not occur to improve the capacity of Camino del Mar.

City staff and the traffic consultant conducted a travel time survey in January 2012 to determine the travel time savings by diverting from Camino del Mar. Three bypass routes were surveyed and the results are provided below:

- Crest Drive (from Del Mar Heights Road to 15<sup>th</sup> Street)
- Stratford Court (from Del Mar Heights Road to 15<sup>th</sup> Street)
- Luneta Drive (Camino del Mar to 11<sup>th</sup> Street then Luneta to 15<sup>th</sup> Street)

Table 1 provides a comparison of travel times along study routes. As shown in Table 1, travel between Del Mar Heights Road and 15<sup>th</sup> Street ranged from 5 minutes, 14 seconds to 6 minutes 17 seconds depending upon the route. All travel time runs were conducted in the northbound direction during the same peak period (p.m. peak between 4:30 and 6:00 p.m.) Travel time runs were averaged from three separate weekday runs to confirm the results.

**Table 1  
Comparison of Travel Times**

	<i>Starting Location</i>	<i>Main Route of Travel</i>	<i>Ending Location</i>	<i>Travel Time (minutes: seconds)</i>	<i>Estimated Distance and Unencumbered travel time (in minutes)</i>
<b>Route 1</b> Camino del Mar	Del Mar Heights Road & Crest Dr.	Northbound Camino del Mar	Camino del Mar at Del Mar Plaza	05:14	1.2 m 3 min
<b>Route 2</b> Crest Drive	Del Mar Heights Road & Crest Dr.	Northbound Crest Drive (turn from Del Mar Heights Rd.)	Camino del Mar at Del Mar Plaza	06:15	1.5 m 5 min
<b>Route 3</b> Stratford Court	Del Mar Heights Road & Crest Dr.	Northbound Stratford Court (turn from 4 <sup>th</sup> Street)	Camino del Mar at Del Mar Plaza	06:17	1.4 m 6 min
<b>Route 4</b> Luneta Drive (as bypass to Camino del Mar)	Del Mar Heights Road & Crest Dr.	Northbound Camino del Mar to 11 <sup>th</sup> Street, turn north to Luneta Drive	Camino del Mar at Del Mar Plaza	05:29	1.4 m 4 min

Based on the results of the travel time survey, the travel time benefits along the alternative routes are marginal. The longest travel time occurs along the Crest Drive routes. This time was calculated by an experienced driver, familiar with the Del Mar community who could navigate the route along Crest Drive. Less experienced drivers may experience longer travel times if they were to get lost along the route. As shown in Table 1, although the traffic along Camino del Mar was stop and go during the peak period, the travel time was shorter than all other routes. As the travel time along Camino del Mar increases and approaches the travel time along Crest or Stratford, the potential for diversion increases.

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## 2. Case Study-La Jolla Boulevard-Bird Rock-San Diego

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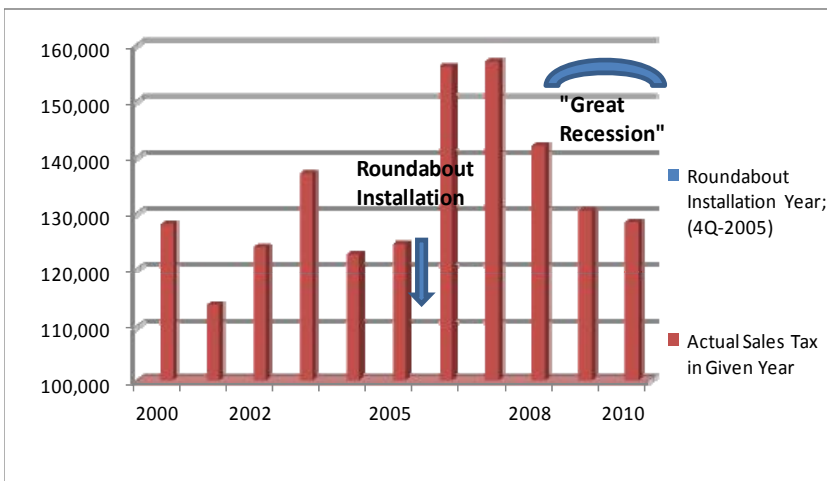
# Economic Benefits of Walkability



## Case Study: La Jolla Boulevard, Bird Rock Community, San Diego

Prior to 2003, La Jolla Boulevard in the Bird Rock neighborhood of La Jolla, California was a four-lane boulevard moving 20,000 cars per day with average speeds reaching 38-42 mph. The design and width of the roadway and speed of traffic created an environment unsafe for pedestrians and unable to stimulate growth among local businesses.

In response to numerous community members demanding a safer walking environment, the City of San Diego, in partnership with the community, embarked upon a study to improve safety along the boulevard. The result? More narrow travel lanes, five roundabouts, landscaped medians and angled parking. These efforts slowed traffic speeds and improved pedestrian safety, but also revitalized the entire street.



Sales tax receipts from 97 local businesses (2010) in Bird Rock show an upward spike in 2006 and 2007 immediately following the roundabout installation.

### Other Project Benefits

- Vehicular speeds decreased from 38-42 mph to 22- 25 mph.
- Businesses thrived: Bird Rock Coffee Roasters, a local business located on La Jolla Blvd, went from doing an average of 275 transactions per day to 320-350 per day
- Numerous new businesses opened during construction of the roundabouts, including CVS who signed a 40-year lease, indicating optimism for Bird Rock's long-term economic viability.

*Wiedemann, Liz. In Roundabout Way, Bird Rock Businesses Get Boost. San Diego Business Journal. 2008.*

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### 3. Roundabouts-Insurance Institute for Highway Safety

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## Q&A: Roundabouts

March 2011

Traffic congestion and motor vehicle crashes are widespread problems, especially in urban areas. Roundabouts, used in place of stop signs and traffic signals, are a type of circular intersection that can significantly improve traffic flow and safety. Where roundabouts have been installed, motor vehicle crashes have declined by about 40 percent, and those involving injuries have been reduced by about 80 percent. Crash reductions are accompanied by significant improvements in traffic flow, thus reducing vehicle delays, fuel consumption, and air pollution.

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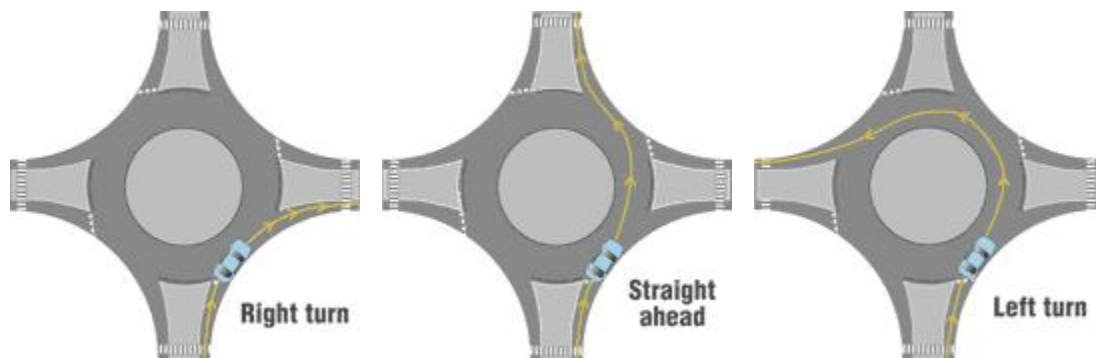
### 1 What is a roundabout?

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The modern roundabout is a circular intersection with design features that promote safe and efficient traffic flow. It was developed in the United Kingdom in the 1960s and now is widely used in many countries.

At roundabouts in the United States, vehicles travel counterclockwise around a raised center island, with entering traffic yielding the right-of-way to circulating traffic. In urban settings, entering vehicles negotiate a curve sharp enough to slow speeds to about 15-20 mph; in rural settings, entering vehicles may be held to somewhat higher speeds (30-35 mph). Within the roundabout and as vehicles exit, slow speeds are maintained by the deflection of traffic around the center island and the relatively tight radius of the roundabout and exit lanes.

Slow speeds aid in the smooth movement of vehicles into, around, and out of a roundabout. Drivers approaching a roundabout must reduce their speeds, look for potential conflicts with vehicles already in the circle, and be prepared to stop for pedestrians and bicyclists. Once in the roundabout, drivers proceed to the appropriate exit, following the guidance provided by traffic signs and pavement markings.



### Common traffic maneuvers at roundabouts

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### 2 How do roundabouts differ from older traffic circles?

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Modern roundabouts are much smaller than older traffic circles — also known as rotaries — and roundabouts require vehicles to negotiate a sharper curve to enter. These differences make travel speeds in roundabouts slower than speeds in traffic circles. Because of the higher speeds in older circles, many are equipped with traffic signals or stop signs to help reduce potential crashes. In addition, some older traffic circles and rotaries operate according to the traditional "yield-to-the-right" rule, with circulating traffic yielding to entering traffic.



Modern roundabout



Older traffic circle

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### 3 How do roundabouts affect safety?

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Several features of roundabouts promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds — generally less than 20 mph in urban areas and less than 30-35 mph in rural areas.

A 2001 Institute study of 23 intersections in the United States reported that converting intersections from traffic signals or stop signs to roundabouts reduced injury crashes by 80 percent and all crashes by 40 percent.<sup>1</sup> Similar results were reported by Eisenman et al.: a 75 percent decrease in injury crashes and a 37 percent decrease in total crashes at 35 intersections that were converted from traffic signals to roundabouts.<sup>2</sup> A study of 17 higher speed rural intersections (40 mph and higher speed limits) found that the average injury crash rate per million entering vehicles was reduced by 84 percent and fatal crashes were eliminated when the intersections were converted to roundabouts.<sup>3</sup> Studies of intersections in Europe and Australia that were converted to roundabouts have reported 41-61 percent reductions in injury crashes and 45-75 percent reductions in severe injury crashes.<sup>4</sup>

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### 4 What are the features of a good roundabout design?

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Proper design can help to optimize the safety benefits of roundabouts. Centerlines of roads leading to roundabouts should be properly aligned with the central island. Approach roads should be sufficiently curved, far enough in advance of roundabouts, to reduce vehicle speeds of entering drivers. Islands separating the approach and exit lanes, known as splitter islands, should extend far enough from the roundabout to provide pedestrian refuge and to delineate the roundabout. Traffic signs, pavement markings, and lighting should be adequate so that drivers are aware that they are approaching a roundabout and that they should reduce their travel speed. With multilane roundabouts, signs and lane markings should help drivers choose the appropriate lane when entering and exiting the roundabout. The figures below show sample guide signs and lane markings used at roundabouts.



Guide signs



Lane markings

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### 5 What are the common types of crashes at roundabouts? What can be done to prevent them?

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Despite the demonstrated safety benefits of roundabouts, some crashes still occur. Fewer crashes are typically seen at single-lane roundabouts compared with multilane roundabouts.<sup>5</sup>

An Institute study of crashes at 38 roundabouts in Maryland found that four crash types (run-off-road, rear-end, sideswipe, and entering-circulating) accounted for almost all crashes. A common crash type at both single-lane and double-lane roundabouts involved vehicles colliding with the central island. These crashes, which often involved unsafe speeds, accounted for almost half of all single-vehicle run-off-road crashes. Collisions occurred more frequently at entrances to roundabouts rather than within the circulatory roadway or at exits. About three-quarters of the crashes involved property damage. There were no right-angle or head-on collisions, potentially severe crash types that commonly occur at traditional intersections.<sup>6</sup>

In the Maryland study, Institute researchers concluded that unsafe speeds were an important crash factor. Some drivers may not have seen the roundabout in time. Measures to alert drivers of the need to reduce speeds (e.g., speed limit signs well in advance of roundabouts) and increase the conspicuity of roundabouts (e.g., larger roundabout ahead signs and YIELD signs, enhanced landscaping of center islands, pavement with reflector markings) may help to reduce crashes at roundabouts. Certain design features such as adequate curvature of approach roads also may aid in reducing speeds.

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### 6 How do roundabouts affect traffic flow?

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Several studies conducted by the Institute and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts. A study of three intersections in Kansas, Maryland, and Nevada, where roundabouts replaced stop signs, found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent.<sup>7</sup> A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.<sup>8</sup> A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed.<sup>9</sup>

A 2005 Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to intersections with signals.<sup>10</sup> It was estimated that the use of roundabouts instead of traffic signals at these 10 intersections would have reduced vehicle delays

by 62-74 percent. This is equivalent to approximately 325,000 fewer hours of vehicle delay on an annual basis.

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#### 7 Are there other benefits?

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Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption.

In one study, installing a roundabout in place of an intersection with signals reduced carbon monoxide emissions by 29 percent and nitrous oxide emissions by 21 percent.<sup>11</sup> In another study, replacing traffic signals and stop signs with roundabouts reduced carbon monoxide emissions by 32 percent, nitrous oxide emissions by 34 percent, carbon dioxide emissions by 37 percent, and hydrocarbon emissions by 42 percent.<sup>12</sup>

Constructing roundabouts in place of traffic signals can reduce fuel consumption by about 30 percent.<sup>11,13</sup> At 10 intersections studied in Virginia, this amounted to more than 200,000 gallons of fuel per year.<sup>10</sup>

While the initial construction cost of a roundabout varies site by site, its maintenance is cheaper than for intersections with signals. Roundabouts also can enhance aesthetics by providing landscaping opportunities.

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#### 8 Can roundabouts accommodate larger vehicles?

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Yes. To accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers, roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track. The truck apron generally is paved with materials like brick or cobblestone that have a different texture than the roadway to discourage smaller vehicles from using it.

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#### 9 How do roundabouts affect older drivers?

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Roundabouts eliminate many of the driving scenarios that can be challenging for older drivers. Relative to other age groups, senior drivers are over-involved in crashes occurring at intersections. In 2008, 37 percent of drivers 70 and older in fatal crashes were involved in multiple-vehicle intersection crashes, compared with 22 percent among drivers younger than 70.

Older drivers' intersection crashes often are due to their failure to yield the right-of-way.<sup>14</sup> Particular problems for older drivers at traditional intersections include left turns and entering busy thoroughfares from cross streets. Roundabouts eliminate these situations entirely. A 2007 study in six communities where roundabouts replaced traditional intersections found that about two-thirds of drivers 65 and older supported the roundabouts.<sup>15</sup>

Although safety effects of roundabouts specifically for older drivers are unknown, the 2001 Institute study of 23 intersections converted from traffic signals or stop signs to roundabouts reported the average age of crash-involved drivers did not increase following the installation of roundabouts, suggesting roundabouts may not pose a problem for older drivers.<sup>1</sup>

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#### 10 Are roundabouts safe for pedestrians?

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Roundabouts generally are safer for pedestrians than traditional intersections. In a roundabout, pedestrians walk on sidewalks around the perimeter of the circular roadway. If they need to cross

the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent.<sup>16,17</sup> Single-lane roundabouts, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals.<sup>18</sup>

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#### 11 Do drivers favor roundabouts?

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Drivers may be skeptical, or even opposed, to roundabouts when they are proposed. However, opinions quickly change when drivers become familiar with them. A 2002 Institute study in three communities where single-lane roundabouts replaced stop sign-controlled intersections found 31 percent of drivers supported the roundabouts before construction compared with 63 percent shortly after.<sup>7</sup> Another study surveyed drivers in three additional communities where single-lane roundabouts replaced stop signs or traffic signals. Overall, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after.<sup>8</sup> Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average.<sup>15</sup>

The additional travel lanes in multilane roundabouts increase the complexity of the driving task. Information is not yet available on drivers' attitudes toward multilane roundabouts in the United States.

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#### 12 How common are roundabouts in the United States?

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The first modern roundabouts in the United States were constructed in Nevada in 1990. Since that time, approximately 1,500 have been built, although the precise number is unknown.<sup>19</sup> Roundabouts are much more common in some other countries, including Australia, the United Kingdom, and France.

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#### 13 Why haven't more roundabouts been built?

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Despite the safety and other benefits of roundabouts, as well as the high levels of public acceptance once they are built, some states and cities have been slow to build roundabouts, and some are even opposed to building them. The main obstacle is the negative perception held by some drivers and elected officials. Transportation agencies also have long been accustomed to installing traffic signals, and it can take time for deeply rooted design practices to change.

#### 14 Do roundabouts require more space than traditional intersections?

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Roundabouts do not necessarily require more space than traditional intersections. Geometric design details vary from site to site and must take into account traffic volumes, land use, topography, and other factors. Because they can process traffic more efficiently than traffic signals and stop signs, roundabouts typically require fewer traffic lanes to accommodate the same amount of traffic. In some cases, roundabouts can require more space than stop signs or traffic signals at the actual intersection to accommodate the central island and circulating lanes, but approaches to roundabouts typically require fewer traffic lanes and less right-of-way than those at traditional intersections. The following example from Asheville, N.C., illustrates that roundabout dimensions can be compatible with those of traditional intersections.



Before



After

### Intersection with traffic signals converted to a roundabout in Asheville, North Carolina

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#### 15 What kinds of intersections are good candidates for roundabouts? What kinds aren't?

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Roundabouts are appropriate at many intersections, including high crash locations and intersections with large traffic delays, complex geometry (more than four approach roads, for example), frequent left-turn movements, and relatively balanced traffic flows. Roundabouts can be constructed along congested arterials, in lieu of road widening, and at freeway exits and entrances, in lieu of traffic signals.

Sometimes space constraints or topography make it impossible to build a roundabout. Intersections with highly unbalanced traffic flows (that is, very high traffic volumes on the main street and very light traffic on the side street) and isolated intersections in a network of traffic signals often are not ideal candidates for roundabouts.

#### 16 What is a mini-roundabout?

A mini-round has a smaller diameter and central island than a full-size roundabout. Mini-roundabouts are typically used in low-speed urban environments where there is not enough space to build a larger roundabout. In a mini-roundabout the central island is designed so that larger vehicles can drive over it, if necessary, and the splitter island on the approach and exit roads typically is not raised. Mini-roundabouts accommodate pedestrians well because of the short crossing distances and very low vehicle speeds on entering and exiting approaches. Developed in the United Kingdom, mini-roundabouts are used in many countries around the world and are increasingly being built in the United States.<sup>20,21</sup>

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## 4. Multimodal Assessment of Camino del Mar

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January 26, 2011

JN 55-100629.001

Mrs. Kathy Garcia  
**CITY OF DEL MAR**  
1050 Camino del Mar  
Del Mar, CA 92014

**Subject: Multimodal Assessment of Camino del Mar  
Evaluation Criteria**

Dear Kathy:

The Village Specific Plan is considering several roadway design alternatives that will address traffic flow, pedestrian access, and parking. The transportation alternatives evaluated provide potential benefits to the community including opportunities to provide wider sidewalks, shorten pedestrian crossing distances and increase parking.

When considering transportation solutions, many times there is a heavy focus on volume of traffic that can be carried by a facility. For example, a four-lane road with traffic signals should be able to carry 30,000 vehicles per day. However, traffic flow and capacity is only one measure that should be considered when designing the corridor. Based on recent changes in CEQA and the Complete Streets Act, many other factors should influence the selection of a preferred alternative including bicycle and pedestrian access, emergency service access, speed, air quality, noise and land use compatibility.

### **Evaluation Criteria**

For the Specific Plan, evaluation criteria will be established to address all modes of transportation as well as other factors such as parking and land use compatibility. Through the process the project team is developing a set of metrics that will demonstrate the benefits and challenges of each alternative by mode. The following is a brief description of each evaluation category.

#### Bicycles

Bicycle lanes or routes can be provided within the 100 foot right-of-way along Camino del Mar. The critical factor for bicycles is speed and visibility. Vehicles backing up or doors of cars opening into the bicycle lane pose the greatest challenges for bicyclists along the corridor.

#### Pedestrians:

Reducing the exposure time of the pedestrian to vehicular traffic and speed of traffic are the two critical factors to pedestrian safety. The two lane alternative would provide for shorter crossing distances for pedestrians, reducing the pedestrian-vehicle exposure by at least half.

Traffic signals would provide for a protected pedestrian phase at the intersection, where the roundabouts would not provide the same break in traffic. On the other hand, roundabouts provide for shorter crossing distances, away from the intersection improving the overall visibility of pedestrians crossing the travel way.

#### Emergency Vehicle Access

Emergency response time is dependent upon the emergency vehicle's ability to navigate through traffic. With the existing raised median, the emergency vehicles are less likely to cross the center of the road into on-coming traffic during congested conditions. Therefore, adequate space should be provided for vehicles to yield to emergency vehicles.

Both the four lane and two lane alternatives would provide sufficient space for vehicles to pull over to allow emergency vehicles to pass. The four lane alternative would allow vehicles to pull into the right lane to allow vehicles to pass. The two lane alternative would require vehicles to pull into the bicycle lane or parking buffer to pass.

The traffic control device selection will have a greater impact on emergency vehicle access. Traffic signals can be equipped with radar detection that will allow the signals to change to green when an emergency vehicle is approaching. This will help clear queues at signalized intersections. This type of emergency vehicle priority cannot be provided at stop signs or roundabouts. Roundabouts maintain a constant flow of traffic. Therefore, queues would not typically form at the intersections and emergency vehicles would navigate the roundabout free of vehicle obstructions in the event of an emergency. The roundabouts are large enough for vehicles to pull over within the roundabout and the lack of queue will allow the vehicles to move aside as the emergency vehicle approaches.

#### Speed

Speed along the corridor will be a function of the volume on the segment and the design of the segment. During peak period, congestion with the stop signs will control the speed along the corridor. With the installation of traffic signals, the speed of traffic will depend upon the timing of the signals. Roundabouts would maintain a constant speed through and between the roundabouts. Traffic speeds with roundabouts are less influenced by peak and non-peak traffic flows as the speed is primarily a factor of the design of the roundabout.

#### Air Quality/Noise

Stopping and starting are contributors to both air quality/green house gas emissions and noise impacts along Camino del Mar. Removal of the stop signs will reduce the overall number of

stops and starts, which may have a beneficial impact on air quality. Signals would result in a portion of the vehicles traveling along the corridor to stop and start, but the air quality/noise impact would be less than an all-way stop where all vehicles must stop. A roundabout does not typically require vehicles to stop, but encourages a constant flow of traffic at a slower speed. Studies have shown that vehicles idling in a queue emit seven times as much Carbon Monoxide (CO) than a vehicle traveling at 10 mph. By reducing idle time, air emissions are reduced. Therefore, roundabouts further reduce air quality impacts when compared to a traffic signal or an all-way stop. The degree of air pollutants reduced depends upon the level of congestions at the intersection. Studies conducted and presented at the Transportation Research Board suggest that during the congested peak periods CO emissions could be reduced by as much as 20 to 40%, Oxides of Nitrogen by as much as 20 to 48% and HydroCarbons by as much as 18 to 65% when an all-way stop was replaced by a roundabout.

#### Land Use Compatibility

On-street parking, wider sidewalks, slower speeds and increased development density along Camino del Mar are elements under consideration in the Specific Plan. The roadway alternative should be compatible with these directions. Higher speeds and higher traffic volumes are not desirable in a walkable environment, therefore measures should be taken to keep speeds at a compatible 25 mph. This may require the capacity and design of the road to be established lower than the forecasted daily traffic volume.

If this occurs, it is feasible that the overflow volume (volume that exceeds the capacity) may choose to not travel down Camino del Mar. Based on the forecast volumes for the corridor, approximately 10 to 15% of the total forecast 2030 volume is "pass-through" traffic. This implies that the vehicles are not coming from or destined for Del Mar. By setting the capacity less than forecast daily traffic volume, there is the potential for diversion from Camino del Mar onto other regional routes to bypass Del Mar.

#### **Transportation Alternatives**

The Village Specific Plan is considering three roadway alternatives within the available 100 feet of right-of-way:

- Four-lane Collector with Stop Signs (maximum capacity of 15,500 vpd)
- Four-lane Collector with Signals (maximum capacity of 30,000)
- Two-lane Collector with Roundabouts (capacity range of 22,000 to 26,000 vpd)

A preliminary review of alternatives was prepared relative to the evaluation criteria listed previously, and summarized in Table A.

### **Closing**

As you are aware, KOA is preparing the detailed traffic operational analysis that will include the evaluation of traffic flow, capacity and intersection operating conditions. The traffic analysis will look at existing and future traffic volumes and assess the potential impacts of the Village Specific Plan. The multimodal assessment should be integrated into the traffic analysis and included as part of the overall assessment of impacts and mitigation measures.

If you have any questions regarding the information provided, please call me at (760) 603-6246.

Sincerely,



Dawn L. Wilson, PE, TE, PTOE  
Traffic Engineer

**Attachment A. Summary of Evaluation Categories by Alternative**

	<b>Evaluation Criteria</b>	<b>Metric</b>	<b>Alternative 1 (status quo) 4 lanes with Stop Signs</b>	<b>Alternative 2 4 lanes with Signals</b>	<b>Alternative 3 2 lanes with Roundabouts</b>	<b>General Notes</b>
<b>Safety</b>	<b>Pedestrians</b>	Crossing Distance  Conflict points with vehicles	No change from existing conditions, crossing distance is between 70 and 80 feet. 28 conflict points between pedestrians and vehicles	Traffic signals provide a protected "Walk" Phase. Distance remains between 70 and 80 feet. 28 conflict points between pedestrians and vehicles	Narrowing the road to two lanes reduces the crossing distance to 40 feet (42% to 50% shorter) and provides a refuge island. Roundabouts can be paired with flashing crosswalks for safety. 8 conflict points between pedestrians and vehicles	Pedestrians will benefit most when traffic speeds are low and there is a buffer between the pedestrians and vehicles such as parking, and crossing distances are the shortest
	<b>Bicycles</b>	Speed of Traffic	Bicycle lanes or routes will be provided alongside parallel parking. Bicycles will be required by law to stop at all stop signs.	Bicycle lanes or routes will be provided alongside parallel parking. Bicycle detection will be provided at the signals.	Bicycle lanes or routes will be provided alongside parallel or angled parking. Bicycles will navigate the roundabout similar to a vehicle.	Bicycles will benefit most from slower traffic speeds, cyclists on CDM average ±20 mph. Angle of diagonal parking will have the greatest affect on bicycle safety.
	<b>Emergency Vehicle Access</b>	Response Time Interference	Stop signs do not allow for "queue clearance". Emergency vehicles could be blocked by a queue of vehicles waiting at a stop sign.	Signals can be equipped with emergency vehicle preemption devices that allow the signal to turn green when emergency vehicles are approaching.	Roundabouts provide a constant flow of traffic, allowing vehicles to yield right-of-way approaching and through the roundabout.	Traffic signals and roundabouts will provide the greatest flexibility for vehicles to yield the right-of-way for emergency vehicles.
	<b>Traffic Safety</b>	Conflict Points for Potential Accidents	44 potential vehicle to vehicle conflict points with 4-lane/2-lane intersections and turning lanes.	44 potential vehicle to vehicle conflict points with 4-lane/2-lane intersections and turning lanes.	8 potential vehicle to vehicle conflict points with 2-lane roundabouts.	Conflict points, or points of potential accidents reduce by 80%.
	<b>Speed</b>	Posted Speed Limit (25 mph)	Traffic flow will control the speed. During the peak period, the stop signs will create queues that will keep speeds at a slow pace.	Traffic signals can be coordinated to encourage a steady flow of traffic, reducing the number of stops along Camino del Mar, which could also increase speed between green lights.	Roundabouts encourage slower, consistent speeds through and between roundabouts.	In downtown environment, slow speeds are desirable. The greater the number of lanes, the higher the capacity. High capacity may result in higher rates of speed during non-peak periods.
<b>Quality of Life</b>	<b>Air Quality / Noise</b>	Emissions & Decibels	Stops signs require all vehicles, creating braking and accelerating. During congested conditions, idling vehicles generate higher emissions than moving vehicles. Noise decibels: 60-70 dB(A) <sup>i</sup>	Signals reduce the number of stops compared to a stop sign.	Roundabouts further reduce the number of stops compared to a signal. Stops only occur with pedestrians or turning vehicles. Emissions can be reduced between 16% - 65%. <sup>ii</sup> Noise decibels: 40 dB(A) <sup>iii</sup>	The right-of-way limits will be consistent between all scenarios. The two lane alternative moves traffic further from the sidewalk and the buildings fronting CDM.
	<b>Land Use Compatibility</b>	Walkability	Parallel or diagonal parking, slow traffic and stops signs are compatible.	Parallel parking and signals are compatible. During off-peak, traffic speeds could be higher than 25 mph with signals. Traffic calming should be considered.	Narrow roads, angled parking, roundabouts and slow speeds are compatible.	Measures should be taken to maintain a constant 25 mph speed along the corridor to be compatible with a walkable, pedestrian friendly downtown environment.
	<b>On-Street Parking</b>	Quantity of Parking Stalls	139 stalls (parallel and Town & Country) <sup>iv</sup>	139 stalls (parallel and Town & Country)	180-188 stalls (diagonal) – 30-35% increase	On street parking provides substantial benefit to businesses and residents

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<sup>i</sup> Metcalf, 2011 case study of Bird Rock Roundabout, Complete Streets Task Force WalkSanDiego/SDAPA White Paper

<sup>ii</sup> Mandavilli and Russell, with Rys, Kansas State University, *Impact of Modern Roundabouts on Vehicular Emissions*,

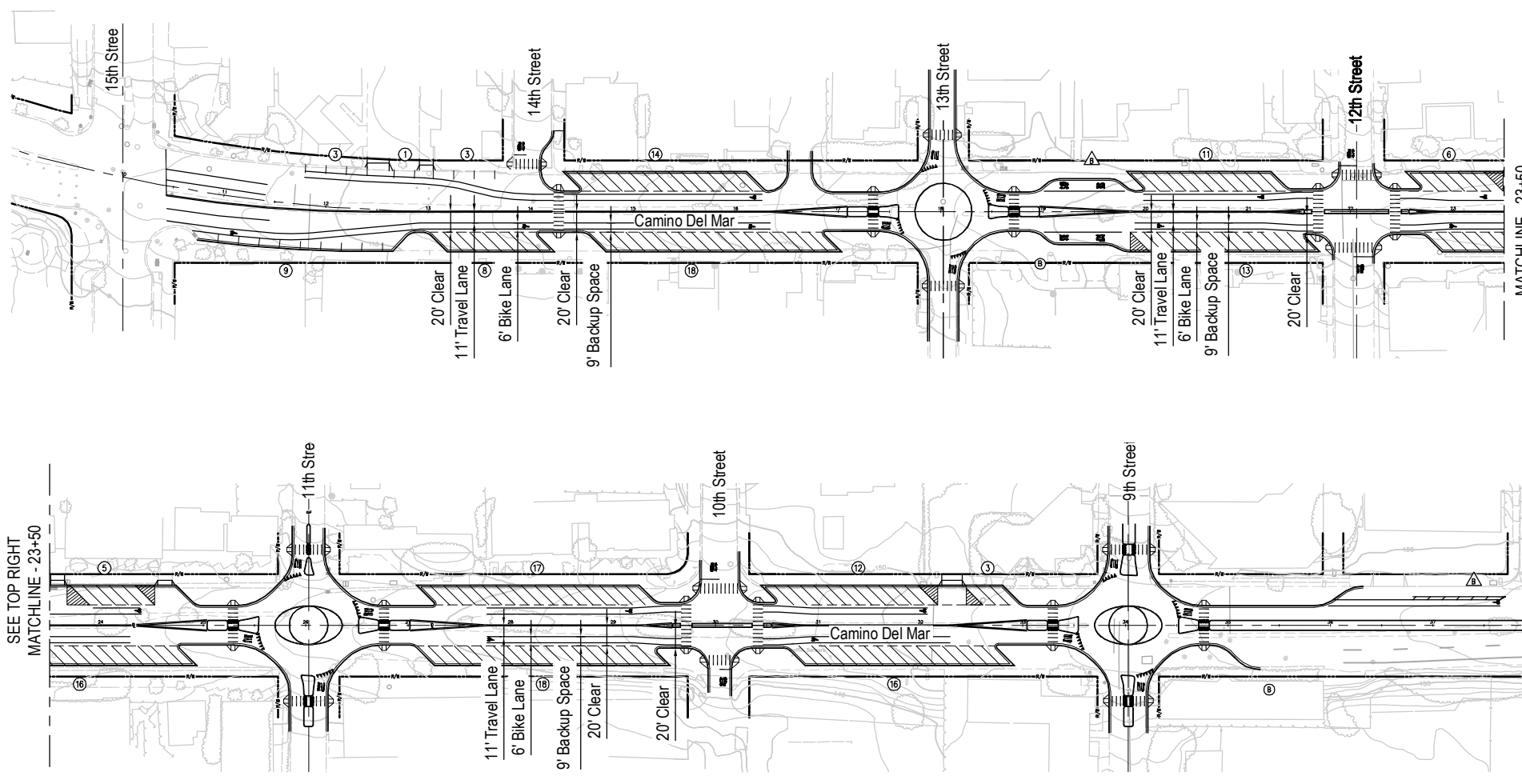
<sup>iii</sup> Metcalf, *ibid.*

<sup>iv</sup> City of Del Mar inventory 2012

## 5. Conceptual Roundabout Design

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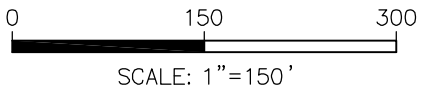
This exhibit is intended to illustrate improvements to Camino Del Mar at a conceptual level. The final design may be modified in response to field conditions, community input and a detailed engineering analysis.

**LEGEND**

- (B) = Existing Bus Stop
- (B) = Relocated Bus Stop

**VILLAGE SPECIFIC PLAN**  
**Conceptual Camino Del Mar Streetscape Improvements**

9th Street to 15th Street  
 August 2012



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# MEMORANDUM

August 1, 2012

BI4133

Kathleen Garcia  
Planning & Community Development Director  
City of Del Mar  
1050 Camino Del Mar  
Del Mar, CA 92014-2698

## **SUBJECT: CITY OF DEL MAR VILLAGE SPECIFIC PLAN**

This memorandum documents the analysis results for Camino del Mar and 15<sup>th</sup> Street in the City of Del Mar.

### **PROJECT DESCRIPTION**

The original Village Specific Plan proposed new public streetscape improvements; new mixed-use zone development standards for private properties; and with projected build-out anticipated to be a total of 600,000 square feet of mixed-use development. Three circulation alternatives were proposed and analyzed in the Traffic Impact Analysis for Camino del Mar between 9<sup>th</sup> Street and 15<sup>th</sup> Street:

- No Circulation Changes
- Four Lane Collector with Signals at 13<sup>th</sup> Street and 11<sup>th</sup> Street
- Two Lane Collector with Roundabouts at 15<sup>th</sup> Street, 13<sup>th</sup> Street, 11<sup>th</sup> Street, and 9<sup>th</sup> Street

Since the submittal of the City of Del Mar Village Specific Plan Traffic Impact Analysis, the total mixed-use redevelopment area has been reduced by 100,000 square feet for a total build-out of 500,000 square feet. Additionally the signal at Camino del Mar & 15<sup>th</sup> Street is being maintained, with a roundabout considered as a future option should the other roundabouts prove successful. This analysis reviews the change in total development and the effect of maintaining a traffic signal at the Camino del Mar & 15<sup>th</sup> Street intersection, with alternatives for the transition.

Two roadway configuration transition alternatives could be considered for the 15<sup>th</sup> Street and Camino del Mar intersection. The transition from two lanes southbound to one lane southbound could occur either north or south of the 15<sup>th</sup> Street intersection:

- Existing geometry configuration (Four Lane Collector with Signals)
  - NB approach: one left turn, one thru lane and one thru-right turn lane
  - SB approach: one left turn, one thru lane and one thru-right turn lane
  - EB approach: one right turn, one thru-left turn lane
  - WB approach: one right turn, one thru-left turn lane

Under this configuration the Camino del Mar southbound approach will transition from two lanes to one lane as it approaches 14th Street, southbound of the 15th Street intersection:

- New lane configuration: for Camino del Mar southbound
  - NB approach: one left turn lane, one thru lane and one thru-right turn lane
  - SB approach: one left turn lane, one thru lane, and one trap right turn lane
  - EB approach: one right turn lane, one thru-left turn lane
  - WB approach: one right turn lane, one thru-left turn lane

Under this configuration, Camino del Mar south of 15th street will be one lane. Both were analyzed to give flexibility during the final design stage.

## ANALYSIS

The Long Term (Year 2035) intersection analysis for the two transition alternatives at the Camino del Mar & 15th Street intersection is summarized in Table 1.

**Table 1  
Long Term (Year 2035) Intersection Conditions**

Camino del Mar & 15th Street	AM		PM	
	Delay	LOS	Delay	LOS
500,000 sq. feet 4 lanes/signal	19.1	B	16.6	B
500,000 sq. feet Reconfigured 2 lanes/signal	24.0	C	17.5	B

As shown, 15th Street & Camino del Mar operates at an acceptable level of service under either of the transitions at the signalized intersection.

Table 2 summarizes the queuing analysis results for Long Term conditions.

**Table 2  
Long Term (Year 2035) Queuing Conditions**

95th Percentile Queue Length/Length of Storage (feet)			500,000 Sq. feet	
Camino del Mar & 15th Street	Peak Hour	Storage Length (feet)	Queue Length (feet)	Excess Queue (feet)
Northbound	AM	735	65	0
	PM		153	0

Note: Queue Length is the distance from the last vehicle on the segment to the first vehicle on the same segment.

For Long Term conditions, there is no excess northbound queue at the analyzed location. Southbound queue analysis is addressed in the attached memo from the City Engineer.

## **CONCLUSION**

Our analysis indicates that the signalized intersection with either of the two roadway transition configurations considered for 15th Street and Camino del Mar are feasible options from an operational standpoint. Queue analysis consisting of an evaluation of projected vehicle queues for the northbound and southbound direction indicates that existing storage capacities will not be exceeded during the AM and the PM peak hours. Therefore the proposed roadway network could accommodate the future traffic under both roadway configurations. As demonstrated in Tables 1 and 2 and the City Engineer analysis, the signalized intersection with either of the two roadway transition configurations would not result in a significant traffic impact.

Attachment A – Southbound Transition Assessment Memo

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**ATTACHMENT A**  
**SOUTHBOUND TRANSITION ASSESSMENT MEMO**

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# MEMORANDUM

**To:** Kathy Garcia, City of Del Mar **JN: 55-100629**  
**From:** Dawn Wilson  
**Date:** July 30, 2012  
**Subject:** Transition Assessment:  
Southbound Camino del Mar from 15<sup>th</sup> Street to 13<sup>th</sup> Street

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As discussed, City Council has directed staff to consider an interim condition along Camino del Mar where 15<sup>th</sup> Street remains a signalized intersection and 13<sup>th</sup> Street is reconfigured to include two lanes (one in each direction) with a roundabout. To achieve this configuration, Camino del Mar would need to transition from four lanes at 15<sup>th</sup> Street to two lanes at 13<sup>th</sup> Street. This can be accomplished in one of two ways:

- Transition at 15<sup>th</sup> Street by converting the outside through lane to a dedicated right turn lane.
- Transition south of 15<sup>th</sup> by merging two lanes into one

This memorandum assesses the potential impacts to traffic flow with the merge occurring south of 15<sup>th</sup> Street.

## Queue at 13<sup>th</sup> Street:

The roundabout at 13<sup>th</sup> Street is forecast to have a worst case scenario queue of 342 feet (as reported by KOA) which is forecast to occur in the a.m. peak period by year 2030 with the project. In this case the project is defined as 600,000 square feet alternative. Since the analysis was conducted, the project has been reduced to 500,000 square feet. Therefore it is reasonable to assume that the worst case queue would be less with the proposed reduced square footage alternative.

## Transition Distance for Lane Drop:

The distance between 15<sup>th</sup> Street and 13<sup>th</sup> Street is approximately 725 feet. Based on a standard 12 foot lane width and a 85<sup>th</sup> percentile speed of 25 mph, the transition distance needed to reduce Camino del Mar from two lanes to one lane in the southbound direction is 125

feet. An additional 50 feet should be added to this design standard to move the transition away from the crosswalk at 15<sup>th</sup> Street.

#### Impact on the Roundabout Queue on the Lane Drop:

Attached to this memorandum is the concept drawing of the roundabout at 13<sup>th</sup> Street. If the merge point (point where two southbound lanes merge one southbound lane) is located approximately 175 south of 15<sup>th</sup> feet, approximately 550 feet of queue storage capacity would remain between 15<sup>th</sup> and 13<sup>th</sup> Streets. As discussed above, the forecast queue is approximately 342 feet. Therefore, the queue for the roundabout would not extend into the merge area and would therefore not be a factor in the lane drop.

#### Length of Queue Approaching the Merge Point:

When two lanes merge into one lane, the capacity of the road is cut in half while the traffic demand remains the same. When the capacity or throughput is less than the demand then a queue forms. Based on the analysis conducted by KOA Corporation for the EIR, the saturation flow rate south of 15<sup>th</sup> Street on Camino del Mar is approximately 1,230 vph southbound. The volume through this section is 635 southbound vehicles per hour (10.6 veh/min). Clearly, when there are two lanes through the section, volume travels freely.

When the capacity is reduced from two lanes to one lane, the saturation flow rate at the merge is reduce from 1,230 vph (20.5 veh/min) to 615 vph (10.3 veh/min). Since the volume exceeds the saturation flow rate a queue will likely form through the merge. Because the upstream traffic flow is metered at the traffic signal at 15<sup>th</sup> Street, the queue at the merge will be limited to one to two vehicles per signal cycle. This queue can be managed within the 175 foot transition described previously. Therefore, the queue that may form during the peak period will not affect the operating conditions of the traffic signal at 15<sup>th</sup> Street.

#### Conclusion

Based on the forecast traffic volumes presented in the KOA Corporation traffic report for the Specific Plan and the forecast traffic operational analysis presented in that report, a merge from 15<sup>th</sup> to 13<sup>th</sup> may result in a short queue at the merge point, but this merge should be contained in the available storage space and should not have a negative impact on traffic either at the proposed roundabout (13<sup>th</sup> Street) or the existing traffic signal (15<sup>th</sup> Street).

## **6 - Assessment of the feasibility of changing the signal phasing at the Plaza Signal**

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### **Assessment of the feasibility of changing the signal phasing at the Plaza Signal**

The Specific Plan maintains a traffic signal at the existing Plaza-L'Auberge Entrance. Maintaining the signal at this location is feasible since the side street volume is low compared to the through volume and will therefore result in few interruptions in traffic flow for Camino del Mar.

The question was raised as to whether the signal could be set to restrict the signal from changing for vehicles queued to turn right. As shown below, the striping on the west leg (exiting L'Auberge) allows for a single lane shared by all movements. The detector on the side street could be set to "Presence" such that if a vehicle is not sitting on the detector, a call will not be placed. By setting the detector to "Presence", the call will be removed if a right turning vehicle makes a turn while the light is red.

Therefore, we cannot remove the detector from the side street to avoid sending a call to the controller related to right turns, but we can limit the affect of right turning vehicles on the signal operations at this location.



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## 7. Recommendations for Addressing Cut Through Traffic

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## **Recommendations for Addressing Cut-Through Traffic**

The community has raised concerns regarding diversion of traffic along the following routes:

- Crest Road (from Del Mar Heights Road to 15<sup>th</sup> Street)
- Stratford Court (from 4<sup>th</sup> Street to 15<sup>th</sup> Street)
- Luneta Drive
- Ocean Avenue

The travel time study conducted by the City prior to issuing the EIR demonstrated that the alternative routes to Camino del Mar resulted in longer travel times compared to remaining on Camino del Mar.

The traffic analysis conducted for the Village Specific Plan increases the overall capacity of Camino del Mar and reduces delays to through traffic along the corridor. As a result, travel time along Camino del Mar is anticipated to be less than the existing conditions. Although diversion is not anticipated to occur as a result of the Village Specific Plan, the City is committed to both a comprehensive evaluation of traffic conditions and implementation of alternative measures to reduce cut-through traffic on residential streets in the community.

As part of the Village Specific Plan, the City will conduct a 6 months survey of existing traffic patterns and conditions before construction of street improvements occur along Camino del Mar. The data collection effort will establish a baseline condition, which will include both fair and race conditions. Following the construction of the improvements, the City will monitor traffic conditions for a similar six month period. In addition, the City will set up mitigation funds to construct selected improvements to offset the cut through traffic impacts in the event the data proves that diversion is occurring associated with the improvements on Camino del Mar.

A preliminary assessment of potential mitigation measures is provided below:

### **Crest Road:**

The following is a summary of existing traffic volumes along Crest Road:

- ADT Volume on Crest Road immediately north of Del Mar Heights: 1,638 vehicles per day
  - AM Peak northbound volume: 156 vehicles per hour
  - PM Peak northbound volume: 81 vehicles per hour
- ADT Volume on 15<sup>th</sup> Immediately east of Camino del Mar: 2,955 vehicles per day
  - AM Peak westbound volume: 100 vehicles per hour
  - PM Peak westbound volume: 156 vehicles per hour

Based on these volumes, the daily traffic and the peak hour traffic is within a reasonable range for a local road. The number of residents that take access from or use Crest Road would justify the volume of traffic observed in the traffic counts recorded for the Village Specific Plan EIR.

In the event the implementation of Village Specific Plan were to result in diversion of traffic from Camino del Mar to Crest Road, the peak hour volume at Del Mar Heights/Crest Way (specifically the westbound right turn volume) will increase as will daily traffic volumes on Crest Road north of Del Mar Heights. Following the construction of improvements along Camino del Mar, traffic count data along Crest Way/Road should be collected for a period of six (6) months and shall capture the peak summer season (fair/race). Prior to construction and for the six month monitoring period, daily traffic counts should be collected on a weekly basis at the following locations:

- Crest Way: Immediately north of Del Mar Heights
- Crest Road: Immediately north of La Amatista
- Via Alta: Immediately west of Crest Road
- 15<sup>th</sup> Street: Immediately west of Crest Road
- 15<sup>th</sup> Street: Immediately east of Luneta Drive
- 15<sup>th</sup> Street: Between the Plaza Entrance and Luneta Drive

If sustained changes in traffic volume occur that are determined to be attributable to cut through traffic and are determined to be significant by the City Engineer, then additional traffic calming measures will be taken to reduce cut through traffic along Crest Road. The degree to which traffic calming will be implemented will be dependent upon the observed increase in traffic. Potential thresholds and solutions are provided below:

- 30% increase in traffic on Crest Road immediately north of Del Mar Heights Road (approximately 350 vehicles per day with 35 in the a.m. peak hour and 13 in the p.m. peak hour based on existing volume on Crest Road) triggers the need to restrict access to 15<sup>th</sup> Street from Crest Road
  1. Install choker at Crest Way / La Amatista to narrow the travel way on the northbound approach (City of San Diego intersection)
  2. Add sign: No access to 15<sup>th</sup> Street / Camino del Mar
  3. Improve quality of speed humps in City of San Diego from Del Mar Heights to City of Del Mar city limits including re-surfacing and repainting to meet current design standards for speed humps
  4. Reconfigure Via Alta at Crest Road to prohibit left turn movements during peak periods.
  5. Reconfigure intersection of Crest Road / 15<sup>th</sup> Street to prohibit left turn movements.
- 40% increase in traffic on Crest Road immediately north of Del Mar Heights Road (650 vehicles or more) triggers the need to further restrict access to 15<sup>th</sup> Street from Crest Road
  1. Reconfigure intersection of 15<sup>th</sup> / Luneta Drive to restrict turn and access to/from 15<sup>th</sup> Street.

A traffic assessment shall be conducted following the collection of traffic data validate the cut through traffic patterns and determine the degree to which cut through traffic is shifting from Camino del Mar to Crest Road. Findings of the traffic assessment may alter the recommendations in this report. In addition, physical limitations, community discussion, inter-agency coordination and other factors may

result in a need to change or modify the recommendations listed above. The traffic assessment conducted will identify short term and long term solutions to resolving cut through traffic on Crest Road.

### **Stratford Court:**

Stratford Court currently carries approximately 2,200 vehicles per day between 15<sup>th</sup> and 12<sup>th</sup> Streets according to the EIR. The left turn restrictions were implemented by the City of Del Mar to reduce cut through traffic from Camino del Mar during the p.m. peak period. With the implementation of the Specific Plan, the turn restrictions can remain in place, although there is some skepticism that driver's will obey the signs.

Monitoring traffic volume in the p.m. peak period along Stratford Court should occur to determine if the signs are effective at discouraging drivers from by-passing Camino del Mar via Stratford court. Traffic patterns should be observed at all locations where left turn restrictions are currently in place and where roundabouts are proposed including: 9<sup>th</sup> / Camino del Mar, 11<sup>th</sup> / Camino del Mar, and 13<sup>th</sup> / Camino del Mar during the p.m. peak. Peak hour traffic volumes should be collected in the p.m. peak period at each of the new roundabouts on a monthly basis for a period of 6 months. During that time, daily traffic volumes along Stratford Court should be collected on a weekly basis. If left turn violations occur, the additional measures should be taken to reduce cut through traffic on Stratford Court:

- If left turn restrictions on Camino del Mar are not effective, then turn restrictions should be imposed at Stratford Court / 9<sup>th</sup>, Stratford Court / 11<sup>th</sup>, and Stratford Court / 13<sup>th</sup>. A sign should be installed on the westbound approach to the intersection, which should state "No Westbound Right Turn from 4:00 to 6:00 p.m." Enforcement should be provided to accompany the sign during the installation and adjustment period.
- If a significant increase (more than 25%) in volume along Stratford Court occurs and is attributable to cut through traffic, then additional traffic calming measures should be installed at the intersections of 9<sup>th</sup> Street / Stratford Court, 11<sup>th</sup> Street / Stratford and 13<sup>th</sup> Street / Stratford Court and along segments of Stratford Court to reduce traffic volume. Semi-diverters, one-way conversions or other physical measures may be necessary to reduce the westbound to northbound turning movements. Permanent, physical restriction will ensure that cut through traffic will not use Stratford Court as a by-pass route to Camino del Mar.

Although there have been discussions regarding restricting access from Camino del Mar, there are a number of residents and businesses that rely on access from 9<sup>th</sup>, 11<sup>th</sup> and 13<sup>th</sup> Streets. Therefore, the recommendation from staff is to limit access to Stratford Court and maintain access on the intersecting east-west roads.

A detailed traffic assessment should be conducted to validate the recommendations identified in this report. Actual traffic patterns, community discussions and physical conditions may limit the feasibility of implementing the semi-diverter option on Stratford Court. However, it is reasonable to assume that physical improvement will be necessary to address the cut through traffic concern if the posted signs are not effective.

**Other Potential Diversion Routes:**

Luneta Drive is a potential by-pass route due to the fact that it is immediately east and parallel to Camino del Mar. Residents have raised concerns about potential increases in traffic associated with the Village Specific Plan. If significant increases in traffic are forecast to occur, then traffic calming measures will be considered for Luneta Drive such as:

- Stops signs along the corridor
- Convert short blocks or portions of the block to one-way traffic opposite of primary diversion flow

Similarly, Ocean Avenue is parallel to and west of Stratford Court. Residents raised concerns that if Stratford Court traffic calming measures are implemented, traffic could potentially divert to Ocean Avenue. If the traffic monitoring program reveals diversion of traffic to Ocean Avenue, then similar specific measures will be evaluated to reduce the potential for cut-through along this route as well.

# Appendix C

## Private Development



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## 1. Parcel Information Spreadsheet

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# Village Specific Plan

Parcel Information				EXISTING CONDITIONS							INFORMATION SOURCE/COMMENT
ADDRESS	APN	OWNER	BUSINESS NAME	Lot Width Ft. <sup>1</sup>	Lot Depth Ft.	Lot Area Sq. Ft.	Building Area Sq. Ft.	UPDATED BLDG AREA Sq. Ft.	UPDATED FAR %		
<p><b>Notes</b></p> <p>The Hotel Specific Plan (L'Auberge Resort) and the portion of Plaza Specific Plan (Del Mar Plaza) north of 15th Street are not included in this spreadsheet.</p> <p>The information contained in this spreadsheet was obtained from a variety of sources. Where definitive sources were not available, visual surveys and area takeoffs from plans were used.</p> <p>While there may be some discrepancies on individual parcels, the totals are believed to accurately reflect existing conditions.</p> <p><sup>1</sup> Lot Width of corner parcels is the frontage on Camino del Mar</p>											
Revised: June, 2012											
<b>West side of Camino del Mar - starting at 15th Street</b>											
201 15th Street	300-012-28		Busty Surfboards	25	125	3,125	1,420	2,050	66%		
207 15th Street	300-012-29	Badger Co. LLC	AnnMarie D'Ercole Jew. D.L. Johnson	25	125	3,125	725	700	22%	DRB 11-04 Staff Report dated April 27, 2011. Information for staff report provided by property owner. Del Mar Pizza sidewalk café area not included.	
211 15th Street	300-012-30		Del Mar Pizza	25	125	3,125	735	886	28%		
215-217 15th Street	300-012-02	Mary Jefferson LL	Sbicca	25	125	3,125	3,500	2,800	90%	DRB 92-10 area takeoff, plus aerial photo estimates. Outdoor dining area not included.	
221 15th Street	300-012-03	AK Del Mar Office Ptr.	Cruzan/Monroe	50	125	6,250	2,686	2,686	43%	DRB 99-34 Application states building area is 2,686 sq. ft.	
122 15th Street	299-310-02	US Federal Govt.	US Post Office	182	189	34,412	12,000	12,000	35%	Measurement from aerial photo	
1438 Camino del Mar	300-012-04	Watkins 2001 Trust	La Boutique les Deux	125	75	9,375	14,261	14,261	152%	Sidewalk café area not included Sidewalk café area not included	
1440 Camino del Mar			Del Mar Art and Gift								
1442 Camino del Mar			Entrance to Offices								
1444 Camino del Mar			Frustrated Cowboy								
1446 Camino del Mar			La Mariposa								
1448 Camino del Mar			Marquis Fine Jewelers								
1454 Camino del Mar			Americana Restaurant								
225 W. 15th Street			Jimmy O's Sports Bar								
Caminito Park	alley	City of Del Mar	Caminito Park	20	102.5	0	0	0	Alley not included in parcel count		
1424 Camino del Mar	300-012-31	Giordano-Mardel LLC	Willis Allen Real Estate Gold Center	69.4	102.5	7,114	4,803	4,803	68%	Property manager reports that leased area is 3,704 sq. ft. Tenant not charged for additional area they improved. 4,803 figure is probably accurate.	
1414 Camino del Mar	300-012-26	Daniels Trust	Julie's Beachwear	34.7	102.5	3,557	1,600	1,600	45%	Street level is 44 deep by 34.5 feet wide = 1,518 sq. ft. Plus enclosed storage at rear = 82 sq. ft. Total = 1,600 sq. ft.	
1416 Camino del Mar			Del Mar Chocolate Bar								
1418 Camino del Mar			Sundancer Boutique								
1412 Camino del Mar	300-012-25	Daniels Trust	Hillside Artisans Childrens Durante's Mensware Entrance to Office	34.7	102.5	3,557	4,994	2,587	123%	Street level is 75 feet deep by 34.5 feet wide = 2,587 sq. ft. Lower level = 1,800 sq. ft. per lease agreement. Total = 4,387 sq. ft.	
1404 Camino del Mar	300-012-24	Yuhause, Beverly A	Bully's Del Mar	34.7	102.5	3,557	4,054	3,736	105%	DRB 76-18 Application for addition of trellis states 3,736 sq. ft. existing floor area.	
Camino del Mar	300-012-23		Parking	34.7	102.5	3,557	0	0	0%		
Camino del Mar	300-012-22		Parking	34.7	102.5	3,557	0	0	0%		
Camino del Mar	300-012-21		Parking	34.7	102.5	3,557	0	0	0%		
1342 Camino del Mar	300-012-20	Smith-Kopp Trust	En Fuego Cantina	34.7	102.5	3,557	5,633	3,862	54%	CUP 96-10 Plot Plan area takeoff. Approximately 2,206 sq. ft. of outdoor dining and bar area not included.	
1330-1332 Camino del Mar	300-012-18	Smith-Kopp Trust	Law Office-Bing Bush Offices on Lower Level	34.7	102.5	3,557	1,995	1,469	41%	V-78-8 application for addition to building w/o additional parking. Variance denied.	
1328 Camino del Mar	300-012-17	Wahba-Klyusner Fam.	Crepes and Corks Café	34.7	102.5	3,557	1,290	1,290	36%	Information from property owner. Outdoor dining not included.	
1312 Camino del Mar	300-012-33	Pds LP	Lifestyles Real Estate	34.7	102.5	3,557	5,034	3,175	45%	Plot Plan area take-off from ADR 94-11	
1310 Camino del Mar	300-012-34		A-Carolyn's Designer Resale Offices on Lower Level	34.7	102.5	3,557	1,110	1,913	54%	ADR 94-11 Building Plans	
1302 Camino del Mar	300-012-13	CDM Building LLC	Davidson Communities Design Line Interiors	60	102.5	6,150	5,650	5,096	83%	DRB 75-58 application states existing floor area is 5,096 sq. ft. DRB 81-48 plans indicate building is 5,096 sq. ft.	
<b>13th Street</b>											
1234 Camino del Mar	300-074-10	Jefferson, Mary L L	Parking	85	102.5	8,713	0	0	0%		
1234 Camino del Mar	300-074-09		Prudential Calif. Realty		60	102.5	6,150	4,277	4,277	70%	DRB 73-39 Plot Plan indicates 983 existing, 1230 addition and 920 basement for total 3,133 SF; DRB 84-60 indicates 3,133 existing plus 1,144 for existing garage, total 4,277 SF
1226 Camino del Mar	300-074-08	Charnholm Fam. Ex BO	Charnholm Realty	60	102.5	6,150	2,752	1,164	45%	DRB 82-01 Plot Plans	
1228 Camino del Mar			Joseph Watson DO					1,108			
1228 1/2 Camino del Mar			Residential on Upper Level					480			
1230 Camino del Mar	300-074-07	Jefferson, Mary L L	Artistic Hair	60	102.5	6,150	1,466	1,469	24%	DRB 76-49 Plot Plan area takeoff. Large outdoor dining area not included.	
1224 Camino del Mar			Vacant								
1212 Camino del Mar	300-074-06	Levoe, Mark C	Board and Brew	80	102.5	8,200	4,668	4,668	57%	Estimate from aerial photo.	
1210 Camino del Mar			The Curry Comb								
1202 Camino del Mar			Clone Printing								
218-230 12th Street			Personal Services								
<b>12th Street</b>											
1150 Camino del Mar	300-092-16	Gordon, Barbara L	Ladies Designer Resale Elite Interiors Entrance to Office	60	140	8,400	6,600	6,200	74%	Estimate from aerial photo.	
1140 Camino del Mar	300-092-06	Sae-Onge, Sulana	Café Secret Entrance to Secret Inn	40	100	4,000	1,980	640	50%	DRB 02-08	
1130 Camino del Mar	300-092-07	Gallery Building LLC	A-Elegance Cleaners B-Bella Villa Spa C-Bella Villa Hair D-Bindu Yoga Del Mar	70	100	7,000	7,590	7,590	108%	Estimate from aerial photo.	
1110 Camino del Mar	300-092-13	Duke, William & Charl.	A-First Republic Bank B-Take Control of Diabetes Offices on Lower Level	100	135	13,500	6,074	6,074	45%	DRB 76-60 Application states building area is 6,074 sq.ft.	
1104 Camino del Mar	300-092-14	Briggs & Briggs LLC	Gill Real Estate Worldclass Vacations Entrance to Offices	70	135	9,450	8,630	8,630	91%	DRB 78-29 Building remodel application states existing building area is 8,630 sq. ft.	
no street frontage	300-092-15	Briggs & Briggs LLC	Parking (for adjacent parcels)	40	105	4,200	0	0	0%		
<b>11th Street</b>											
1050 Camino del Mar	300-020-06	City of Del Mar	City Hall, City Hall Annex & Del Mar TV	340	200	68,000	11,592	11,592	17%	Information from City of Del Mar	
10th Street	300-020-07										
944 Camino del Mar	300-172-04	Sae-Onge, Sulana B	Les Artistes Inn of Del Mar	50	170	8,500	3,600	3,600	42%	DRB 06-26	
10th Street	300-172-13	Angello, Bob & Kathy	Undeveloped	50	190	9,500	0	0	0%		
10th Street	300-172-14			190	50	9,500	0	0	0%		
910 Camino del Mar	300-172-17	P D S Del Mar LLC	D-Noble Nails C-Salon J of Del Mar G-Zenergy Physical Therapy Access to Office	150	100	15,000	7,827	7,827	52%	DRB 83-62 Plot Plan	
240-244 9th Street	300-172-09	Levak, Richard W	Richard Levak, Del Mar Clinic Office on Upper Level	50	160	8,000	3,675	3,675	46%	DRB 78-39 indicates 3,675 sq. ft. Differs from information from property owner.	
Subtotal	40			65	116	322,451	142,221	137,048	43%		

ADDRESS	APN	OWNER	BUSINESS NAME	Lot Width Ft. <sup>1</sup>	Lot Depth Ft.	Lot Area Sq. Ft.	Building Area Sq. Ft.	UPDATED BLDG AREA Sq. Ft.	UPDATED FAR %	INFORMATION SOURCE/COMMENT
<b>East side of Camino del Mar - starting at 15th Street</b>										
1435 Camino del Mar	300-030-82	D M Union LP	A-Union Bank Of California B-Bruegger's Bagels C-Starbucks F-Del Mar Flower Company	100	124	12,456	5,384	5,384	43%	DRB 85-50 Outdoor eating area not included.
1431 Camino del Mar	300-030-83	Chasen	Ranch&Coast Plastic Surgery Pebbles	140	135.6	19,166	5,125	5,110	27%	Letter from Del Mar Partnership dated Feb 21, 2012
1401 Camino del Mar	300-030-04	Dmeo LP	101-Jelly Properties 102-Patricia Murphy DDS Entrance to Offices	80	140	11,264	8,707	8,707	77%	DRB 71-17
<b>14th Street</b>										
317 14th Street	300-020-02		Medical Offices	50	80	4,000	4,407	4,407		DRB 83-46
1349 Camino del Mar	300-020-01		Del Mar Medical Arts	80	90	7,200	7,000	6,600		
1335 Camino del Mar	300-020-03	Del Mar Medical Prop.	Del Mar Medical Clinic	60	140	8,400	6,600	6,600	53%	Building lease information provided by owner differs from bulk floor area. Bulk floor area used.
1327-1331 Camino del Mar	300-020-04		Dinosaur Gallery	60	140	8,400	1,250	1,675		
	300-020-05		Parking	60	140	8,400	0	0		
1309 Camino del Mar	300-020-06	City of Del Mar	Library	85	140	11,928	4,874	4,874	41%	Information from City of Del Mar
	300-020-07									
<b>13th Street</b>										
1247 Camino del Mar	300-075-01	Camiel Shimon	Zel's Del Mar	85	70	5,950	1,127	1,127	19%	DRB 83-42 Plot Plan area takeoff. Outdoor eating area & temp. enclosure not included.
1237 Camino del Mar	300-075-09	Fletchco Properties LP	A-Masterpiece Realty Access to Offices	18	140	8,470	3,811	3,811	45%	DRB 77-95
1231 Camino del Mar	300-075-04	Calvi, Victor L	Seaside Yogurt Dexter's Deli For Dogs Access to Offices	40	140	5,600	4,940	3,048	54%	DRB 85-39 Plot Plan area takeoff
1219 Camino del Mar	300-075-05	Calvi, Victor L	Place 360 Health & Spa RE/MAX Distinctive-Toni Cieri Access to Offices	60	140	8,400	3,310	5,940	71%	DRB 85-39 Plot Plan area takeoff
1217 Camino del Mar	300-075-06	George Conkwright	101-Prop Kitchen 102-Vacant 103-Vacant Access to Offices	140	140	19,628	10,110	10,110	52%	Information from property owner.
<b>12th Street</b>										
1155 Camino del Mar			UPS Store							
1145 Camino del Mar			Del Mar Liquor and Deli							
1143 Camino del Mar	300-401-15	Chronos, Thomas A	Luan Fine Jewelers Jolie Fleur Flower Shop Access to Offices	132.5	100	13,250	5,287	5,287	40%	DRB 73-25
1139 Camino del Mar										
1125 Camino del Mar	300-401-03	Reinholz, Carl F Trust	A-W Dean Meredith B-Gold Store Vacant - Suite C Offices Upstairs	105	100	10,500	6,273	7,032	67%	DRB 72-17 Plot Plan area take off shows 7,032 sq. ft. of enclosed area. Lease area plus garage/storage is 6,183 sq. ft.
1105 Camino del Mar	300-401-09	Wayne & Junie Young	Del Mar Psychic Raanya Eyebrow Threading Junie's Design - Alterations	52.6	100	5,260	2,738	3,146	60%	Information from property owner
1101 Camino del Mar	300-401-10	Wayne & Junie Young	A-Japone Sushi	50	100	5,000	2,250	3,277	66%	Information from property owner
<b>11th Street</b>										
1049 Camino del Mar	300-410-26	Peck Family 02-12-99	A-Torrey Pacific Properties B-Golden Needle Tailor Multiple Offices	140	150	22,500	6,494	7,081	31%	DRB 72-34 Plot Plan for construction of additional building and removal of pool - area takeoff.
1011 Camino del Mar	300-410-27 300-410-28 300-410-29	Canterbury Del Mar	101-Nature 102-James R. Giesler, Att. 104-D- Lux Cleaners 106-Cali Nails 108-Brio Salon Double Happiness 114-The Bustle 116-State Farm Insurance - 116 118-The Bustle II Entrance to Offices	200	150	28,500	13,088	13,279	47%	Information from property owner states that building area is 13,279 sq. ft. and that lot area is 27,000 sq. ft. Lot area information from property owner differs from assessor parcel map information. Assessor information is used.
<b>10th Street</b>										
307 10th Street	300-221-32	941 Camino del Mar LP	Garden Del Mar SP	170	150	25,500	19,680	19,680	77%	Garden Del Mar Specific Plan
941 Camino del Mar	300-221-33									
915 Camino del Mar	300-221-34	BMR International LLC	Haver Architecture - 100 Lighthouse Dev. - 150 MAR Group - Suite 200 The Paul Group - Suite 225 RH Dell & Assoc. - 250	170	100	17,000	12,641	7,641	45%	DRB 84-11
318 9th Street	300-221-23	Maurice & Marsha Shahon	Eaton & Associates - Suite A Jamie M. Ferruson DDS - B Rokhsar Eizadi DDS - Suite C	50	170	8,500	1,950	1,966	23%	DRB 73-15
subtotal	27			93	125	275,272	137,046	135,782	49%	
Totals/Averages	67	alley not incl.		75	119	597,723	279,267	272,830	46% av. FAR	

## **2. Camino del Mar Pedestrian Zone Shadow Analysis**

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## Camino del Mar Pedestrian Zone Shadow Analysis

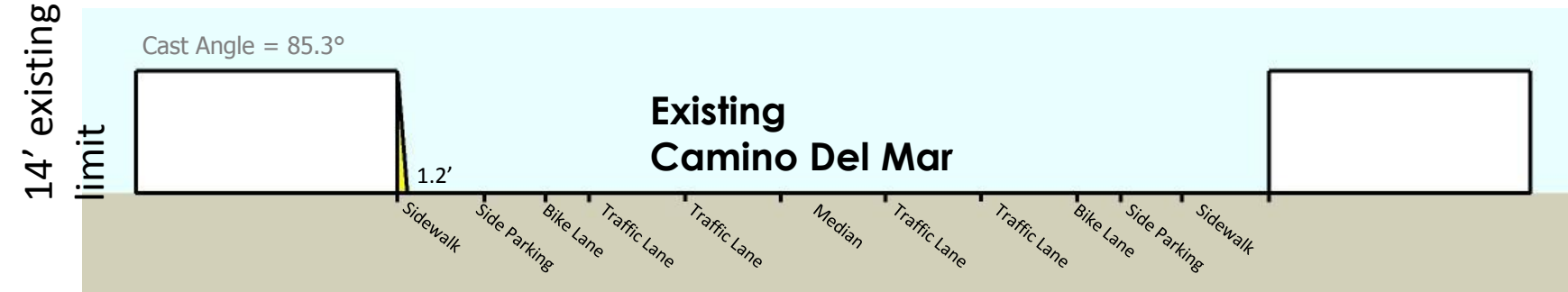
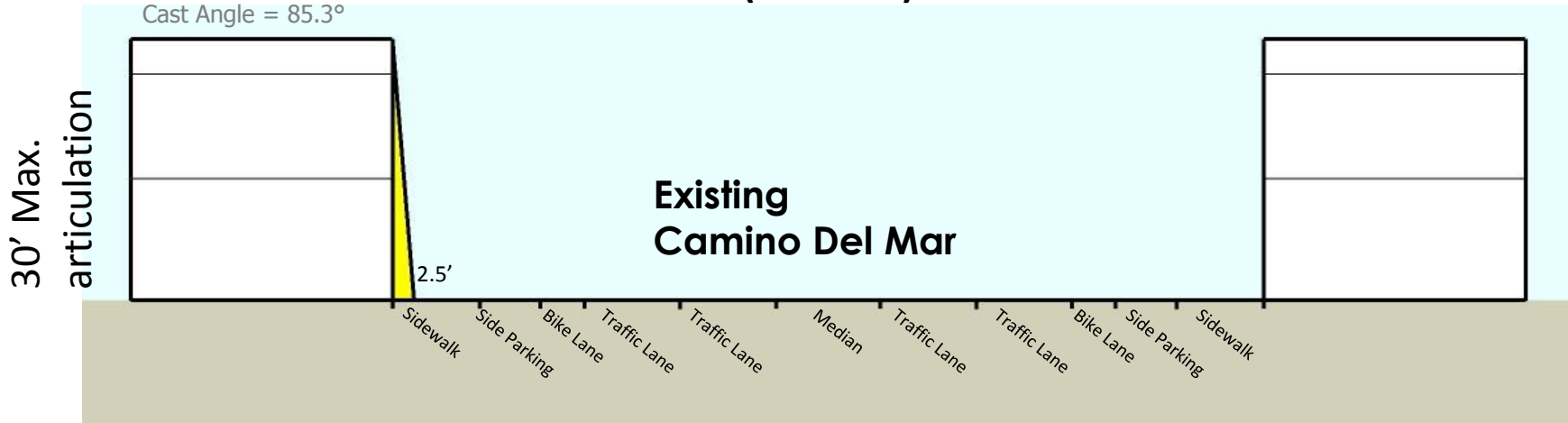
### Table of Shadow Cast Lengths and Angles

Shadow Study					
		14 ft	26 ft	30 ft	
<b>Solstice</b>	<b>Winter</b>	Cast	Cast	Cast	<b>Angle</b>
	10am (from East side)	4.84'	8.92'	10.44'	70.9 °
	12pm	7.5'	13.88'	16.12'	61.8 °
	2pm (from West side)	22.74'	42.34'	48.82'	31.6 °
	<b>Summer</b>	Cast	Cast	Cast	<b>Angle</b>
	10am (from East side)	5.84'	10.79'	12.53'	67.4 °
	12pm	1.15'	2.22'	2.45'	85.3 °
	2pm (from West side)	8'	14.86'	17'	60.3 °
<b>Equinox</b>	<b>Fall</b>	Cast	Cast	Cast	<b>Angle</b>
	10am (from East side)	4.79'	8.94'	10.35'	71.4 °
	2pm (from West side)	13.77'	25.57'	29.44'	45.5 °
	<b>Spring</b>	Cast	Cast	Cast	<b>Angle</b>
	10am (from East side)	6.13'	11.55'	13.34'	66.4 °
	2pm (from West side)	10'	18.55'	21.34'	54.5 °

\*The data shown in the table and in the diagrams are of shade patterns for solstices and equinoxes of 2011 for San Diego, California. The data was collected using Google Sketchup's shadow simulation tool after being geo-referenced to San Diego, CA. Diagram views are facing North along Camino Del Mar and shadows being cast are from the times of 10am and 12pm. Thus, each side of CDM is subject to shading relative to these times, meaning the east side is shaded at 10am whereas the west side experiences shade at 2pm. Data gathered from Google Sketchup's shadow tool is accurate for the purposes of demonstrating the broad effects of solar effects on the built environment.

# Summer Solstice Shadows (12 noon)

Scale: 1" = 20'



# Summer Solstice Shadows

Scale: 1" = 20'

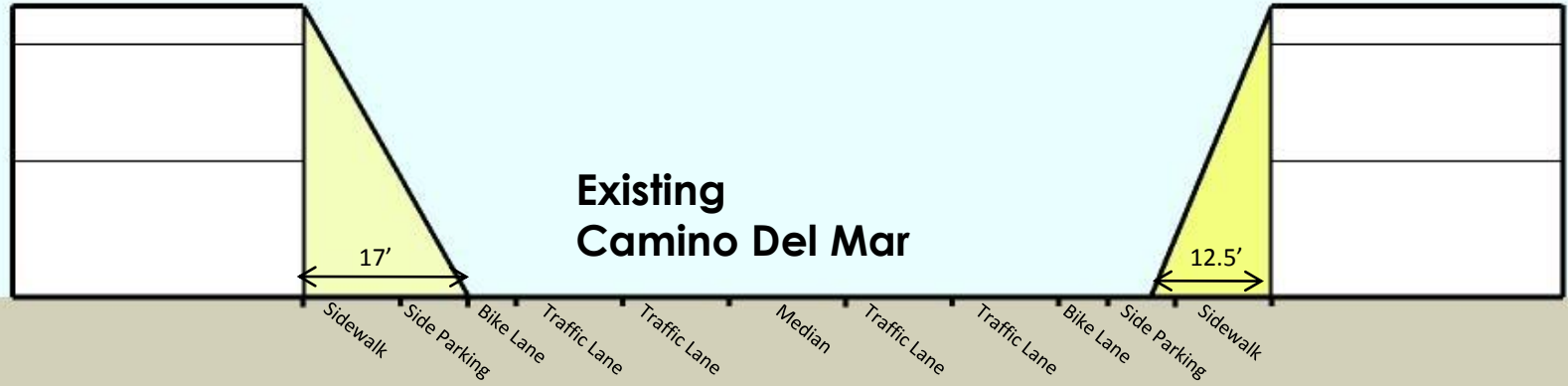
2pm (West-side)

10am (East-side)

Cast Angle = 60.3°

Cast Angle = 67.4°

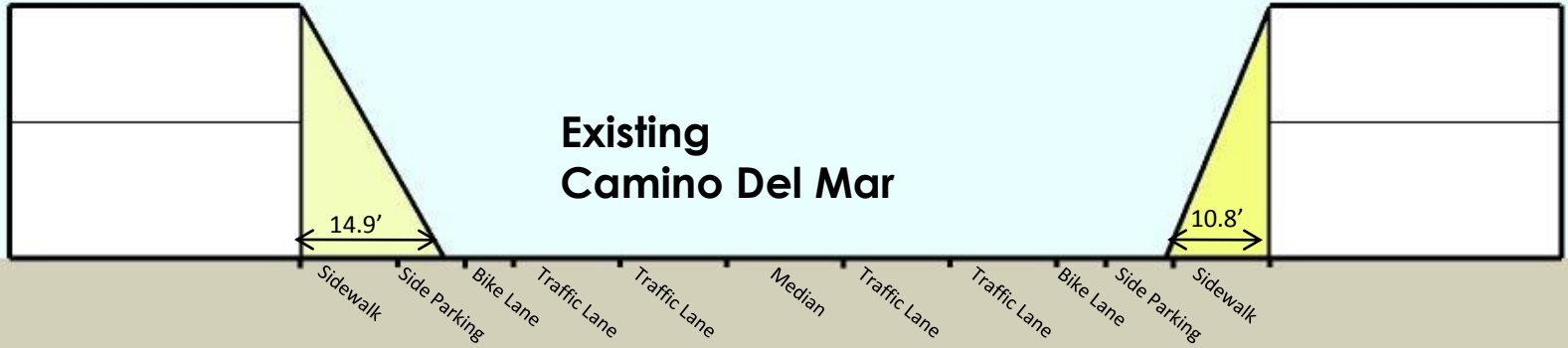
30' Max.  
articulation



26' height  
limit

Cast Angle = 60.3°

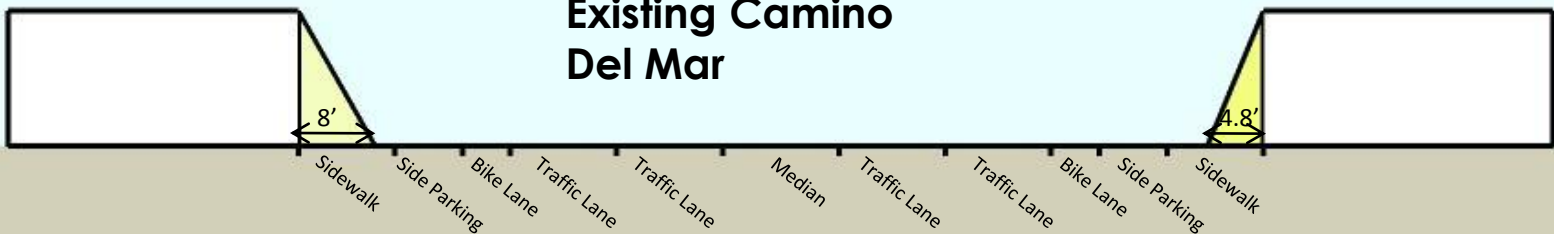
Cast Angle = 67.4°



14' existing  
limit

Cast Angle = 60.3°

Cast Angle = 67.4°



# Fall Equinox Shadows

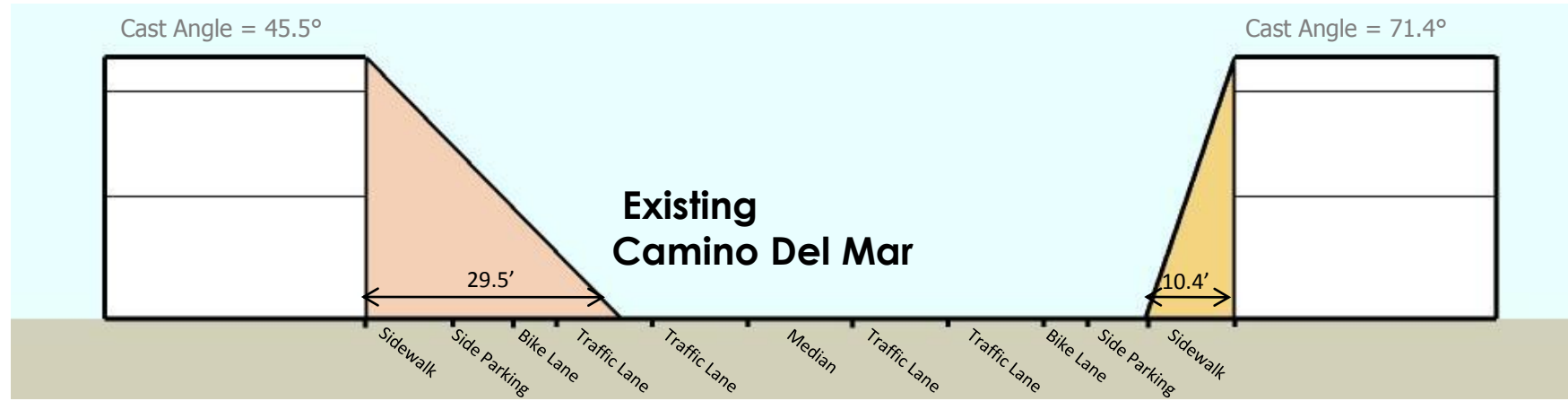
## 2pm (West-side)

## 10am (East-side)

Cast Angle = 45.5°

Cast Angle = 71.4°

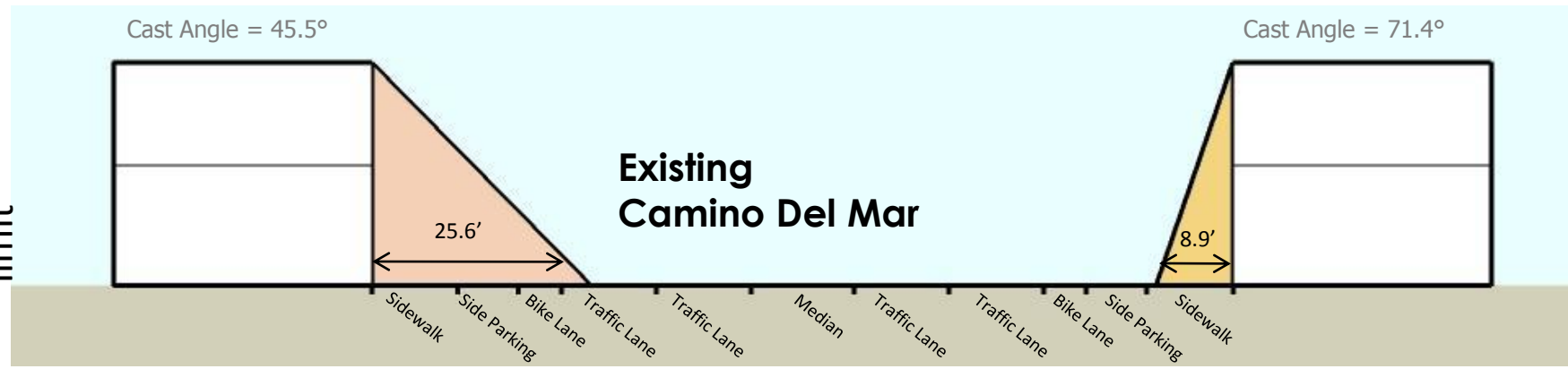
30' Max.  
articulation



Cast Angle = 45.5°

Cast Angle = 71.4°

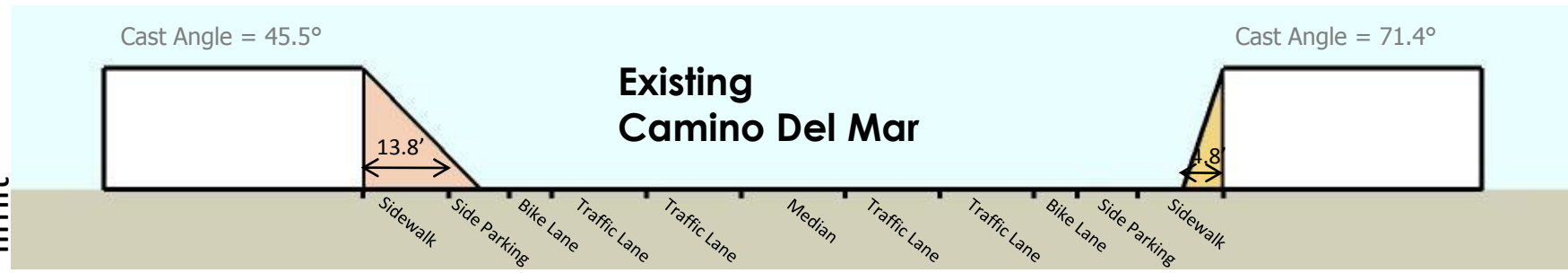
26' height  
limit



Cast Angle = 45.5°

Cast Angle = 71.4°

14' existing  
limit



2pm (West-side)

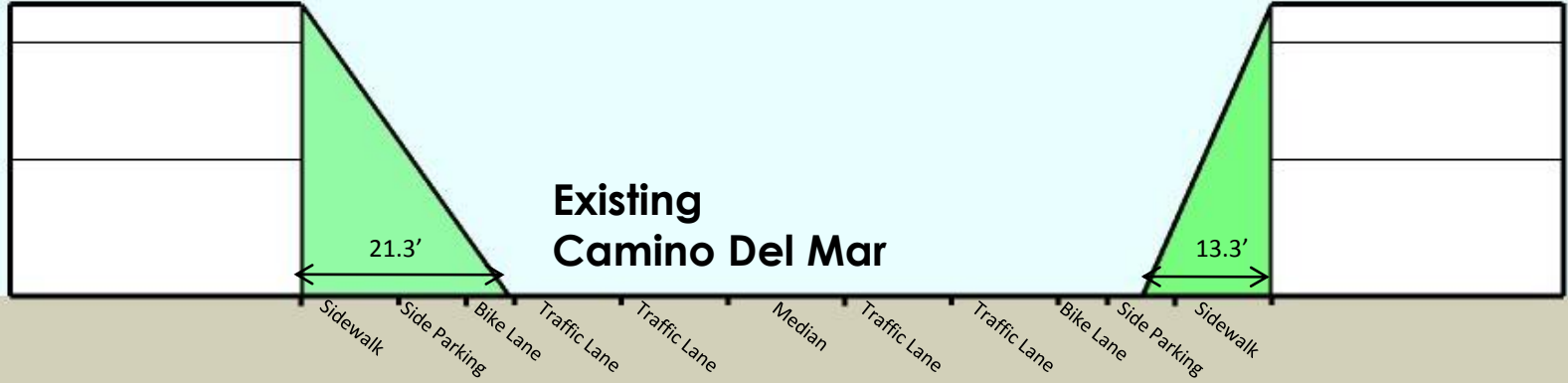
# Spring Equinox Shadows

10am (East-side) Scale: 1" = 20'

30' Max.  
articulation

Cast Angle = 54.5°

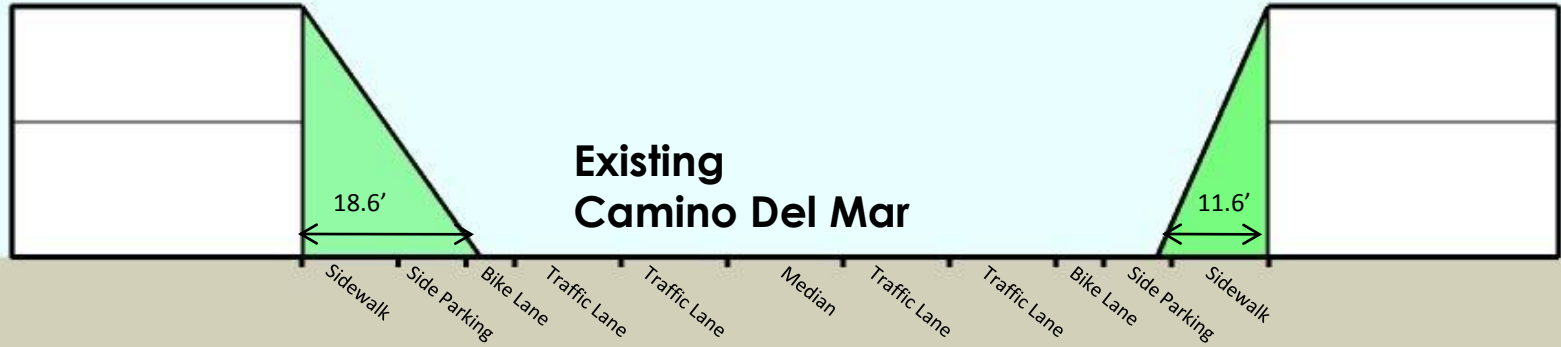
Cast Angle = 66.4°



26' height  
limit

Cast Angle = 54.5°

Cast Angle = 66.4°



14' existing  
limit

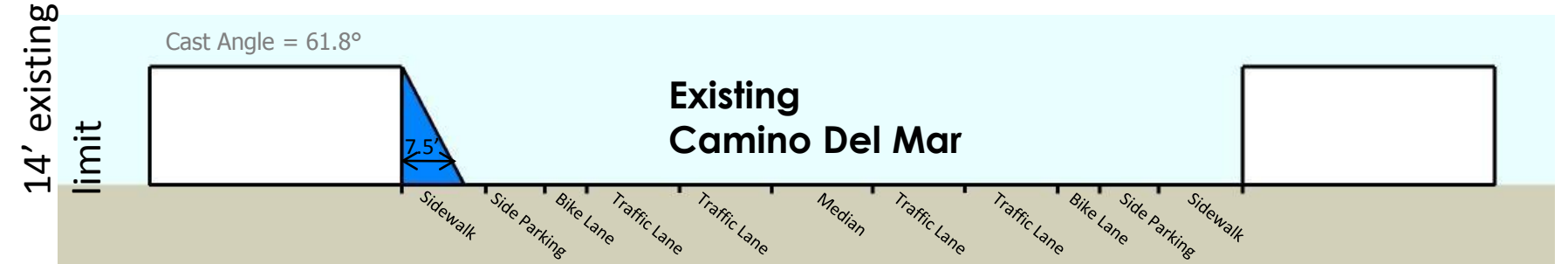
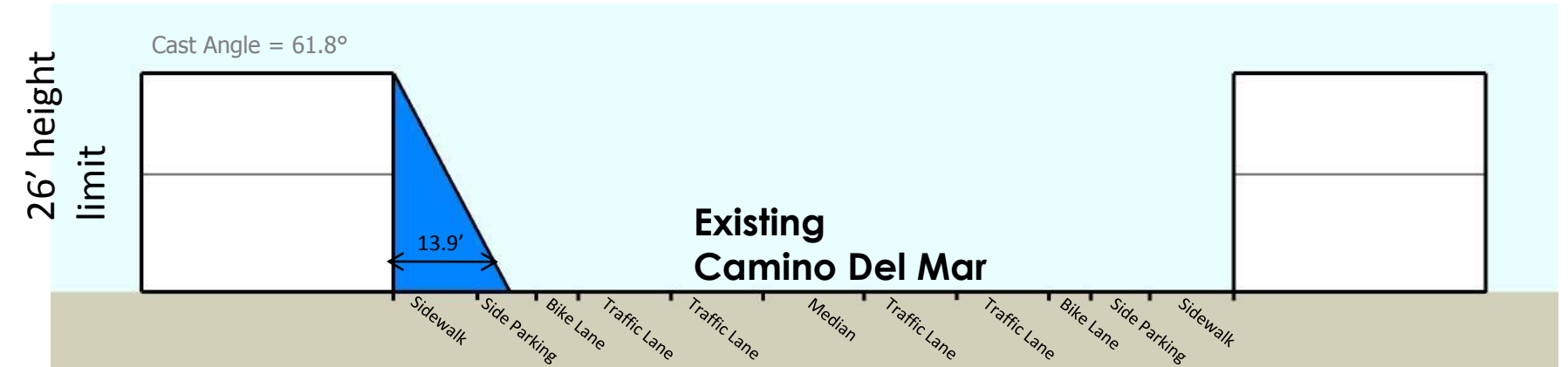
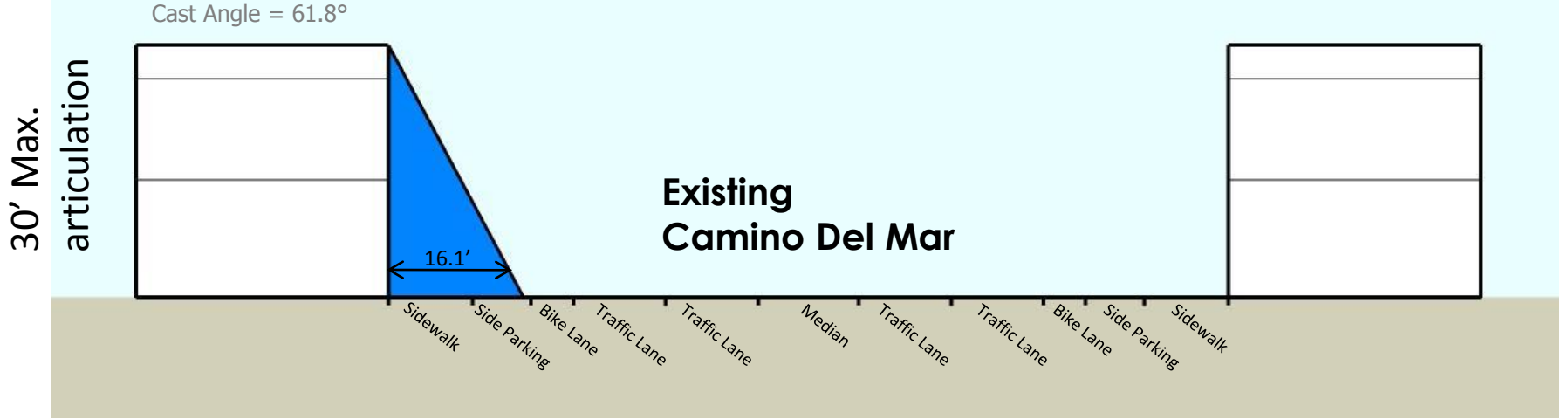
Cast Angle = 54.5°

Cast Angle = 66.4°



# Winter Solstice Shadows (12pm)

Scale: 1" = 20'

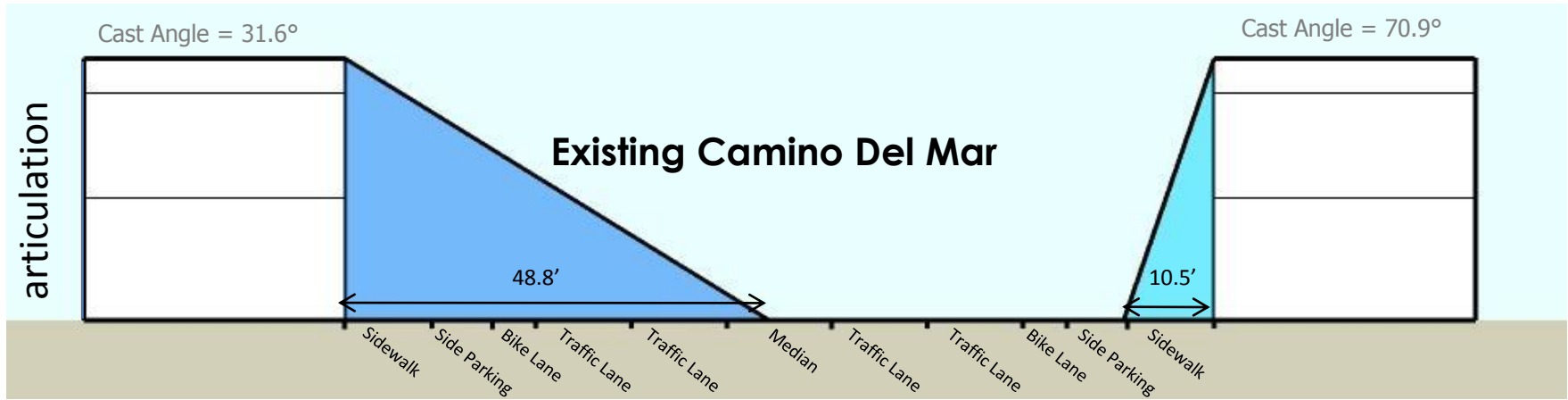


2pm (West-side)

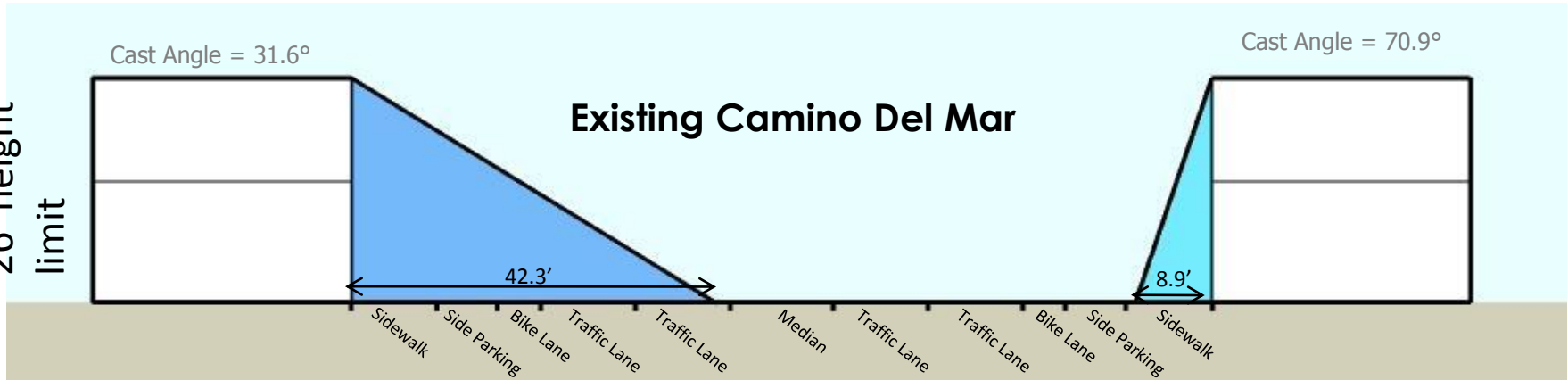
# Winter Solstice Shadows

10am (East-side)

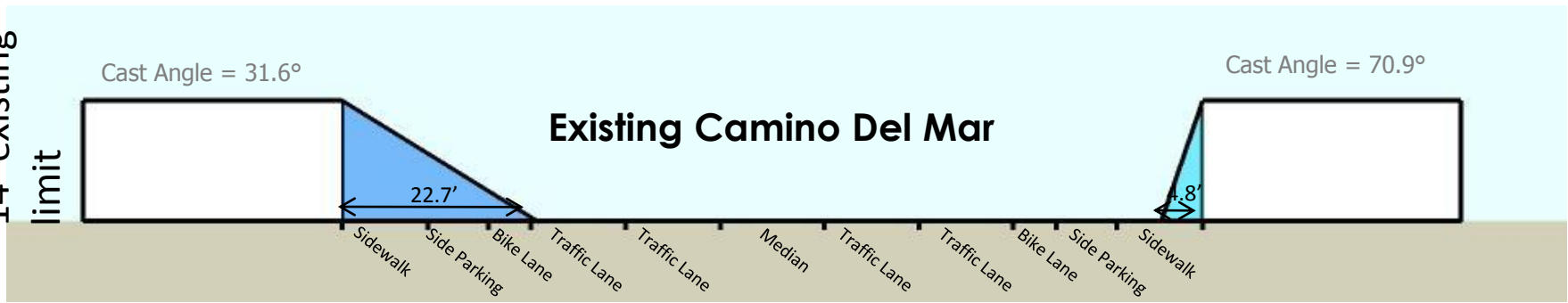
30' Max.  
articulation



26' height  
limit



14' existing  
limit



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### 3. Shade and Shadow Analysis on Adjoining Neighborhood

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## Shade and Shadow Analysis on Adjoining Neighborhood

The following diagram illustrates the potential shading of a residential structure west of Del Mar Lane (diagrammatically shown at 26'-0" in height, 10 feet from eastern property line). Shade is cast from the adjacent commercial property designed with a height of 26'-0" from Camino del Mar, with roof articulations shown at an additional 4'-0" above the height limit, and a 20 feet upper level stepback from residential alley, per the draft development parameters.



Shade calculation is modeled at 8:00 AM and 9:00 AM on December 22, the longest day. Note that shade has extended across the alley and partially shades the residential façade. However, by 9:00 AM, the east facing façade of the residential unit is in full sun. This is the same effect that a building that is 14 feet high would have on the adjoining property.

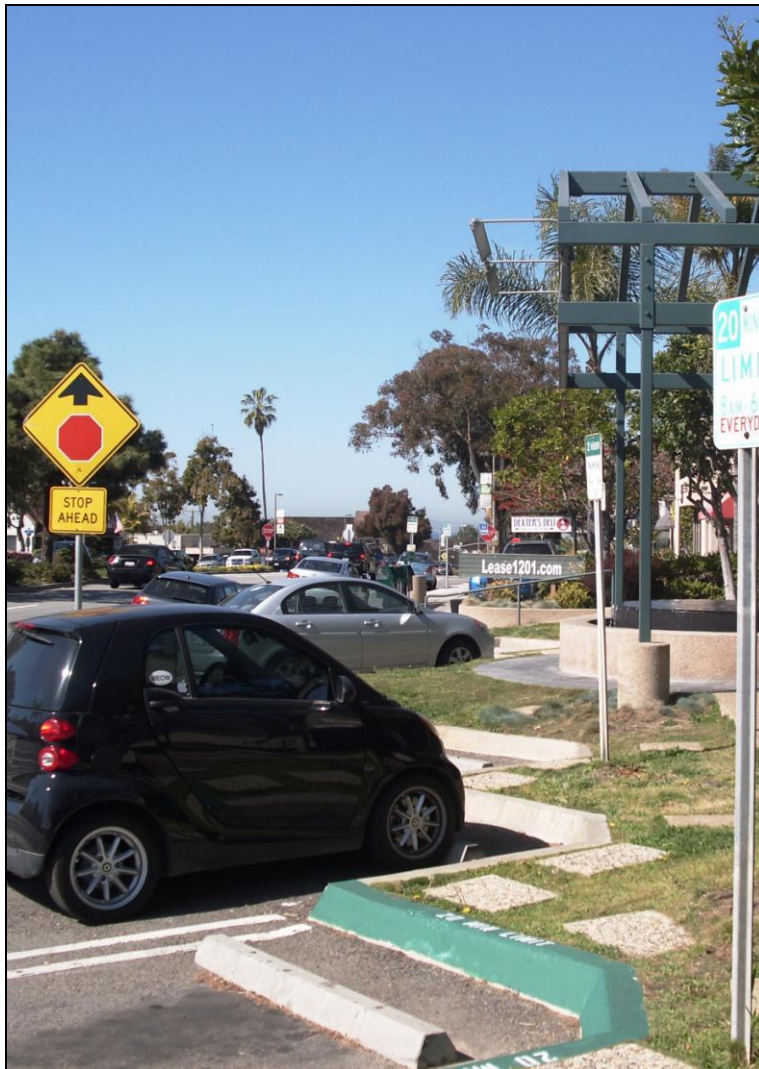
\*The above analysis showing potential shading impacts on adjoining neighborhoods was conducted based on a prior set of development parameters, where there was no height limit on buildings adjacent to residential neighborhoods and an additional four feet of height was allowable for roof articulation. These parameters have since been revised to minimize impacts on adjacent residential neighborhoods. Therefore, development would have less of an impact than what is demonstrated in this prior analysis.

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# Appendix D

## Parking



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# 1. Del Mar Village Specific Plan Parking Study

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# TECHNICAL MEMORANDUM

To: Kathy Garcia, City of Del Mar  
From: Arnold Torma, KOA Corporation  
Re: Del Mar Village Specific Plan Parking Study  
KOA No.: B14133  
Date: February 27, 2012

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## BACKGROUND

This technical memorandum has been provided to supplement the Del Mar Village Specific Plan Traffic Impact Study (2012), and provides information about on-street and off-street parking occupancy in Del Mar, California.

To validate the utilization of parking in Del Mar, KOA conducted a parking survey. The results for typical weekday and weekend usage for both on-street and off-street parking can be found below.

## METHODOLOGY

To consider both weekday and weekend peak hour parking occupancy, we conducted a parking survey on Thursday, January 26, 2012 and again on Saturday, January 28, 2012 between the hours of 11 AM and 2 PM. During these counts, the weather was warmer than a normal winter day due to the weather being in the mid-70s, attracting the usual beach crowd. In order to accurately represent the typical existing parking situation in the City of Del Mar, the number of occupied parking spaces versus the number of total parking spaces for on and off street parking was counted every hour and then documented. Off-street parking tallies do not include single-family unit residential driveways and garages. However, apartment parking spaces are included.

The limits for the parking survey are approximately 900 feet to the north of 15<sup>th</sup> Street and Camino Del Mar, the Pacific Ocean coastline to the west, Luneta Drive/Highland Avenue to the east, and 8<sup>th</sup> Avenue to the south.

Figure I in Attachment A illustrates the designated parking study area. In order to capture both off-street and on-street parking, the parking study area is divided into blocks labeled from A to AH, with each block face assigned a number 1 through 4.

To find on-street and off-street parking utilization, the number of occupying cars was divided by the capacity of parking spaces. Therefore, when a parking area reaches and/or exceeds 90% utilization, it is effectively full and is defined as an impact.

## **EXISTING CONDITIONS**

There are a total of 828 on-street parking spaces and 1,671 off-street parking spaces, resulting in a total of 2,499 parking spaces.

The Village Zone along Camino Del Mar (between the limits of 15<sup>th</sup> Street and 9<sup>th</sup> Street), has a total of 152 on-street parking spaces.

### ***Weekday Results***

According to the weekday count, the peak hour for the parking survey is at 12 PM. The on-street parking is 68% utilized (561 occupied spaces) and the off-street parking is 58% utilized (973 occupied spaces), with a total of 61% utilization (1,533 occupied spaces).

For the Village Zone along Camino Del Mar, on-street parking is 87% utilized (128 occupied spaces).

### ***Weekend Results***

According to the weekend count, the peak hour for the parking survey is at 1 PM. The on-street parking is 74% utilized (609 occupied spaces) and the off-street parking is 50% utilized (832 occupied spaces), with a total of 58% utilization (1,439 occupied spaces).

For the Village Zone along Camino Del Mar, on-street parking is 86% utilized (126 occupied spaces).

The figures in Attachment A display the parking blocks and parking faces which have 70%-89% and 90% or more utilization of weekday and weekend on-street and off-street parking. The existing parking study results are summarized in Attachment B.

## **PROPOSED PROJECT/FUTURE CONDITIONS**

The proposed City of Del Mar Village Specific Plan introduces “new public streetscape improvements; new mixed-use zone development standards and design guidelines for private properties; and infrastructure to support future development.” The planned redevelopment zone includes commercial facilities, residential dwelling units, restaurants, a civic facility and a boutique hotel totaling approximately 600,000 square feet. In order to estimate the future parking demand for the proposed land uses, we have applied a mix of parking generation rates. SANDAG’s *Smart Growth Parking* rate of 3.5 spaces per thousand square feet was applied to the civic, commercial and retail land uses. For hotel and residential uses, a rate of 1.2 (provided by the City of Del Mar) and 2.0 (based on the ITE Parking Generation Manual), respectively, were applied. Finally, the City of Del Mar municipal code rate of 11.1 spaces per thousand square feet was applied to the restaurant land use. The total parking demand would be 2,290 spaces using the recommended commercial rate and the residential rate described above. Table 1, below summarizes the resulting parking demand.

**Table 1  
Parking Generation Rates**

Land Use	Square Footage	DU	Rate	Demand
Hotel	23,000	60	1.25	75
Civic	35,000		3.30	116
Office	170,000		5.00	706
Retail	138,500		3.30	457
Restaurant	66,000		11.1	733
Residential	167,500	140	2	279
<b>Total Demand</b>				<b>2,366</b>

\*assumed using an average size

The City has developed a strategy for accommodating an appropriate amount of parking assuming the shared use of some facilities and a strategy of “park once” for non-residential uses. Assuming that a parking facility is essentially full at 90% occupancy, and allowing for the walkability of the surrounding community, the City has been able to conclude that approximately 1,500 private spaces will be needed after making allowances for on-street use, a proposed structure at the City Hall property, and a series of management strategies being discussed with the City Council and with TPAC, the citizen’s committee that focuses on parking.

**PREVIOUS STUDIES & RECOMMENDATIONS**

The City of Del Mar Community Plan describes nine provisions for the Village Center Specific Plan to improve the appearance and function of the Village Area. One of the provisions that pertain to parking is:

- Location of common satellite parking areas which will serve the downtown businesses;

As stated in SANDAG’s *Parking Strategies for Smart Growth*, the following recommendations to help improve parking utilization within the City limits which are applicable are:

- Transit pass purchase programs
- Employer assistance with transit costs
- Neighborhood based car-sharing program
- Unbundling parking from tenant leases

In the Meyer, Mohaddas Associates' *Parking Master Plan Report* (May 2000), the following recommendations to help improve parking utilization within the City limits which are applicable are:

- Work with the Post Office to allow limited on-side customer parking
- Explore the use of Seagrove Lot and/or the Train Depot Lot for beach/employee parking
- Revise City codes to maximize future parking efficiency
- Create and circulate visitor parking information guide/map
- Pursue implementation of resident permit parking based on requests by affected residents (in conjunction with other measures to provide beach access)
- Pursue remote parking with peak season shuttle system
- Investigate potential locations for additional parking (100 to 150 more parking spaces) in the Village Center area where most feasible. Parking as close to the parking impacted area of 15<sup>th</sup> Street and Camino Del Mar would be most desirable, with more remote parking to the south also a potential solution if a feasible location in the north end of the village cannot be identified.
- Add parking via driveway consolidation and/or removal of unnecessary red curb area

## **SEASONALITY**

Seasonality can be a factor for parking in this study area. In the previous study by Meyer, Mohaddas Associates, there is an average difference of parking occupancy of 47% to 74% between the months of January and July. Also, according to the estimates provided by the Del Mar lifeguards in January 2012, there are an estimated 10,000 beach goers in January over two days, and 30,000 beach goers in July over two days, with both estimates occurring over a weekend. Because our study area does not fully account for the same beach area as the Meyer, Mohaddas Associates report, caution should be used when determining parking utilization due to the change in seasons. The results reported herein have not been adjusted for seasonality.

## **CONCLUSION**

In the Meyer, Mohaddas report, the overall on-street occupancy for the summer is 63% utilization, which compares to an overall occupancy on the weekend in this study for on-street parking of 73% utilization. For off-street parking, Meyer, Mohaddas Associates reports a peak utilization of 51%, while this survey reports 50%.

Our analysis concludes more on-street impacts occur to the west of Camino Del Mar, between 11<sup>th</sup> Street and 15<sup>th</sup> Street. For off-street parking, the largest impact occurs at Block P, also on the west side of Camino Del Mar. For the Village Zone, more impacts occur on the west side, with the largest impact occurring between 13<sup>th</sup> Street and 15<sup>th</sup> Street.

Given the proposed redevelopment program, there is a need for approximately 2,366 total parking spaces of which about 1,500 will be on private parcels.

AT/dc

Attachment A: Figures

Attachment B: Parking Survey Results

**Attachment A**  
**Figures**

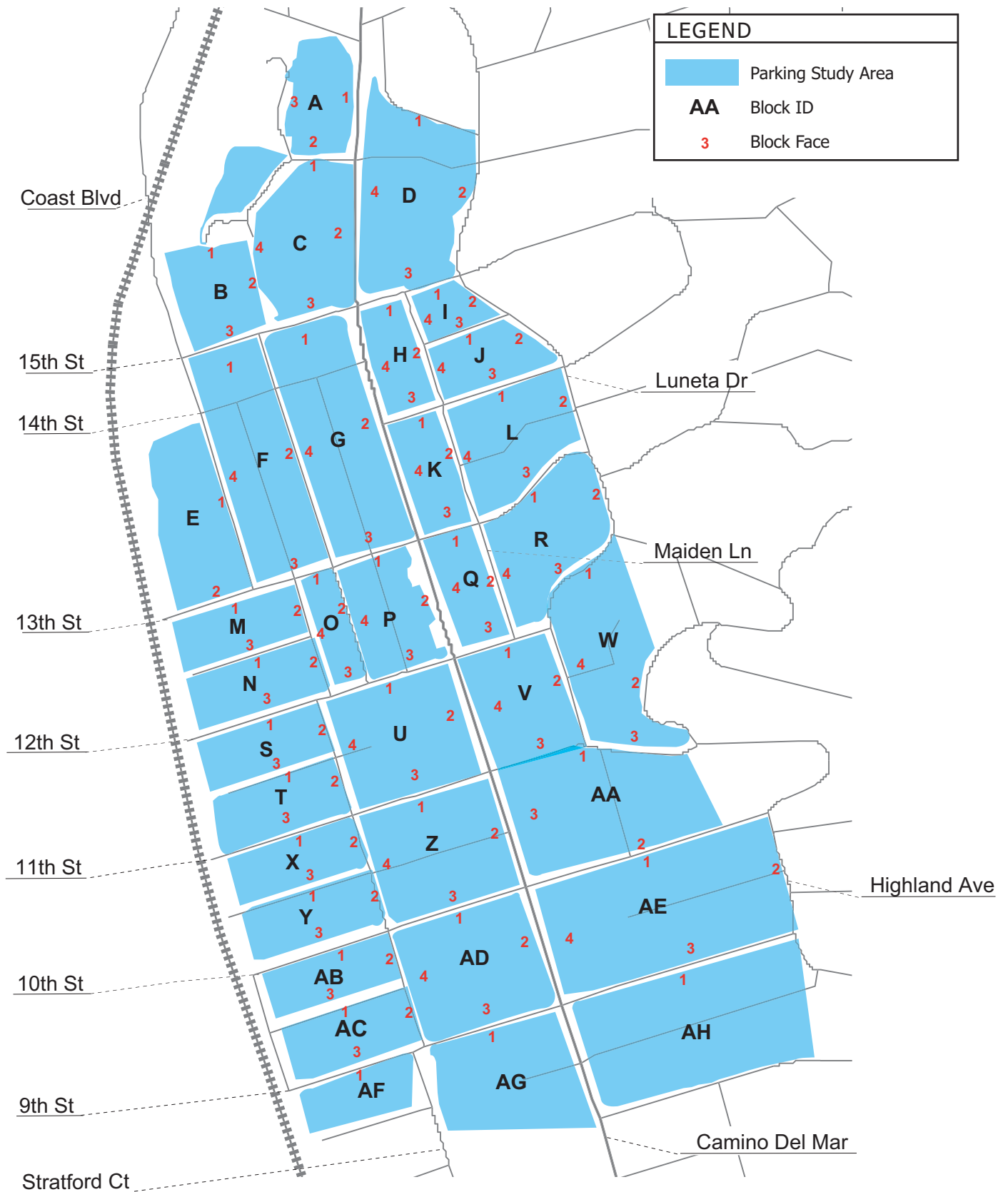


Figure 1  
Parking Study Area

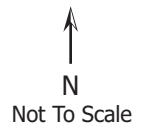




Figure 2  
Weekday Peak Hour (12 PM)  
On-Street Parking Occupancy

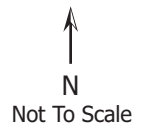




Figure 3  
Weekday Peak Hour (12 PM)  
Off-Street Parking Occupancy

↑  
N  
Not To Scale



Figure 4  
Weekend Peak Hour (1 PM)  
On-Street Parking Occupancy

↑  
N  
Not To Scale

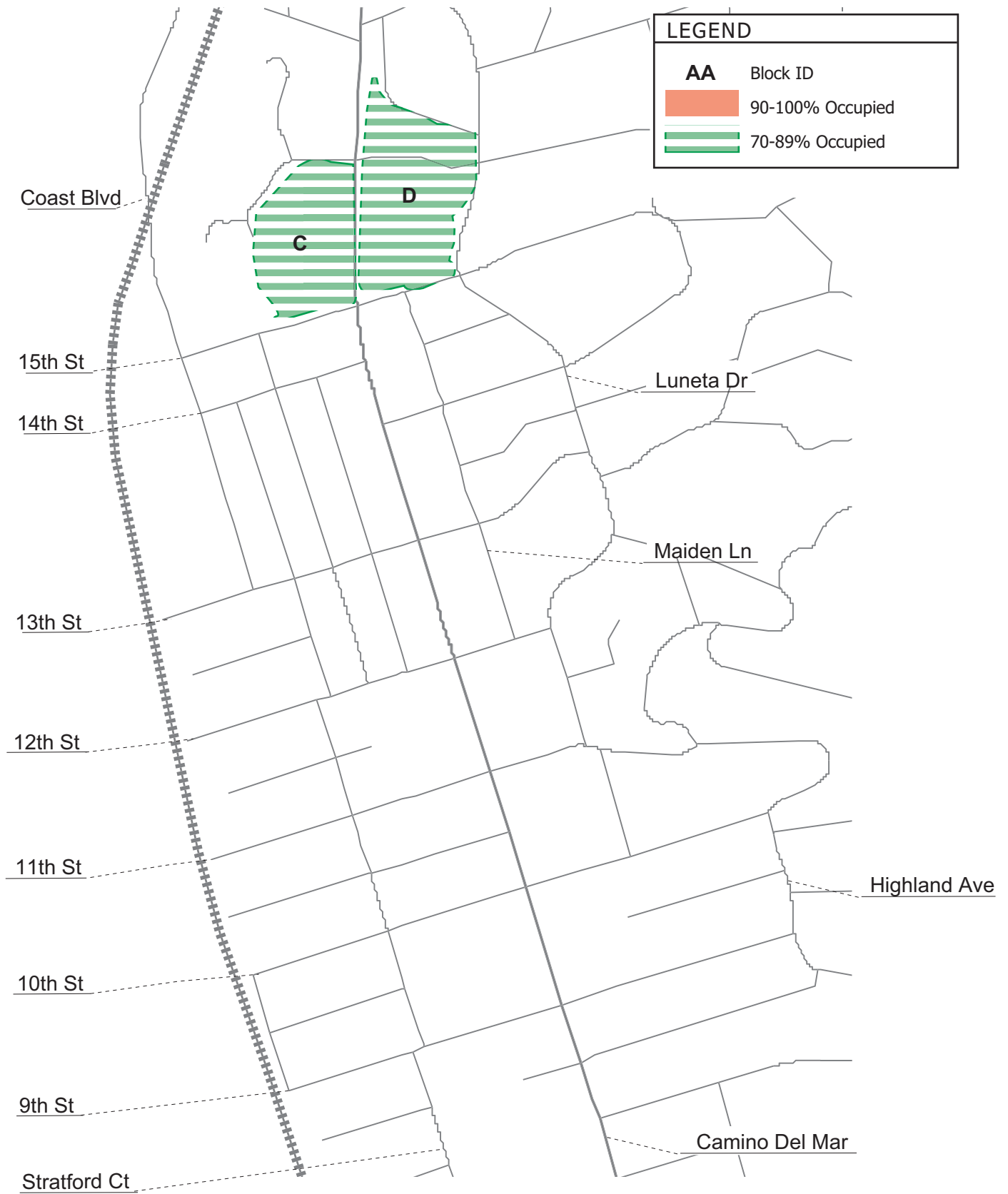


Figure 5  
Weekend Peak Hour (1 PM)  
Off-Street Parking Occupancy

↑  
N  
Not To Scale



Figure 6  
Weekday Peak Hour (12 PM)  
On-Street Parking Occupancy for Village Zone

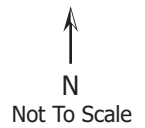




Figure 7  
Weekend Peak Hour (1 PM)  
On-Street Parking Occupancy for Village Zone

↑  
N  
Not To Scale

**Attachment B**  
**Parking Survey Results**

## Del Mar Parking Counts

Parking Inventory Form

Date= 1/26/2012 Thursday

Time= 12:00 PM Peak

Block	OFF-STREET PARKING									
	Public	Public Meter	Public Permit	Private	Private Meter	Private Permit	Private Valet	Total Demand	Total Capacity	% Occ
A				35		18	27	35	125	28%
B				36				36	75	48%
C		20	7				72	27	132	20%
D	332			6				338	399	85%
E				11				11	41	27%
F				10				10	14	71%
G				69				69	112	62%
H				36				36	70	51%
I				46				46	53	87%
J								0	0	0%
K	11			28				39	82	48%
L								0	0	0%
M								0	0	0%
N								0	0	0%
O								0	0	0%
P				33				33	34	97%
Q				43				43	84	51%
R								0	0	0%
S								0	0	0%
T								0	0	0%
U				38				38	51	75%
V				18				18	21	86%
W								0	0	0%
X								0	0	0%
Y								0	0	0%
Z	24							24	58	41%
AA				47				47	85	55%
AB								0	0	0%
AC								0	0	0%
AD				24				24	55	44%
AE				19				19	29	66%
AF								0	0	0%
AG				46				46	84	55%
AH				34				34	67	51%
<b>TOTAL</b>	367	20	7	579	0		99	973	1671	58%

## Del Mar Parking Counts

Parking Inventory Form

Date= 1/26/2012 Thursday

Time= 12:00 PM Peak

Block	ON-STREET PARKING														
	Face 1 Demand	Face 1 Capacity	% Occ	Face 2 Demand	Face 2 Capacity	% Occ	Face 3 Demand	Face 3 Capacity	% Occ	Face 4 Demand	Face 4 Capacity	% Occ	Total Demand	Total Capacity	% Occ
A		0			0			0			0		0	0	0%
B		0			0		5	8	63%				5	8	63%
C		0			0		13	15	87%		0		13	15	87%
D	6	0			0			0			9	0%	6	9	67%
E	25	25	100%	4	10	40%							29	35	83%
F	11	13	85%	5	5	100%	5	6	83%		0		21	24	88%
G	10	12	83%	28	30	93%	8	8	100%	20	28	71%	66	78	85%
H		0			0		2	2	100%	8	9	89%	10	11	91%
I		0						0			0		0	0	0%
J		0			0		17	18	94%		0		17	18	94%
K	3	4	75%		0		4	9	44%	12	16	75%	19	29	66%
L	16	16	100%	6	7	86%	12	14	86%		0		34	37	92%
M	3	15	20%		0			0					3	15	20%
N		0			0		10	15	67%				10	15	67%
O	3	3	100%	12	13	92%	3	3	100%		0		18	19	95%
P	3	4	75%	12	16	75%	9	9	100%	12	12	100%	36	41	88%
Q	2	2	100%		0		4	4	100%	12	12	100%	18	18	100%
R	6	7	86%		3	0%		2	0%		0		6	12	50%
S	10	12	83%	5	5	100%		0					15	17	88%
T		0		2	2	100%	11	12	92%				13	14	93%
U	14	14	100%	24	31	77%	10	14	71%	3	12	25%	51	71	72%
V	7	8	88%				4	4	100%	21	23	91%	32	35	91%
W		0			6	0%	1	10	10%	8	12	67%	9	28	32%
X	11	11	100%	4	6	67%		0					15	17	88%
Y		0		5	5	100%	7	16	44%				12	21	57%
Z	8	12	67%		0		3	10	30%	5	11	45%	16	33	48%
AA	8	26	31%	5	23	22%	7	9	78%				20	58	34%
AB	5	14	36%	1	4	25%		0					6	18	33%
AC		0			2	0%	7	10	70%				7	12	58%
AD	1	12	8%		0		6	11	55%	4	7	57%	11	30	37%
AE	5	10	50%	4	6	67%	5	24	21%		0		14	40	35%
AF	6	14	43%										6	14	43%
AG	11	12	92%										11	12	92%
AH	12	24	50%										12	24	50%
<b>TOTAL</b>	<b>186</b>	<b>270</b>		<b>117</b>	<b>174</b>		<b>153</b>	<b>233</b>		<b>105</b>	<b>151</b>		<b>561</b>	<b>828</b>	<b>68%</b>

# Del Mar Parking Counts

Parking Inventory Form

Date= 1/26/2012 Thursday

Time= 12:00 PM Peak

Block	ON-STREET CAMINO DEL MAR											
	Face 2	Face 2	%	Face 3	Face 3	%	Face 4	Face 4	%	Total	Total	%
	Demand	Capacity	Occ	Demand	Capacity	Occ	Demand	Capacity	Occ	Demand	Capacity	Occ
G	28	30	93%							28	30	93%
H							8	9	89%	8	9	89%
K							12	16	75%	12	16	75%
P	12	16	75%							12	16	75%
Q							12	12	100%	12	12	100%
U	24	31	77%							24	31	77%
V							21	23	91%	21	23	91%
Z		0								0	0	0%
AA				7	9	78%				7	9	78%
AD		0								0	0	0%
AE	4	6	67%							4	6	67%
AG		0								0	0	0%
AH		0								0	0	0%
<b>TOTAL</b>	68	83		7	9		53	60		128	152	84%

## Del Mar Parking Counts

Parking Inventory Form

Date= 1/28/2012 Saturday

Time: 1:00 PM Peak

Block	OFF-STREET PARKING									
	Public	Public Meter	Public Permit	Private	Private Meter	Private Permit	Private Valet	Total Demand	Total Capacity	% Occ
A				17		18	29	17	125	14%
B				36				36	75	48%
C		9	41	54			24	104	132	79%
D	332			8				340	399	85%
E				1				1	41	2%
F				7				7	14	50%
G				53				53	112	47%
H				17				17	70	24%
I				14				14	53	26%
J								0	0	0%
K	12			19				31	82	38%
L								0	0	0%
M								0	0	0%
N								0	0	0%
O								0	0	0%
P				23				23	34	68%
Q				13				13	84	15%
R								0	0	0%
S								0	0	0%
T								0	0	0%
U				14				14	51	27%
V				13				13	21	62%
W								0	0	0%
X								0	0	0%
Y								0	0	0%
Z	26							26	58	45%
AA				31				31	85	36%
AB								0	0	0%
AC								0	0	0%
AD				28				28	55	51%
AE								0	29	0%
AF								0	0	0%
AG				4				4	84	5%
AH				8				8	67	12%
<b>TOTAL</b>	370	9	41	359	0		53	832	1671	50%

## Del Mar Parking Counts

Parking Inventory Form

Date= 1/28/2012 Saturday

Time: 1:00 PM Peak

Block	ON-STREET PARKING														
	Face 1 Demand	Face 1 Capacity	% Occ	Face 2 Demand	Face 2 Capacity	% Occ	Face 3 Demand	Face 3 Capacity	% Occ	Face 4 Demand	Face 4 Capacity	% Occ	Total Demand	Total Capacity	% Occ
A		0			0			0			0		0	0	0%
B		0			0		3	8	38%				3	8	38%
C		0			0		13	15	87%		0		13	15	87%
D	2	0			0			0		7	9	78%	9	9	100%
E	25	25	100%	8	10	80%							33	35	94%
F	12	13	92%	5	5	100%	5	6	83%		0		22	24	92%
G	12	12	100%	30	30	100%	8	8	100%	26	28	93%	76	78	97%
H		0			0		2	2	100%	6	9	67%	8	11	73%
I		0			0			0			0		0	0	0%
J		0			0		18	18	100%		0		18	18	100%
K	2	4	50%		0		7	9	78%	12	16	75%	21	29	72%
L	10	16	63%	5	7	71%	9	14	64%		0		24	37	65%
M	14	15	93%		0			0					14	15	93%
N		0			0		11	15	73%				11	15	73%
O	2	3	67%	13	13	100%	2	3	67%		0		17	19	89%
P	3	4	75%	15	16	94%	9	9	100%	12	12	100%	39	41	95%
Q	2	2	100%		0		4	4	100%	12	12	100%	18	18	100%
R	2	7	29%	2	3	67%	2	2	100%		0		6	12	50%
S	12	12	100%	5	5	100%		0					17	17	100%
T		0		2	2	100%	12	12	100%				14	14	100%
U	13	14	93%	28	31	90%	13	14	93%	12	12	100%	66	71	93%
V	8	8	100%				4	4	100%	19	23	83%	31	35	89%
W	6	0			6	0%	1	10	10%		12	0%	7	28	25%
X	11	11	100%	4	6	67%		0					15	17	88%
Y		0		5	5	100%	12	16	75%				17	21	81%
Z	12	12	100%		0		8	10	80%	7	11	64%	27	33	82%
AA	5	26	19%	7	23	30%	4	9	44%				16	58	28%
AB	4	14	29%	3	4	75%		0					7	18	39%
AC		0		1	2	50%	3	10	30%				4	12	33%
AD	8	12	67%		0		7	11	64%	7	7	100%	22	30	73%
AE	3	10	30%	6	6	100%	9	24	38%		0		18	40	45%
AF	4	14	29%										4	14	29%
AG		12	0%										0	12	0%
AH	12	24	50%										12	24	50%
<b>TOTAL</b>	<b>184</b>	<b>270</b>		<b>139</b>	<b>174</b>		<b>166</b>	<b>233</b>		<b>120</b>	<b>151</b>		<b>609</b>	<b>828</b>	<b>74%</b>

# Del Mar Parking Counts

Parking Inventory Form

Date= 1/28/2012 Saturday

Time: 1:00 PM Peak

Block	ON-STREET CAMINO DEL MAR											
	Face 2	Face 2	%	Face 3	Face 3	%	Face 4	Face 4	%	Total	Total	%
	Demand	Capacity	Occ	Demand	Capacity	Occ	Demand	Capacity	Occ	Demand	Capacity	Occ
<b>G</b>	30	30	<b>100%</b>							30	30	<b>100%</b>
<b>H</b>							6	9	67%	6	9	67%
<b>K</b>							12	16	<b>75%</b>	12	16	<b>75%</b>
<b>P</b>	15	16	<b>94%</b>							15	16	<b>94%</b>
<b>Q</b>							12	12	<b>100%</b>	12	12	<b>100%</b>
<b>U</b>	28	31	<b>90%</b>							28	31	<b>90%</b>
<b>V</b>							19	23	<b>83%</b>	19	23	<b>83%</b>
<b>Z</b>		0								0	0	0%
<b>AA</b>				4	9	44%				4	9	44%
<b>AD</b>		0								0	0	0%
<b>AE</b>								0		0	0	0%
<b>AG</b>		0								0	0	0%
<b>AH</b>		0								0	0	0%
<b>TOTAL</b>	<b>73</b>	<b>77</b>		<b>4</b>	<b>9</b>		<b>49</b>	<b>60</b>		<b>126</b>	<b>146</b>	<b>86%</b>

## **2. Park Once Strategy and Shared Parking Analysis**

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July 26, 2012

JN 55-100629.001

Mrs. Kathy Garcia  
**CITY OF DEL MAR**  
1050 Camino del Mar  
Del Mar, CA 92014

**Subject: Park Once Strategy and Shared Parking Analysis**

Dear Kathy:

The Del Mar Village Specific Plan is considering the adoption of a “Park Once” strategy as part of an overall parking management plan. The “Park Once” strategy allows parking to be shared by the primary uses in the Village area. This technical memorandum describes the “Park Once” strategy and provides the results of a shared parking analysis for the Village Specific Plan.

### **Park Once Strategy**

The “Park Once” strategy, which is also commonly referred to as the “Park Once and Walk” strategy essentially includes:

1. The provision of a pool of public parking spaces in strategically located parking facilities within a downtown area, and
2. The encouragement of existing private commercial parking facilities to be used as shared publically available spaces when not serving the private commercial use.

Historically, the parking policy in Del Mar Village has required new development to provide dedicated private parking for each individual use. This policy requires two vehicle trips and a parking space for each visit to a shop, restaurant, or office. If three locations are visited while in the village, six vehicle trips are made and three parking spaces are needed. In this development scenario, each private parking lot is designed to accommodate a maximum parking load and for each type of use this maximum load occurs at a unique time of the day. This type of parking policy results in the inefficient use of available parking since at any given time, many parking spaces in the Village area remain unused. This approach is also especially detrimental to infill development and renovation projects since the requirement to provide “worst case” parking ratios on site is usually not possible.

The mixed use nature of Del Mar Village Specific Plan area and the relatively compact size of the area is a good match for the “Park Once” strategy. The development of a single pool of public parking spaces would result in significant reductions in the total number of required parking spaces and in the number of vehicle trips in Del Mar Village. With a “Park Once” district, those arriving to the Village by car would park once and can visit multiple locations on foot before returning to the car and

leaving. The available public parking spaces can be more efficiently shared between land uses that have different peak activity times (i.e. hours of operation, peak days, and peak seasons). Policies that can be used to implement this strategy include:

1. The discouragement of private parking in new non-residential development and instead have the developer's pay "in lieu fees" or Parking Assessment District Fees that can be used to build public parking facilities.
2. Create public parking lots on private properties through a managed parking program in addition to converting existing private lots to public lots.
3. Promote and facilitate shared parking where possible.
4. When commercial development is allowed to provide on-site parking, the conditions of approval should require that at least a portion of the on-site parking be made available to the general public.
5. Allow parking provided by new development to be provided to be off-site within reasonable walking distance.
6. Facilitate the use of Valet parking.

### **Opportunity for Shared Parking within the Del Mar Village Specific Plan**

RBF Consulting conducted a shared parking analysis for the Del Mar Village Specific Plan using the widely accepted Urban Land Institute (ULI) methodology for analyzing the ability to share parking in mixed use development.

The first step in the analysis is to identify the parking demand characteristics for each land use type. Parking demand characteristics are expressed in terms of the percent of peak parking demand that typically occurs during each hour of the day. Parking demand characteristic also vary between typical weekdays and weekend days, so a separate analysis is performed for each. The analysis indicated that weekdays would produce a higher peak parking demand than weekend days in the Village area.

In Exhibit 1, the top table shows the typical weekday parking demand characteristics for the three major land use categories (i.e. restaurant, retail, and office) included in the Del Mar Village Specific Plan. Hotel and housing uses were not included in the shared parking analysis since it is assumed that these uses would continue to provide dedicated parking on-site. Civic uses were combined with general office uses since they have similar parking demand characteristics.

The table also shows the peak parking demand for each use based on the amount of floor area projected for the Village Specific Plan and the current City of Del Mar parking code. Based on the typical parking characteristics of each land use type, the generated parking demand is calculated for each hour between 6:00 a.m. and midnight.

The top chart in Exhibit 1 graphically shows the parking demand by time of day for each land use category. This chart clearly demonstrates the different peaking characteristics of parking for each use.

The bottom chart graphically shows the cumulative parking demand generated during each hour of the day by the three uses. As shown in Exhibit 2, the peak cumulative parking demand is approximately 1,400 parking spaces and occurs at 1:00 p.m. This compares to the 1,632 parking spaces that would be provided if the uses provided private parking on each development site. The ability to share parking through publically accessible parking reduces the parking need by approximately 14 percent.

Since it is desirable to design the parking supply to operate at 90 percent capacity during the peak period, RBF calculated the minimum parking supply needed to provide this performance level. The results of this analysis are presented in Exhibit 3. The analysis determined that approximately 1,556 parking spaces would be needed to accommodate the projected levels of restaurant, retail/services, and office use included in the Village Specific Plan.

It is estimated that hotel and housing uses would generate a demand for 160 additional parking spaces, bringing the total parking requirement to 1,726 parking spaces.

If you have any questions regarding the information provided, please call me at (760) 603-6246.

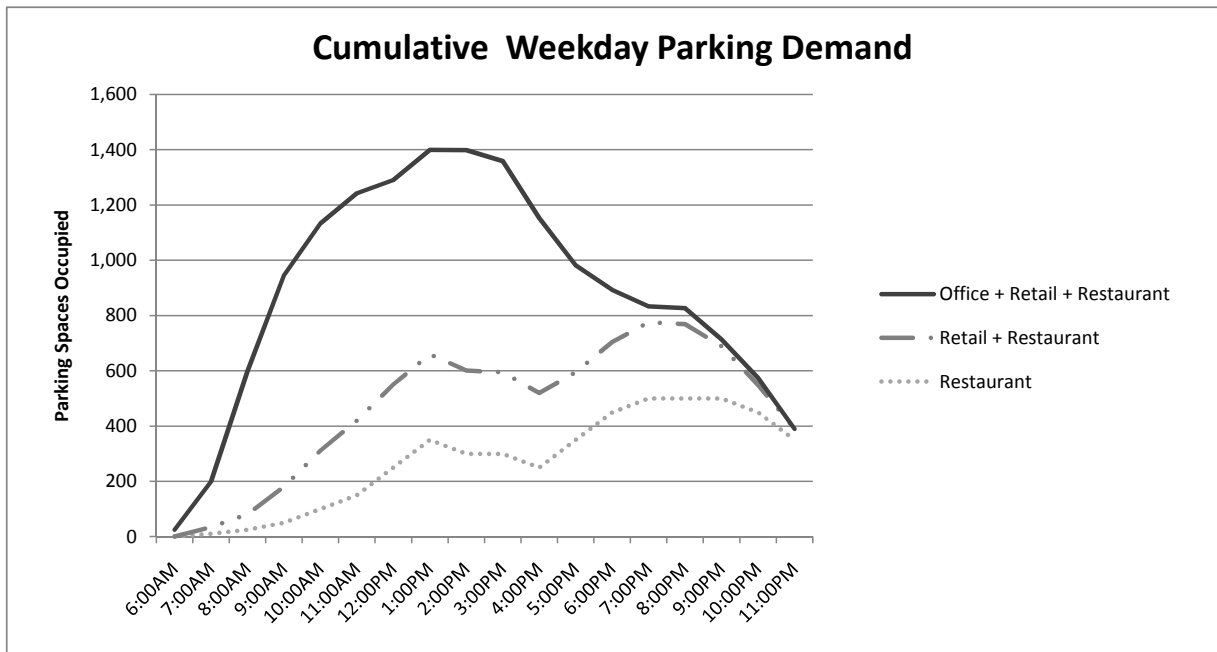
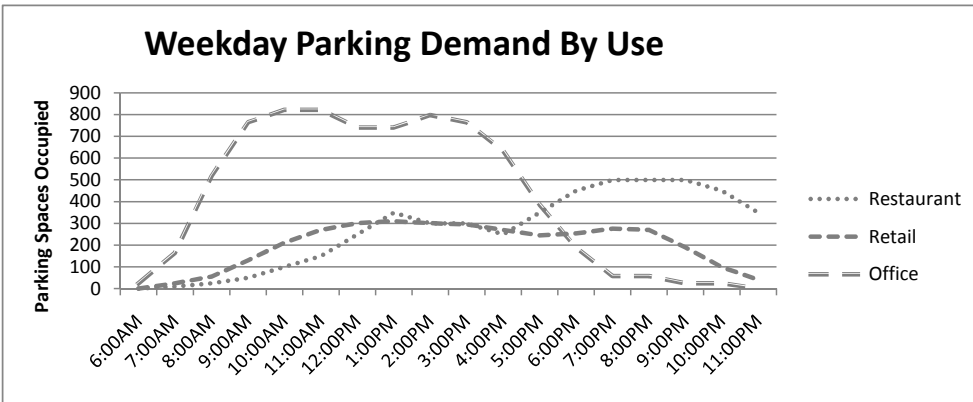
Sincerely,

A handwritten signature in cursive script that reads "Robert A. Davis".

Robert A Davis, P.T.P.  
Senior Transportation Planner

# Exhibit 1 Shared Parking Analysis Del Mar Village Specific Plan

Weekday Parking Demand By Use						
Total Parking Demand - 1,632 Parking Spaces						
Land Use						
Time of Day	Restaurant		Retail		Office	
	Peak Demand:	500	Peak Demand:	310	Peak Demand:	822
	% of Peak Demand	Hourly Demand	% of Peak Demand	Hourly Demand	% of Peak Demand	Hourly Demand
6:00AM	0.0%	0	0.0%	0	3.0%	25
7:00AM	2.0%	10	8.0%	25	20.0%	164
8:00AM	5.0%	25	18.0%	56	63.0%	518
9:00AM	10.0%	50	42.0%	130	93.0%	765
10:00AM	20.0%	100	68.0%	211	100.0%	822
11:00AM	30.0%	150	87.0%	270	100.0%	822
12:00PM	50.0%	250	97.0%	301	90.0%	740
1:00PM	70.0%	350	100.0%	310	90.0%	740
2:00PM	60.0%	300	97.0%	301	97.0%	797
3:00PM	60.0%	300	95.0%	295	93.0%	765
4:00PM	50.0%	250	87.0%	270	77.0%	633
5:00PM	70.0%	350	79.0%	245	47.0%	386
6:00PM	90.0%	450	82.0%	254	23.0%	189
7:00PM	100.0%	500	89.0%	276	7.0%	58
8:00PM	100.0%	500	87.0%	270	7.0%	58
9:00PM	100.0%	500	61.0%	189	3.0%	25
10:00PM	90.0%	450	32.0%	99	3.0%	25
11:00PM	70.0%	350	13.0%	40	0.0%	0



**Exhibit 2**  
**Weekday ULI Shared Parking Analysis**  
**Del Mar Village Specific Plan**

**19% Retail/Services, 9% Restaurant, and 41% Office - 344 ksf of 500ksf Total**

			Restaurant <sup>(1)</sup>	Retail/Services <sup>(2)</sup>	General & Civic Office <sup>(3)</sup>	Peak Hour Parking Demand (Occupied Spaces)	Percentage Peak Hour Parking Demand (% of supply)	Unoccupied Parking Spaces
Quantity (ksf)		45.0	94.0	205.0				
Parking Provided per Use		500	310	822				
Total Parking Spaces Provided		1,632						
Hour Of Day	Period	Parking Supply						
0600-0700	AM	1,400	0	0	25	25	2%	1,375
0700-0800	AM	1,400	10	25	164	199	14%	1,200
0800-0900	AM	1,400	25	56	518	599	43%	801
0900-1000	AM	1,400	50	130	765	945	67%	455
1000-1100	AM	1,400	100	211	822	1,133	81%	267
1100-1200	AM	1,400	150	270	822	1,242	89%	158
1200-0100	PM	1,400	250	301	740	1,290	92%	109
<b>0100-0200</b>	<b>PM</b>	<b>1,400</b>	<b>350</b>	<b>310</b>	<b>740</b>	<b>1,400</b>	<b>100%</b>	<b>0</b>
0200-0300	PM	1,400	300	301	797	1,398	100%	2
0300-0400	PM	1,400	300	295	765	1,359	97%	41
0400-0500	PM	1,400	250	270	633	1,153	82%	247
0500-0600	PM	1,400	350	245	386	981	70%	419
0600-0700	PM	1,400	450	254	189	893	64%	507
0700-0800	PM	1,400	500	276	58	833	60%	567
0800-0900	PM	1,400	500	270	58	827	59%	573
0900-1000	PM	1,400	500	189	25	713	51%	686
1000-1100	PM	1,400	450	99	25	573	41%	826
1100-1200	PM	1,400	350	40	0	390	28%	1,010

1. The restaurant parking is based on a parking rate of 11.1 parking space per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
2. The retail parking rate is based on an average 3.3 parking spaces per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
3. The office parking includes general office and civic office and the parking rate is based on an average 4.01 parking spaces per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
4. Housing (110 units) and Hotel (60 units) uses are assumed to have dedicated on-site parking.

**Benefit of Public Parking / Park Once Strategy**

1,632	total spaces required based on parking code
1,400	maximum spaces needed based on shared parking analysis
-232	parking space reduction with public parking/park once strategy
-14.2%	

**Exhibit 3**  
**Weekday ULI Shared Parking Analysis**  
**Del Mar Village Specific Plan**

**19% Retail/Services, 9% Restaurant, and 41% Office - 344 ksf of 500ksf Total**

	Quantity (ksf)	Restaurant <sup>(1)</sup>	Retail/Services <sup>(2)</sup>	General & Civic Office <sup>(3)</sup>	Peak Hour Parking Demand (Occupied Spaces)	Percentage Peak Hour Parking Demand (% of supply)	Unoccupied Parking Spaces
		45.0	94.0	205.0			
		Parking Provided per Use	500	310			
<b>Total Parking Spaces Provided</b>		<b>1,632</b>					
<b>Hour Of Day Period</b>	<b>Parking Supply</b>						
0600-0700 AM	1,556	0	0	25	25	2%	1,531
0700-0800 AM	1,556	10	25	164	199	13%	1,357
0800-0900 AM	1,556	25	56	518	599	38%	957
0900-1000 AM	1,556	50	130	765	945	61%	611
1000-1100 AM	1,556	100	211	822	1,133	73%	423
1100-1200 AM	1,556	150	270	822	1,242	80%	314
1200-0100 PM	1,556	250	301	740	1,290	83%	266
<b>0100-0200 PM</b>	<b>1,556</b>	<b>350</b>	<b>310</b>	<b>740</b>	<b>1,400</b>	<b>90%</b>	<b>156</b>
0200-0300 PM	1,556	300	301	797	1,398	90%	158
0300-0400 PM	1,556	300	295	765	1,359	87%	197
0400-0500 PM	1,556	250	270	633	1,153	74%	403
0500-0600 PM	1,556	350	245	386	981	63%	575
0600-0700 PM	1,556	450	254	189	893	57%	663
0700-0800 PM	1,556	500	276	58	833	54%	723
0800-0900 PM	1,556	500	270	58	827	53%	729
0900-1000 PM	1,556	500	189	25	713	46%	843
1000-1100 PM	1,556	450	99	25	573	37%	983
1100-1200 PM	1,556	350	40	0	390	25%	1,166

1. The restaurant parking is based on a parking rate of 11.1 parking space per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
2. The retail parking rate is based on an average 3.3 parking spaces per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
3. The office parking includes general office and civic office and the parking rate is based on an average 4.01 parking spaces per 1,000 square feet. The percent peak hour parking demand is based on ULI Shared Parking Guidelines.
4. Housing (110 units) and Hotel (60 rooms) uses are assumed to have dedicated on-site parking.

<b>Benefit of Public Parking / Park Once Strategy</b>	
1,632	total spaces required based on parking code
1,556	maximum spaces needed based on shared parking analysis
-76	parking space reduction with public parking/park once strategy
-4.6%	

### 3. New DMMC Chapter 30.81-Parking Requirements in the Village Specific Plan

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The following language would be inserted as a new chapter of Implementing Ordinances of the Del Mar Local Coastal Program and of Title 30 of the Del Mar Municipal Code - Zoning

### **30.81 PARK-ONCE METHODOLOGY FOR PARKING IN THE VILLAGE SPECIFIC PLAN**

#### **30.81.010 Purpose.**

A. This Chapter establishes standards for employing a methodology, termed “Park-Once,” for providing parking to serve development on private properties in the Village Specific Plan plan area while also providing a pool of public parking spaces for use by those visiting the City’s commercial core. The parking requirements of this Chapter are intended to:

1. Provide parking in proportion to the needs generated by the various land uses allowed in the VSP;
2. Reduce traffic congestion and hazards;
3. Protect adjacent neighborhoods from the effects of traffic and overflow parking that might otherwise be generated by uses in the VSP;
4. Assure the maneuverability of emergency vehicles;
5. Provide accessible, attractive, and well-maintained parking facilities;
6. Carry out the goal contained in the Del Mar Community Plan for establishing common satellite parking areas which will serve downtown businesses; and
7. Institute a “Park-Once” program designating public parking spaces on both public and private properties, thereby allowing visitors to park at a single location and walk to multiple destinations in the commercial district.

B. This Chapter also offers property owners an option to use the conventional methodology for provision of off-street parking contained in Del Mar Municipal Code Chapter 30.80, if they so choose, rather than using the Park-Once provisions of this Chapter.

**30.81.020 Definitions.** Unless otherwise specified in this Chapter, the terms used herein shall have the meaning specified in the VSP or in the DMMC.

**30.81.030 Applicability of VSP and Del Mar Municipal Code.** Unless specified in this Chapter, the provisions of the Del Mar Municipal Code regarding alignment, design and operation of off-street parking spaces shall apply in the VSP. However, where there is a conflict between the provisions of this Chapter and other Chapters of the DMMC, the provisions of this Chapter shall prevail.

#### **30.81.040 Description and Application of “Conventional” and “Park-Once Methodologies.”**

A. Conventional Parking Methodology: the required parking for a property is determined based on the aggregate of the off-street parking requirements assigned for each use on the property using a set of conventional parking ratios. The parking spaces required and provided on a private property are designated solely for use by the owners, operators, patrons, and employees of the establishments at that site. Under the Conventional Parking methodology, a patron visiting establishments at multiple sites in the downtown area would park at the first establishment visited and subsequently drive to and park at establishments on separate properties. The parking requirements applicable for the Conventional Parking methodology are contained in DMMC Chapter 30.80.

B. Park-Once Methodology: the required parking for a property is determined based on the aggregate of the off-street parking requirements assigned for each use on the property using a set of smart-growth parking ratios. In recognition of the shared use and varied peak use

times of different uses, and the increased efficiency of the Park Once Methodology, the required parking ratios for projects utilizing the Park-Once methodology are lower than those found in DMMC Chapter 30.80 for the Conventional Parking Methodology. The parking spaces required and provided on a private property are available for public parking as well as for owners, operators, patrons and employees of the establishments at that site. Under the Park Once Methodology the general public visiting establishments at multiple sites in the downtown area may still use that parking space even when they leave that property to visit another location(s) in the downtown area.

The Park Once Methodology creates a larger pool of public parking spaces distributed throughout the downtown area, allowing the public more opportunities to park at one location and walk to other destinations in the downtown area. In addition to the benefits of increased parking efficiency and pedestrian activity, the Park-Once methodology also has the benefit of reducing Greenhouse Gas Emissions.

**30.81.050 Conventional Parking - Number of Spaces Required for Mix of Uses.**

A. An applicant for development or redevelopment of a property in the Village Specific Plan shall have the option to utilize the Park-Once methodology contained in this Chapter to satisfy the requirements for provision of off-street parking as required in this Chapter.

B. When an applicant for development or redevelopment of a property in the Village Specific Plan chooses not to utilize the option for use of the Park-Once methodology available in this Chapter, they shall be required to instead utilize and fully comply with the conventional requirements for provision of off-street parking contained in DMMC Chapter 30.80.

**30.81.060 Required Parking Ratios - “Park-Once” Methodology.**

The following table sets forth the ratios for provision of required off-street parking spaces for the different land uses allowed in the VSP utilizing the Park-Once Methodology.

**Table #1 Required Parking Ratios - Park-Once Methodology**

Use/Activity	Number of required on-site parking spaces
<b>Lodging facilities</b>	1 space per guest room.
<b>Residential Units</b>	Two spaces per residential unit with two or more bedrooms, 1 space per residential unit with one or fewer bedrooms.
<b>Civic (Public facilities and cultural/entertainment venues)</b>	1 space for each 320 sq. ft. of enclosed area
<b>Movie theaters and performance venues</b>	1 space for each 320 sq. ft. of enclosed area or 1 space for each 6 fixed seats, whichever is greater.
<b>Office (Professional, Medical and Real Estate)</b>	1 spaces for each 320 sq. ft. of enclosed area
<b>Restaurant</b>	1 space for each 180 sq. ft. of enclosed area and outdoor dining area
<b>Retail/Personal Services</b>	1 space for each 320 sq. ft of enclosed area

Where the noted parking ratio is based on the square footage of the enclosed area of the use(s) for which parking is to be provided, those enclosed areas devoted solely to off-street parking shall not be included when calculating the off-street parking requirement.

### **30.81.070 Park-Once Requirements and Limitations.**

A. Except for those parking spaces designated for lodging or residential uses, all parking spaces on a property utilizing a Park-Once methodology shall be designated and available for public use between the hours of 6:00 a.m. and 2:30 a.m. daily.

B. Where a property owner chooses to utilize the Park-Once methodology, it shall be applied for the entirety of the property and all uses thereon. The property owner shall not have the option to apply the Park-Once methodology for a portion of the property or its uses while also applying the conventional parking method of DMMC Chapter 30.80 for other portions of the property or its uses.

C. Parking areas available for use by the general public pursuant to the requirements of the Park-Once methodology shall be identified with signage outside of the parking areas directing motorists to such facilities and also within the parking area notifying members of the public of their right to use the parking spaces. The signage required herein shall be in compliance with the standards for signage and way-finding graphics established in the City's Parking Management Plan, as may be adopted or amended by resolution of the City Council.

D. Notwithstanding the other provisions of the DMMC, a fee may be charged for the use of parking spaces provided on a property under the Park-Once methodology of this Chapter. The rate and manner in which fees are charged shall be in compliance with parameters established in the City's Parking Management Plan, as may be adopted or amended by resolution of the City Council.

### **30.81.080 Authorization Process for Use of Park-Once Methodology.**

A. Where a property owner desires to employ the Park-Once methodology identified in this Chapter to satisfy the off-street parking requirements for a property, the owner shall submit a Request for Authorization to Use a Park-Once Methodology to the Planning Director. The Request shall include a description of how the proposed Park-Once parking will be implemented and continuously operated so as to be in compliance with the provisions of this Chapter. The request shall also include a plan for installation of signage indicating the location and availability of parking for the public, as required by this Chapter.

B. The Director shall review the submitted request for its compliance with the Park-Once regulations of this Chapter. The Planning Director shall issue a written determination to approve, conditionally approve or deny the Request. The Director may attach such conditions to approval of the Request, as deemed necessary to ensure continued compliance with Park-Once regulations of this Chapter.

C. Approval of an Authorization to Use a Park-Once Methodology shall be subject to the recordation of a covenant against the deed for the property for which the request has been submitted. The required deed restriction shall commit the property owner and all future owners to continued compliance with the Authorization to Use a Park-Once Methodology, as approved by the Planning Director.

D. In the event that a property owner who has utilized the Park-Once methodology to satisfy the off-street parking requirements of this Chapter later determines to modify the number of parking spaces provided, or to limit their availability for the public use, the property owner shall, concurrently with such modification, be required to fully satisfy the applicable conventional off-street parking requirements contained in DMMC Chapter 30.80.

**30.81.090 General Parking Requirements.**

A. Every person conducting a use on property within the VSP shall provide permanently maintained off-street parking spaces, as required by this Chapter.

B. When an existing use, which does not provide all of the off-street parking spaces required by this Code, is proposed to be enlarged such that the need for additional off-street parking space(s) is generated, then there shall be required, concurrently with such enlargement, the provision of additional off-street space(s) in an amount commensurate with such enlargement, as required either by this Chapter or by the DMMC.

**30.81.100 Calculations for Fractional Parts of Required Parking Spaces.** When the calculation of the parking requirements of a property results in a fractional portion of a parking space, a fraction of one-half or greater shall be construed as one space and a remaining fraction of less than one-half shall be disregarded.

**30.81.110 Record of Parking Requirements.** Whenever a proposed activity requires the provision of additional parking spaces to serve expanded or intensified uses on a property, the City shall establish a record for the property listing the number of spaces required by the proposed change and the manner in which the increased parking requirements have been satisfied.

**30.81.120 Continuation of Nonconforming Parking.** Any land use lawfully in existence prior to the adoption of this Chapter shall be deemed to be grandfathered and shall not be subject to the requirements for provision of additional off-street parking, provided the intensity of the use is not increased, and further provided that any parking facilities in existence are not reduced. The abatement of nonconforming off-street parking conditions shall be as set forth in DMMC Chapter 30.80.

**30.80.130 Park-Once Parking Spaces to be Available and Unassigned.**

A. Off-street parking spaces provided pursuant to the Park-Once methodology requirements of this Chapter shall remain available and unobstructed at all times during the hours of operation of the use for which the parking is required and during periods when such parking is to be available for use by the public, as required by this Chapter.

B. Off-street parking spaces provided pursuant to the Park-Once methodology requirements of this Chapter shall not be assigned to individual owners, employees or patrons of uses on the property, except that individual parking spaces shall be reserved, assigned and posted for any lodging facilities or residential units.

C. The limitation on assignment of parking spaces contained in this Section shall not be applicable to parking spaces provided above and beyond the amount required to satisfy the Park-Once parking requirements of this Chapter. Parking spaces provided in excess of that

required by this Chapter may be assigned by the property owner for a particular use(s), rather than being available to any owner, employee or patron of a use on site or to the general public, as would otherwise be required by this Chapter.

**30.81.140 Parking to be Provided On Site, Unless Otherwise Authorized.** Unless otherwise authorized, all off-street parking facilities required by this Chapter shall be located on the same site as the use for which such facilities are required and shall be maintained for the duration of the use requiring such facilities.

**30.81.150 Common Parking.** Common parking areas may be utilized to satisfy the Park-Once requirements of this Chapter in accordance with the provisions of DMMC Chapter 30.80.

**30.81.160 Off-site Parking Permit.** Notwithstanding the provisions of DMMC Chapter 30.80, an Off-site Parking Permit may not be utilized to satisfy a portion of the off-street parking requirements of this Chapter.

**30.80.170 In-Lieu Parking Fee Program.**

A. The provision of the off-street parking spaces otherwise required to be located on the same property as the use necessitating the provision of off-street parking spaces may be partially satisfied through the payment of an In-Lieu Parking Fee in accordance with the following:

1. Authorization for use of an In-Lieu Parking Fee(s) shall be subject to the review and approval of the Planning Director, with such approval based on compliance with the provisions of this Chapter.
2. The payment of an In-Lieu Parking Fee shall be made on a one-for-one basis with a fee paid for each required parking space to be satisfied through the In-Lieu Parking Fee Program.
3. The amount of the In-Lieu Parking Fee shall be as set or amended by resolution of the City Council.
4. No more than 50% of the off-street parking spaces otherwise required for a project may be satisfied through use of the In-Lieu Parking Fee Program. This limitation shall not apply to projects in the City's Historic Preservation Overlay Zone where In-Lieu parking may be used to satisfy up to 100 % of the property's required off-street parking.

B. The In-Lieu Parking Fee funds collected by the City shall be deposited in a designated fund and shall be expended by the City exclusively for:

1. The acquisition, development, operation or maintenance of off-street parking spaces available for use by the general public; and
2. The development and operation of a year-round shuttle system to transport the public to and from off-street parking spaces available for use by the general public along Camino del Mar through the Village Center.

C. The payment of In-Lieu Parking Fees to satisfy the provisions of this Chapter shall occur prior to the issuance of any required Building Permits for the development for which the fees are required or prior to issuance of a Certificate of Occupancy for any activity for which the fees are required, whichever comes first. Alternatively, the payment of an In-Lieu Parking

Fee(s) may be amortized over a period of time in accordance with an In-Lieu Parking Fee Amortization Program, as established or amended by resolution of the City Council.

D. In-Lieu Parking Fees paid to satisfy the provisions of this Chapter shall not be refundable.

E. The option for payment of In-Lieu Parking Fees to satisfy the off-street parking requirements of this Chapter shall not be allowed to satisfy the off-street parking requirements for lodging facilities or residential units.

F. The option, as provided in this Section, for payment of In-Lieu Parking Fees to satisfy the off-street parking requirements of a development shall not be applicable until the City has identified and secured a location for providing off-street parking spaces available for use by the general public.

G. Once the In-Lieu Parking Fee Program becomes fully operational, the City shall utilize its best efforts to continue the Program. Should the Program ever be discontinued or substantially modified, the City shall seek reauthorization of the Program with the California Coastal Commission through a Local Coastal Program amendment.

#### **30.81.180 On-Site Valet Parking Programs.**

A. The operation of an on-site valet parking program shall be subject to compliance with the provisions of this Section.

B. The use of an on-site valet parking program to satisfy a portion of the Park-Once requirements of this Chapter shall be subject to receipt of an On-Site Valet Parking Permit issued by the Planning Commission.

C. An application for an On-Site Valet Parking Permit shall include a plan for the operation of the valet program and sufficient information for the Planning Commission to make a determination as to whether the proposed on-site valet program will satisfactorily provide the parking required by this Chapter. The required plan shall include, at a minimum, all of the following material:

1. A detailed plan explaining all components of the proposed on-site valet parking program;
2. The location of the vehicle unloading/loading area, as well as the on-site location for the parked vehicles to be stored, including the number spaces available for vehicle storage;
3. The proposed days and hours of operation of the program;
4. A written statement from the property owner agreeing to the establishment and on-going operation of the on-site valet parking program;
5. An explanation of how the program will be operated so as to minimize interference with traffic, on-street parking, bus transit or pedestrian flows along any adjacent rights-of-way;
6. The proposed graphics and location for signage to be used to indicate the location of the unloading/loading area of the valet program and instructions for patrons;
7. The proposed number of valet parking attendants and the manner in which they will be employed to adequately operate the valet parking program; and

8. If the proposed valet program includes more than one business on the property, the name of the parties responsible for compliance with the On-site Valet Parking Permit.
- D. An on-site valet program shall comply with all of the following parameters:
  1. All valet-parked vehicles shall be parked on the same site as the use for which the required on-site parking spaces are provided;
  2. The operator of the valet program shall allocate sufficient staff to safely and effectively operate the valet program without impacts to adjacent properties or public rights-of-way; and
  3. Signage shall be installed indicating the operation of a valet parking program and indicating the location of parking spaces assigned for use during its operation.
- E. An assigned curbside unloading/loading zone may be utilized in the public right-of-way immediately adjacent to the property as part of the on-site valet parking program upon a finding by the Planning Director that it will meet all of the following parameters:
  1. The curbside unloading/loading zone does not exceed 20 feet in length;
  2. Not more than one curbside unloading/loading zone is located per side of a city block;
  3. The use of the right-of-way will not cause an undue loss of parking spaces available for the general public; and
  4. The use of the area of the right-of-way will not result in safety hazards
- F. Requests for use of a public right-of-way for an unloading/loading zone to serve an on-site valet parking program shall be processed on a first-come first serve basis.
- G. Where operation of an on-site valet parking program is proposed solely to increase the efficiency of use of a parking area, rather than to satisfy the minimum off-street parking requirements of this Chapter, all of the provisions of this Section shall apply to the operation of the valet program, except that receipt of an On-site Valet Permit shall not be required.

**30.81.190 Off-Site Valet Parking Program Permit.** The operation of a valet parking program that includes the parking or storage of vehicles at off-site locations shall be subject to receipt of an (Off-Site) Valet Parking Permit in accordance with the provisions of DMMC Chapter 30.80.

**30.81.200 Reduction of Off-Street Parking Requirement to Comply with Accessible Parking Regulations.**

A. When required to meet the requirements of California Title 24 or the Americans with Disabilities Act (ADA) for provision of accessible off-street parking spaces and paths of travel thereto, the total number of parking spaces provided for an existing use may be reduced upon a determination by the Planning Director that the reduction in the number of spaces will be the minimum necessary to achieve compliance with the accessible parking regulations referenced in this Section.

B. This section shall not be construed or applied so as to authorize a reduction of the off-street parking requirements to be provided in proposals for new development(s).

C. The reduction in the number of required parking spaces shall be subject to the receipt of all required permits.

**30.81.210 Limitations on Location of Off-street Parking.** All off-street parking provided on a property shall conform to the property setback requirements applicable to buildings, as set forth in VSP Chapter VI.

**30.81.220 Use of Compact and Micro Parking Spaces.**

A. Compact car parking spaces may be used to satisfy a maximum of 8% of the total number of parking spaces required by this Chapter to serve the uses/activities on a property.

B. Micro car parking spaces may be used to satisfy a maximum of 2% of the total number of parking spaces required by this Chapter to serve the uses/activities on a property.

C. All compact car and micro-car parking spaces shall be marked and/or posted with signs indicating their use, respectively, for compact or micro cars only.

D. Where the number of parking spaces provided on a property exceeds the number of parking spaces required by this Chapter, the property owner may have the option to design and use all or a portion of such excess spaces for compact or micro car parking.

**30.81.230 Use of Stacked Parking Stalls.**

A. Vertically stacked parking stalls may be used to satisfy the requirement for provision of off-street parking spaces to serve the uses/activities on a property, provided they comply with the provisions of this Section.

B. All stacked parking mechanisms shall be designed and sited so that access to the stacked parking is directly from a designated drive aisle.

C. Automated stack parking stalls shall meet accepted industry standards for ease and efficiency of use.

D. Where the use of non-automated stackable parking stalls is proposed, the property owner and establishment operator for which the stacked parking stalls are proposed shall submit a letter to the Planning Director committing to have an attendant present at all times to operate the stacked stall so as to ensure that the parking will be available for use in accordance with the requirements of this Chapter.

E. Where stacked parking stalls are used to satisfy off-street parking requirements, they shall be shall maintained and continuously available for use.

**30.81.240 Use of Tandem or Stacked Parking for Residential Units.** The use of tandem or stacked parking spaces shall be allowed to satisfy the off-street parking requirements of one or more residential units that require two parking spaces, provided that the tandem or stacked stall spaces are designated for use by the occupants of each benefited residential unit. Where tandem or stacked parking is proposed, the property owner shall receive, and transmit to the Planning Director, a written statement from the current occupants of the residential unit committing to use of the tandem or stacked spaces before using other parking spaces located

on the property. The property owner shall be responsible for providing updated commitments regarding use of tandem or stacked spaces as tenants change.

#### **30.81.250 Parking Space Design Standards.**

A. The following design and dimension standards shall apply to all vehicle parking spaces required by this Chapter:

1. Each standard off-street parking space shall consist of a rectangular area not less than 8.5 feet wide by 18 feet long.
2. Dimensions of parking spaces aligned for parallel parking along a wall shall be not less than 10 feet wide and 20 feet long.
3. Compact Spaces: shall consist of a rectangular area not less than 8 feet wide by 15 feet long.
4. Micro stalls: shall consist of a rectangular area not less than 7.5 feet wide by 11 feet long.
5. When located in an enclosed parking structure, the required parking space dimensions specified in this Section shall be increased in width by 0.5 foot for any stall located immediately adjacent to a building wall or building support column.

B. The size, design and alignment of all parking spaces and back-up areas shall be consistent with the requirements of DMMC Chapter 30.80.

#### **30.81.260 Motorcycle Parking.**

A. For all new buildings or structures, off-street motorcycle stalls shall be provided on site at a minimum rate of either: three stalls per property, or 5% of the figure of the total number of vehicle parking stalls required for the property pursuant to this Chapter, whichever figure is greater.

B. Each required motorcycle spaces shall consist of a rectangular area not less than 4.5 feet wide by 8 feet long and shall comply with all of the following parameters:

1. Located as close to the main entrance to the vehicle parking area as any of the vehicle parking stalls;
2. Grouped together and posted as exclusively available for motorcycle parking; and
3. Marked and continuously maintained in a clear and visible manner, in compliance with the approved project plans.

C. The requirement for provision of motorcycle stalls shall be in addition to the off-street vehicle parking spaces required by this Chapter.

#### **30.81.270 Bicycle Parking.**

A. For all new buildings or structures, bicycle racks or lockers shall be provided on site at a minimum rate of either: enough racks/lockers to accommodate three bicycles, or enough racks/lockers to accommodate 5% of the figure of the total number of vehicle parking stalls required for the property pursuant to this Chapter, which ever figure is greater.

B. The requirement for provision of bicycle parking shall be in addition to the off-street vehicle parking spaces required by this Chapter.

C. The bicycle parking required in this Section shall comply with all of the following parameters:

1. Located as close to the main entrance to the vehicle parking area as any of the vehicle parking stalls;
2. Grouped together and posted as exclusively available for bicycle parking; and
3. Marked and continuously maintained in a clear and visible manner, in compliance with the approved project plans.

D. All bicycle racks/lockers provided pursuant to this Section shall be capable of supporting a bicycle in a stable position, without damage to the bicycle or its finish. All bicycle racks shall provide independent access to parked bicycles without the need for awkward movements, even when fully loaded.

E. Where designated bicycle parking areas are not clearly visible from the right-of-way adjacent to the building for which they are provided, signage shall be installed directing cyclists to such facilities.

**30.81.280 Lighting for Off-street Parking Areas.** Lighting provided to illuminate any open or enclosed parking areas shall be designed, installed and maintained to ensure that the lighting is reflected away from any adjacent property or right-of-way and that the illuminating bulb or lamp is not visible from any adjacent property or right-of-way.

# Appendix E

## Public Finance



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# 1. Overview of Community Facilities Districts (“CFDs”) vs. Assessment Districts (“ADs”)

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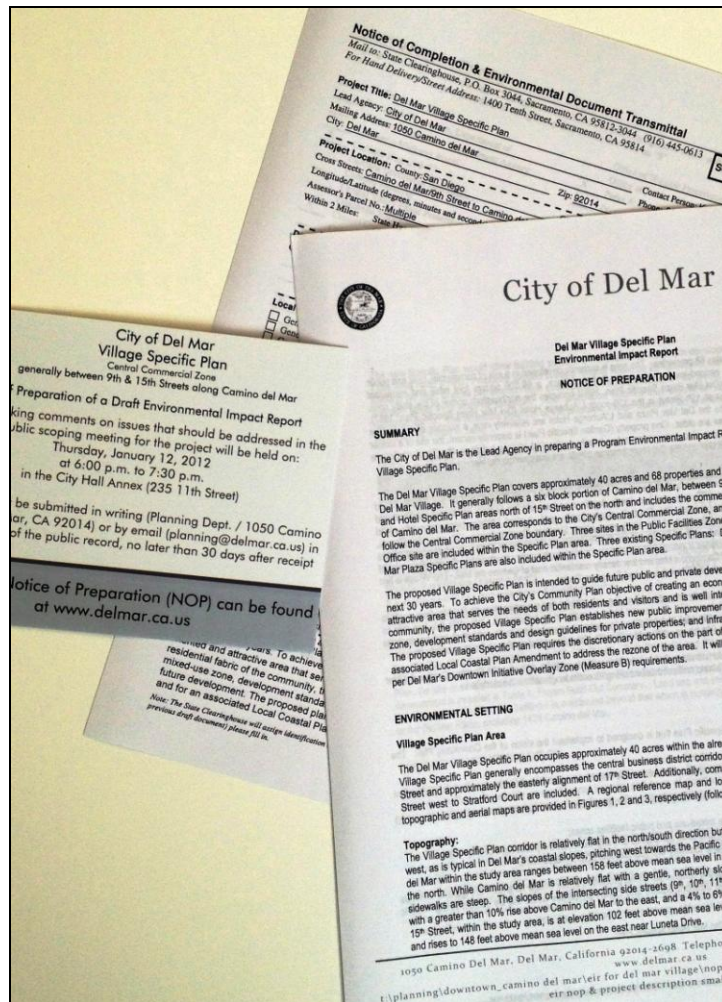
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# Overview of Community Facilities Districts (“CFDs”) vs. Assessment Districts (“ADs”)

ISSUE	COMMUNITY FACILITIES	1913 – 1915 ACT ASSESSMENTS DISTRICTS
1	All public improvements with a useful life of five years or more.	<p style="text-align: center;"><b>Eligible Assets</b></p> Public improvements which provide local special benefit to parcels within an AD.
2	Authorized for certain types of public services, including police, fire, library, recreational, flood control and maintenance of parks, parkways, streets, roads, and open space (certain services require registered voter approval).	<p style="text-align: center;"><b>Eligible Services</b></p> Authorized only to fund operations and maintenance of facilities directly financed by an AD.
3	Special tax is not a special “assessment” and there is no requirement that the tax be apportioned on the basis of benefit to any property. However, a special tax levied pursuant to the Mello-Roos Act may be based on a benefit received by parcels of real property, the cost of making facilities or authorized services available to each parcel, or some other “reasonable” basis as determined by the legislative body.	<p style="text-align: center;"><b>Apportionment of Assessments/ Special Taxes</b></p> No assessment may be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and an agency must separate the general benefits from the special benefits conferred on a parcel.
4	May be expanded through future annexations to include other properties that might benefit from CFD facilities or services.	<p style="text-align: center;"><b>Financing District Boundaries</b></p> AD boundaries are generally fixed once assessments are confirmed.
5	Notice, public hearing, majority protest process and 2/3 vote required. Landowner election if less than 12 registered voters or if a tax is not imposed on residential property.	<p style="text-align: center;"><b>Formation Process</b></p> Notice, public hearing, majority protest process. Majority protest exists if ballots submitted in opposition to the assessment exceed ballots submitted in favor. Ballots weighed according to proportional financial obligation of the affected property.
6	No statutory limit, but generally limited by public agency policy to a percentage of projected (not actual) property values.	<p style="text-align: center;"><b>Maximum Residential Property Tax/Assessment as Percentage of Sales Price</b></p> No statutory limit, based solely on special benefit.
7	Special taxes can be levied each year up to maximum rates, regardless of outstanding debt service and maintenance cost requirements. The maximum special taxes for parcels used for private residential uses cannot be increase by more than 2% per year. In addition parcels used for private residential uses cannot be increased by more than 10% to cover delinquencies caused by others.	<p style="text-align: center;"><b>Homeowner Property Tax Bills</b></p> Assessments can only be levied for existing debt service, maintenance costs, and pre-approved administrative charges.

ISSUE	COMMUNITY FACILITIES	1913 – 1915 ACT ASSESSMENTS DISTRICTS
<b>Public Property</b>		
8	No special tax required, so generally not taxed.	Must be assessed based on special benefit, so it generally results in an upfront cash payment/contribution to offset any assessment levy.
<b>Land Use Changes</b>		
9	Special taxes are automatically apportioned based on a tax formula (referred to as a “Rate and Method of Apportionment”), which generally adapts to changes in land use that occur after formation of the CFD.	Assessment lien apportionments cannot easily be modified after formation of an AD, except for subdivision of existing parcels generally based on lot sizes or numbers of units in each subdivided lot.
<b>Cross Collateralization &amp; Debt Service Coverage</b>		
10	Parcels are generally cross collateralized, overall CFD provides 110% (or greater) debt service coverage. Therefore, delinquencies on certain parcels may require that special taxes be raised on other properties (up to maximums provided).	No cross collateralization of parcels, each parcel in AD limited to its proportional share of 100% debt service coverage.
<b>Pay-As-You-Go Financing of Infrastructure</b>		
11	Yes.	No.
<b>Pay-Off or Prepayment of Lien</b>		
12	Allowed if included in the Rate and Method of Apportionment, but require complicated formula to administer – usually not financially efficient.	Automatically allowed by State statute, simpler to administer than in CFD.
<b>Public Agency Financing Guidelines</b>		
13	Must be adopted by agency prior to initiation of proceedings to establish first CFD.	None required by law. Often imposed as policy matter.
<b>Acceptance by Public</b>		
14	Widespread use since 1996 (particularly by school districts and since Prop 218) have made CFDs common. CFDs historically had a poor reputation with many political bodies and homebuyers.	ADs are more politically acceptable in many communities.
<b>Assessment/ Taxation of Undeveloped Property</b>		
15	Special Taxes on undeveloped land can differ from Special Taxes on developed properties.	Assessments on undeveloped land are often based on their potential development, and are generally equivalent to assessments on similar properties in their “post development” state.
<b>Debt Service Structure</b>		
16	Usually either level debt service or increasing debt service of up to 2% per year.	Usually level debt service.

# References



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## 1. Links to Documents Referenced in Specific Plan

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## Links to Documents Referenced in Village Specific Plan

The following documents are available for reference or download from the City of Del Mar website at <http://www.delmar.ca.us/default.aspx>. Individual links are below the document titles.

### PREVIOUS PLANNING DOCUMENTS

- Del Mar Community Plan (City of Del Mar - 1976)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/Community%20Plan.pdf>  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/CommunityDevelopmentElement1.pdf>
- Del Mar 2000 (the Jerde Partnership, Inc. - 1982)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/Del%20Mar%202000.pdf>
- Local Coastal Plan – Land Use Plan (City of Del Mar - 1993)  
[http://www.delmar.ca.us/Government/City%20Development%20Documents/LandUsePlan\\_complete.pdf](http://www.delmar.ca.us/Government/City%20Development%20Documents/LandUsePlan_complete.pdf)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/LocalCoastalPlanImplementing.pdf>
- Camino del Mar Streetscape Plan (Andrew Spurlock Martin Poirier & Flores Consulting Group - 1996)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/CaminodelMarStreetscapePlan.pdf>
- Parking Master Plan Report - Village Center and North Beach Areas (Meyer, Mohaddes Associates, Inc. - 2000)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/ParkingMasterPlan.pdf>
- Vision 2020 - Results of Long Range Planning (TLS Management Consulting - 2003)  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/Vision2020.pdf>
- City of Del Mar: Downtown Village Revitalization Project (Cityworks - 2004)  
<http://www.delmar.ca.us/Government/Documents/CityWorks%20-%20City%20of%20Del%20Mar%20Planning%20Documents.pdf>
- Revitalization Plan for Del Mar Village (The Community Land Use and Economics [CLUE] Group - 2007)  
<http://www.delmarmainstreet.com/pdf/Revitalization%20plan%20for%20Del%20Mar%20Village.pdf>

## **SPECIFIC PLANS**

- Garden Del Mar Specific Plan  
[http://www.delmar.ca.us/Government/City%20Development%20Documents/Garden%20Del%20Mar%20Specific%20Plan\\_FULL%20DOC.pdf](http://www.delmar.ca.us/Government/City%20Development%20Documents/Garden%20Del%20Mar%20Specific%20Plan_FULL%20DOC.pdf)
- Del Mar Plaza Specific Plan  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/DelMarPlazaSpecificPlan.pdf>
- Del Mar Hotel Specific Plan  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/DelMarHotelSpecificPlan.pdf>

## **REGULATORY DOCUMENTS**

- Chapter 30.54 OVERLAY ZONE: DOWNTOWN INITIATIVE (DI-OZ) Adopted by a vote of the people  
[http://www.delmar.ca.us/Government/Municipal%20Code/Chapter\\_3054.pdf](http://www.delmar.ca.us/Government/Municipal%20Code/Chapter_3054.pdf)
- Del Mar Municipal Code (DMMC)  
<http://www.delmar.ca.us/Government/Pages/Codes.aspx>
- Local Coastal Program (LCP) - Land Use Plan  
[http://www.delmar.ca.us/Government/City%20Development%20Documents/LandUsePlan\\_complete.pdf](http://www.delmar.ca.us/Government/City%20Development%20Documents/LandUsePlan_complete.pdf)
- Local Coastal Program (LCP) - Implementing Ordinances  
<http://www.delmar.ca.us/Government/City%20Development%20Documents/LocalCoastalPlanImplementing.pdf>
- California Environmental Protection Agency - Department of Toxic Substances Control - Cortese List  
<http://www.calepa.ca.gov/sitecleanup/corteselist/Background.htm>
- California Environmental Protection Agency - Air Resources Board - Global Warming Solutions Act  
<http://www.arb.ca.gov/cc/ab32/ab32.htm>
- California Green Building Standards Code  
[http://www.documents.dgs.ca.gov/bsc/calgreen/2010\\_ca\\_green\\_bldg.pdf](http://www.documents.dgs.ca.gov/bsc/calgreen/2010_ca_green_bldg.pdf)
- Design Review Ordinance - City of Del Mar  
[http://www.delmar.ca.us/Government/Municipal%20Code/Chapter\\_2308.pdf](http://www.delmar.ca.us/Government/Municipal%20Code/Chapter_2308.pdf)

### **ENVIRONMENTAL DOCUMENTS**

- Notice of Preparation (NOP)  
<http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Village%20Specific%20Plan%20EIR%20NOP%20and%20Project%20Description%20small%20file.pdf>

### **COMMUNITY OUTREACH DOCUMENTS**

- Del Mar's Village Specific Plan Alternatives Workbook  
<http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Alternatives%20Workbook.pdf>
- Summary of Findings from the Public Workshop, Open House and Survey Monkey  
[http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/cc201114\\_item07.pdf](http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/cc201114_item07.pdf)

### **SANDAG DOCUMENTS**

- SANDAG Smart Growth Concept Map  
<http://www.sandag.org/index.asp?projectid=296&fuseaction=projects.detail>
- 2050 Regional Transportation Plan  
<http://www.sandag.org/index.asp?projectid=349&fuseaction=projects.detail>

### **FINANCE DOCUMENTS**

- CALIFORNIA CONSTITUTION - ARTICLE 13B GOVERNMENT SPENDING LIMITATION ("Gann Limit")  
[http://www.leginfo.ca.gov/.const/.article\\_13B](http://www.leginfo.ca.gov/.const/.article_13B)

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## 2. California Government Code (Specific Plans)

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**California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).**

**65450.** After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

**65451.** a)A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1)The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2)The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3)Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4)A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b)The specific plan shall include a statement of the relationship of the specific plan to the general plan.

**65452.** The specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the general plan.

**65453 .**(a)A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

(b)A specific plan may be repealed in the same manner as it is required to be amended.

**65454.** No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

**65455.** No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

**65456.** (a)The legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the specific

plan, including costs incurred pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code. As nearly as can be estimated, the fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan. It is the intent of the Legislature in providing for such fees to charge persons who benefit from specific plans for the costs of developing those specific plans which result in savings to them by reducing the cost of documenting environmental consequences and advocating changed land uses which may be authorized pursuant to the specific plan.

(b)Notwithstanding Section 66016, a city or county may require a person who requests adoption, amendment, or repeal of a specific plan to deposit with the planning agency an amount equal to the estimated cost of preparing the plan, amendment, or repeal prior to its preparation by the planning agency.

(c)Copies of the documents adopting or amending the specific plan, including the diagrams and text, shall be made available to local agencies, and shall be made available to the general public as follows:

(1)Within one working day following the date of adoption, the clerk of the legislative body shall make the documents adopting or amending the plan, including the diagrams and text, available to the public for inspection.

(2)Within two working days after receipt of a request for a copy of the documents adopting or amending the plan, including the diagrams and text, accompanied by payment for the reasonable cost of copying, the clerk shall furnish the requested copy to the person making the request.

(d)A city or county may charge a fee for a copy of a specific plan or amendments to a specific plan in an amount that is reasonably related to the cost of providing that document.

**65457.** (a)Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

(b)An action or proceeding alleging that a public agency has approved a project pursuant to a specific plan without having previously certified a supplemental environmental impact report for the specific plan, where required by subdivision (a), shall be commenced within 30 days of the public agency's decision to carry out or approve the project.

# PROJECT ACKNOWLEDGMENTS

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## CITIZENS OF DEL MAR

### WORKSHOP PARTICIPANTS

### CITY COUNCIL MEMBERS 2012

Carl Hilliard, Mayor  
Terry Sinnott, Deputy Mayor  
Mark Filanc, Council Member  
Lee Haydu, Council Member  
Donald Mosier, Council Member

### PLANNING COMMISSION

John Kerridge, Chair  
Robin Nordhoff, Vice Chair  
Bill Michalsky, Commissioner  
Lani Curtis, Commissioner  
Nancy Sanquist, Commissioner  
Ted Bakker, Commissioner

### DESIGN REVIEW BOARD

Nate McCay, Chair  
Tom Sohn, Vice Chair  
T. Pat Stubbs, Board member  
Kelly Kaplan, Board member  
Al Corti, Board member  
Sam Borgese, Board member  
David Mighdoll, Board member  
Felipe Ricketts, Ex-Officio member  
Howard Blackson, Ex-Officio member

And the many Del Mar business owners, property owners and residents who contributed their thoughts and opinions.

#### Photos:

Historic Photos and illustrative sketch courtesy of Del Mar Village Association (DMVA)

Other city character photos courtesy of WRT

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And the many City staff who supported the efforts.

#### Illustrations:

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