



City of Del Mar



Del Mar Village Specific Plan Environmental Impact Report

NOTICE OF PREPARATION

SUMMARY

The City of Del Mar is the Lead Agency in preparing a Program Environmental Impact Report (EIR) for the proposed Del Mar Village Specific Plan.

The Del Mar Village Specific Plan covers approximately 40 acres and 68 properties and comprises the total area known as the Del Mar Village. It generally follows a six block portion of Camino del Mar, between 9th Avenue on the south and the Plaza and Hotel Specific Plan areas north of 15th Street on the north and includes the commercial properties facing 15th Street, west of Camino del Mar. 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: City Hall site, Library site, and 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 proposed Village Specific Plan is intended to guide future public and private development within the Village area over the next 30 years. To achieve the City's 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 zone, development standards and design guidelines for private properties; and infrastructure to support future development. The proposed Village Specific Plan requires the discretionary actions on the part of the City Council for adoption and for an associated Local Coastal Plan Amendment to address the rezone of the area. It will also be subjected to a vote of the people per Del Mar's Downtown Initiative Overlay Zone (Measure B) requirements.

ENVIRONMENTAL SETTING

Village Specific Plan Area

The Del Mar Village Specific Plan occupies approximately 40 acres within the already urbanized town center of Del Mar. The Village Specific Plan generally encompasses the central business district corridor that is along Camino del Mar between 9th Street and approximately the easterly alignment of 17th Street. Additionally, commercial and post office properties along 15th Street west to Stratford Court are included. A regional reference map and location of the Village Specific Plan area on topographic and aerial maps are provided in Figures 1, 2 and 3, respectively (following page 11).

Topography:

The Village Specific Plan corridor is relatively flat in the north/south direction but has substantial inclines both to the east and west, as is typical in Del Mar's coastal slopes, pitching west towards the Pacific Ocean. The average elevation along Camino del Mar within the study area ranges between 158 feet above mean sea level in the south to 115 feet above mean sea level in the north. While Camino del Mar is relatively flat with a gentle, northerly slope of 1.7%, the side streets and respective sidewalks are steep. The slopes of the intersecting side streets (9th, 10th, 11th, 12th, 13th, 14th and 15th Streets) are pitched, with a greater than 10% rise above Camino del Mar to the east, and a 4% to 6% slope away from Camino del Mar to the west. 15th Street, within the study area, is at elevation 102 feet above mean sea level on the western boundary at Stratford Court and rises to 148 feet above mean sea level on the east near Luneta Drive.

Existing Development:

The Village Specific Plan area contains 68 properties. The area is currently developed in a mix of commercial, civic and public facilities, hotel properties and two second-level residences¹. Del Mar Plaza, a 69,000 square foot retail and restaurant development, that opened in 1989 (Del Mar Plaza Specific Plan, 1986) occupies the northeastern corner of the study area. Immediately across Camino del Mar at 15th Street is the 120 room L'Auberge Hotel (Del Mar Hotel Specific Plan, 1987), extensively renovated in 2008. While the Del Mar Plaza and L'Auberge Hotel are relatively new, a number of the smaller commercial properties in the plan area are older. One property (Garden Specific Plan) is currently vacant, the site of a former service station. The Specific Plan area also encompasses two locally designated historic buildings, the Stratford Square building at 15th Street and Camino del Mar and the Del Mar Library at 13th Street and Camino del Mar.

¹ Excluding the 12 condominium units of the Del Mar Hotel Specific Plan

Surrounding Uses and Circulation:

The Village is bordered by residential areas to both the east and west. The western residential district is high density mixed residential (primarily single family, zoned R2, one- and two- family dwellings on lots) and the eastern residential neighborhood is medium density mixed residential (zoned RM Central, single family and duplex). A one-block area of mixed Residential/Commercial exists immediately west of the study area along Stratford Court between 13th and 15th Streets. Immediately south of the study area, and south of 9th Street, are the Professional Commercial Zone with professional offices and a Public Facilities Zone, which includes a private school site and a community park. North of the Central Commercial Zone is high density residential west of Camino del Mar and low density residential east of Camino del Mar. The Village is two blocks east of the Pacific Ocean, beaches and Powerhouse and Seagrove Parks.

Camino del Mar is the main arterial in the study area, as well as the only arterial that traverses through Del Mar from north to south. Camino del Mar is the former Highway 101, the coastal highway replaced by Interstate 5. Interstate 5 is one mile to the east, with the primary connection at Del Mar Heights Road, a regional arterial which runs east-west and connects to Camino del Mar south of the study area at 4th Street. Other streets in the vicinity are local roads serving the neighborhoods.

North County Transit operates the 101 bus line along Camino del Mar, with stops at 9th, 13th and 15th Streets. Camino del Mar supports Class 2 bicycle lanes both northbound and southbound along its entire length within the study area.

PROJECT DESCRIPTION

The proposed project consists of a new Specific Plan that is designed to implement the vision of the Community Plan. The intent of the Specific Plan is to:

- increase the development potential within the study area;
- raise the height limit to 26'-0" on the western side of Camino del Mar to match the allowed height limit on the eastern side;
- create a mixed-use zone for the commercial properties that also allows residential development at a density of 20 dwelling units per acre;
- permit 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; and,
- redesign Camino del Mar to be a 2-lane roadway with roundabouts at key intersections.

The mixed-use zone is to be applied to all existing commercial zoned properties in the Village as shown in Figure 4. Also, as shown in Figure 4, the historically designated Stratford Square and Library properties would still be subject to the Historic Preservation Overlay Zone.

The new Specific Plan would allow building parcels to increase their maximum development potential from the existing .45 Floor Area Ratio (FAR). Proposed allowed building heights would be 26 feet above Camino del Mar for properties that face Camino del Mar, to allow two stories. Side street parcels within the Specific Plan would be allowed to have 26'-0" from their average street front property elevation. Roof articulation features may extend an additional four feet but not to create habitable space. The projected build-out of the proposed Village Specific Plan is anticipated to include the following mix of land uses as shown in Table 1.

Table 1.

PROJECTED BUILD-OUT SUMMARY

Land Use	Existing	Projected Build-Out
Residential (multi-family units)	2	140 ¹
Boutique Hotel (rooms)	17	60 ¹
Retail, Restaurant & Personal Services (square feet)	74,205	204,500 ²
Office (square feet)	169,646	170,000
Civic (square feet)	28,466	35,000
Public Park/Plaza (square feet)	2,060	6,200
¹ excluding existing L'Auberge Hotel & Condominiums		
² excluding existing Del Mar Plaza north of 15th St.		

Three parcel-specific Specific Plans have been previously adopted and fall within the Village Specific Plan boundaries: the Hotel Specific Plan (L'Auberge), the Plaza Specific Plan (Del Mar Plaza and 1435 Camino del Mar) and the Garden Del Mar Specific Plan (941 Camino del Mar and 307 10th Street). Both the Hotel and Plaza have been developed according to their adopted Specific Plans. The Garden Del Mar site remains entitled but undeveloped and vacant. For purposes of this Specific Plan, the site at 1435 Camino del Mar (a portion of the Plaza Specific Plan) and the entirety of the Garden Del Mar entitled development is included in Table 1. Project Build-Out Summary. Land use and zoning for these two parcels will be

refined by the Village Specific Plan. No build-out is anticipated beyond that which is currently constructed at either the L'Auberge Hotel or the Del Mar Plaza, excluding 1435 Camino del Mar.

TOPICS TO BE ANALYZED IN THE EIR

The EIR will analyze in detail the following environmental issue areas. Each environmental issue will include a discussion of existing conditions, thresholds of significance, impacts, and level of significance prior to mitigation. Where mitigation is required, mitigation measures and level of significance after mitigation will also be included.

Aesthetics

The EIR will evaluate the proposed Village Specific Plan in terms of its potential effects on Village character and to the quality of public views. A program-level Visual Impact Analysis for the Village Specific Plan will be included as a technical appendix to the EIR, and will form the basis for the EIR aesthetics discussion. The Visual Impact Analysis and EIR will address all relevant visual issues for CEQA compliance, including views, bulk and scale, architectural style, and light/glare. Emphasis will be placed on evaluating the Village area's key visual resources and views, including scenic views of the Pacific Ocean, the urban forest, and the Village community and its landscapes. Individual residents' private views are protected through the existing Del Mar Municipal Code. As a program-level analysis, potential effects on the Village's visual character will be addressed through evaluating the proposed Village Specific Plan's build-out allowances and design guidelines relative to architectural mass and scale and overall aesthetic compatibility with the desired Village character.

Air Quality

The EIR will include a comprehensive discussion of potential air quality impacts that will be based on a program-level Air Quality Technical Report to be appended to the EIR. The technical report and EIR will address all relevant air quality issues for CEQA compliance, including the plan's compliance with state air quality plans, and federal and state pollutant emissions standards and regulations. As a program-level analysis, potential air quality effects will be modeled based on the proposed Village Specific Plan's maximum allowable development and associated traffic. Quantities of existing and future emissions of criteria air pollutants will be estimated through use of the California Air Resources Board's California Emissions Estimator Model (CalEEMod 2011.1). Potential conflicts with existing air quality plans and regional air quality strategies, increases in criteria air pollutants, and potential exposure of existing and future residents to toxic air contaminants will be addressed.

Biological Resources

The Village Specific Plan area is composed of developed lands with no naturally vegetated areas. Ornamental vegetation occurs in public rights-of-way as well as on private properties, in planters, small yards, and median strips. There is also a diverse collection of street trees in the Plan area, including eucalyptus species along Camino del Mar and Torrey Pine trees in the median. Due to the lack of habitat, sensitive native plant and animal species are not anticipated to be present within the Plan area. However, in compliance with CEQA, the EIR for the Village Specific Plan will include a program-level evaluation of potential impacts to biological resources with emphasis on protecting biological resources associated with urban settings and the built environment. For example, the taller trees in the Plan area could be hosts to nesting raptors or migratory birds.

Cultural and Paleontological Resources

In compliance with CEQA, the EIR for the Village Specific Plan will include an evaluation of potential impacts to historic, archaeological and paleontological resources that determines whether or not plan implementation would cause any substantial adverse change in the significance of cultural resources or would disturb any sacred or religious sites or human remains. This evaluation will be based on secondary information regarding the built and non-built cultural environment, including a record search of the plan area through the South Coast Information Center, contact with the Del Mar Historical Society, and consultation with the Native American Heritage Commission. As a result, the EIR will identify the known inventory of listed and eligible or recorded historic and prehistoric sites and paleontological sensitivity of the area. Sensitivity for paleontological resources will be determined based on the sensitivity rating of the underlying geologic formations. Any potential resource impacts will be identified as well as appropriate program-level mitigation measures.

Geology and Soils

The EIR will include a program-level evaluation of the Village area geology and soils based on available seismic and geologic mapping, soils mapping, and associated reports. In compliance with CEQA, this evaluation will identify potential geologic, seismic and soil hazards including regional faults and unstable topographic features or local soils.

Greenhouse Gas Emissions

In accordance with CEQA, the EIR will include a program-level discussion of greenhouse gas emissions that will focus on the two issues of whether the GHG emissions from future maximum development associated with the plan would exceed the state's reduction target in business-as-usual emissions, and whether the plan would conflict with the goals, policies or

regulations of another local or state plan adopted for the purpose of reducing greenhouse gases. The EIR discussion will be based on a Greenhouse Gas Emissions Technical Report prepared for the Village Specific Plan that will be appended to the EIR. As a program-level analysis, greenhouse gas emissions will be modeled based on the proposed Village Specific Plan's maximum allowable development and associated traffic, as well as any greenhouse gas reducing features of the plan including mobility aspects such as vehicular roundabouts and enhanced transit, pedestrian and bicycle mobility. Quantities of existing and future greenhouse gas emissions will be estimated through use of the California Air Resources Board's California Emissions Estimator Model (CalEEMod 2011.1).

Greenhouse gas emissions will be estimated for both the construction and the operation of ultimate build-out of the plan and will include emissions from vehicles (fuel combustion), electricity use, natural gas combustion, water consumption, and waste generation. Building design features included as standards in the plan or in other local, state and federal regulations that reduce energy and water use and waste generation will also be accounted for in the emission estimates; and in a general assessment of the plan's consistency with regional and state emissions reduction programs and climate change adaptation strategies. If greenhouse gas reduction measures beyond those mandated in existing regulations and new plan standards are not sufficient to reduce greenhouse gas emissions to target levels, mitigation measures for both the program- and project-level will be identified.

Hazards and Hazardous Materials

The EIR will include a program-level analysis of potential hazards and hazardous materials based on available hazardous material inventories, mapping, and other relevant sources. In compliance with CEQA, the hazards and hazardous materials inventory will include locations of any sites of environmental concern and/or properties recorded as having unauthorized or accidental releases of hazardous substances within the plan area vicinity. The presence of older (pre-1978) structures within the plan area that may contain hazardous building materials will also be generally identified; as will the locations of any schools or other sensitive land uses proximate to these locations. The analysis will also identify relevant existing regulations pertaining to ensuring public safety during hazardous materials handling, storage and remediation, and in consideration of these regulations, assess the safety issues associated with existing and proposed uses and the potential for the existing and future population to be exposed to hazards or hazardous materials.

Hydrology and Water Quality

The EIR will describe how implementation of the Village Specific Plan may affect storm water runoff patterns, flow rates, flow volumes, and water quality and will address all relevant CEQA

issues pertaining to hydrology and water quality. The assessment will be based on technical data maintained by the City Public Works Department, supplemented by available secondary information from the San Diego Regional Water Quality Control Board, Federal Emergency Management Association floodplain mapping database and other sources. The existing drainage pattern, floodplain, storm drain system, and drainage improvements that exist or are planned within the Village Specific Plan area will be identified, and any deficiencies that exist or would occur as a result of Plan implementation will be addressed. Existing and potential sources of storm water pollutants, the quality of downstream water bodies, and applicable storm water quality standards and regulations, including Best Management Practices (BMPs) and Low Impact Development (LID) practices, that may be relevant to apply to subsequent projects to avoid potential adverse impacts, will also be addressed.

Land Use

In accordance with CEQA, the EIR will address two main land use issues relative to the Village Specific Plan: whether or not implementation of the plan would divide an established community; and whether the plan would conflict with other applicable land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. To address the first issue of community compatibility, a program-level land use compatibility analysis will be included that describes the nature of the existing community in terms of neighborhood cohesion and connectivity, and the interface of existing land uses with future proposed land uses. The evaluation of land use impacts will consider the consistency of the existing land uses and community character with the proposed land uses, and the degree to which any difference between the two would lead to community division or other physical effects.

As indicated in the CEQA Guidelines, project inconsistency or conflict with a plan does not by itself constitute a significant environmental impact. The plan or policy inconsistency would have to result in or relate to a significant environmental impact in order to be considered significant pursuant to CEQA. Thus, to address the second land use issue, the EIR will describe the relationship of the proposed Village Specific Plan to relevant adopted plans, policies, and regulations (including, but not limited to those of the: Community Plan, Local Coastal Plan, Vision 2020, Downtown Revitalization Project, Municipal Code, SANDAG Regional Comprehensive and Transportation plans), and provide an analysis of how the Village Specific Plan is compatible with or may conflict with these plans and regulations. As part of this analysis, the potential for significant secondary impacts resulting from any land use plan inconsistencies will be assessed.

Noise

The EIR will include an evaluation of potential noise impacts that may result from adoption of the Village Specific Plan, based on a Noise Impact Analysis technical report that will be appended to the EIR. The existing noise environment as determined through existing noise measurements will be described, and an evaluation of the plan's potential mobile (traffic) and stationary (land uses) noise impacts will be addressed. Future noise associated with vehicles and land uses allowed by the plan will be estimated through use of the Federal Highway Administration Traffic Noise Model. The resulting noise contours will be shown on a map and the EIR will discuss the significance of the exposure of persons to these noise contours and to potential permanent increases in ambient noise levels.

Population and Housing

The EIR will analyze the potential of the proposed Village Specific Plan to adversely affect population and housing based on an evaluation of existing and projected population and housing data against projected numbers for the proposed Plan. In accordance with CEQA guidelines for assessing population and housing impacts, the analysis will focus on determining any anticipated need to construct new housing elsewhere due to displacement of existing housing or people. Conformance with the City's Housing Element and regional housing goals will also be evaluated, including evaluation of affordable housing policies. Because the Village Specific Plan has the potential to allow for a substantial increase in residential housing within the plan area, the EIR will additionally analyze what impact the development of these new residences, along with the increased commercial uses and associated infrastructure improvements, may have on population growth both directly or indirectly in the area.

Public Services

The public services section of the EIR will identify the capability of service providers (police protection, fire/emergency medical, schools, and libraries), to serve the maximum allowable development of the Plan. In compliance with CEQA, the EIR will describe current and anticipated response times, facilities, and personnel and will focus on any need for new or expanded facilities resulting from the build-out of the Village Specific Plan, the construction of which could cause significant environmental impacts. The phasing or provision of adequate services, along with new facilities or staffing required to serve the Village Specific Plan will also be discussed, if applicable.

Recreation

In compliance with CEQA, the EIR will address whether Plan implementation would increase the use of existing neighborhood and regional parks or other recreational facilities to the point

that substantial physical deterioration of the recreational resource would occur. The EIR will also evaluate the potential effect of plan implementation to require the need for the construction or expansion of recreational facilities which might have adverse environmental effects.

Transportation/Traffic

The transportation/traffic section of the EIR will be based on the Traffic Impact Analysis prepared for the Village Specific Plan that will be appended to the EIR. Based on the traffic impact analysis, the EIR section will evaluate traffic associated with plan implementation in terms of degraded (or improved) intersection and roadway level of service (LOS); parking supply; alternative transportation systems (including pedestrian, bicycle, and transit); and traffic hazards. Identification of recommended mitigation measures, if required, will consider project objectives and will not for example propose roadway expansion to widths that are inconsistent with a pedestrian-oriented streetscape.

Utilities and Service Systems

In compliance with CEQA, the EIR will discuss the plan's land use demand in relation to the available capacity for water supply, the water service system, wastewater treatment system, storm water drainage system, and solid waste disposal capacity; and will address potential impacts to the provision of water, sewer, storm drainage, and solid waste disposal due to plan implementation. This program-level analysis will focus on impacts to the service systems and the potential need for new or expanded facilities resulting from plan build-out. Where the need for new or expanded utility service systems are identified, the potentially significant environmental effects of constructing these new/expanded facilities will also be generally addressed.

Cumulative Impacts

The EIR will include a cumulative impacts assessment that will consider the Village Specific Plan in concert with other projects and their potential to generate cumulatively significant environmental impacts. A list of past, present, and probable future projects (i.e., projects currently approved and reasonably anticipated) in the Del Mar area will be identified and their combined environmental effects on each issue will be analyzed.

Project Alternatives

The EIR will consider a range of alternatives which would feasibly attain most of the objectives of the proposed Plan but would avoid or substantially lessen any identified significant impacts arising from Plan implementation. In compliance with CEQA, this will include at minimum a discussion of the No Project Alternative and a reduced-intensity alternative. It is anticipated

this section of the EIR will address three alternatives: (1) the No Project Alternative; (2) a Lower Development Potential Alternative; and, (3) a Four-Lane Camino del Mar Circulation Alternative. A comparative assessment of the project and alternatives will be made and an environmentally superior alternative will be identified.

Other Required Considerations

In accordance with the CEQA Guidelines, the EIR will include other mandated sections including an executive summary, introduction, project description, growth inducement, significant irreversible and unavoidable changes, effects found not to be significant, and a list of organizations and persons consulted. A mitigation monitoring and reporting program (MMRP) will be prepared that will contain a list of the mitigation measures and monitoring programs required for each identified significant environmental issue.

TOPICS EXCLUDED FROM ANALYSIS IN THE EIR

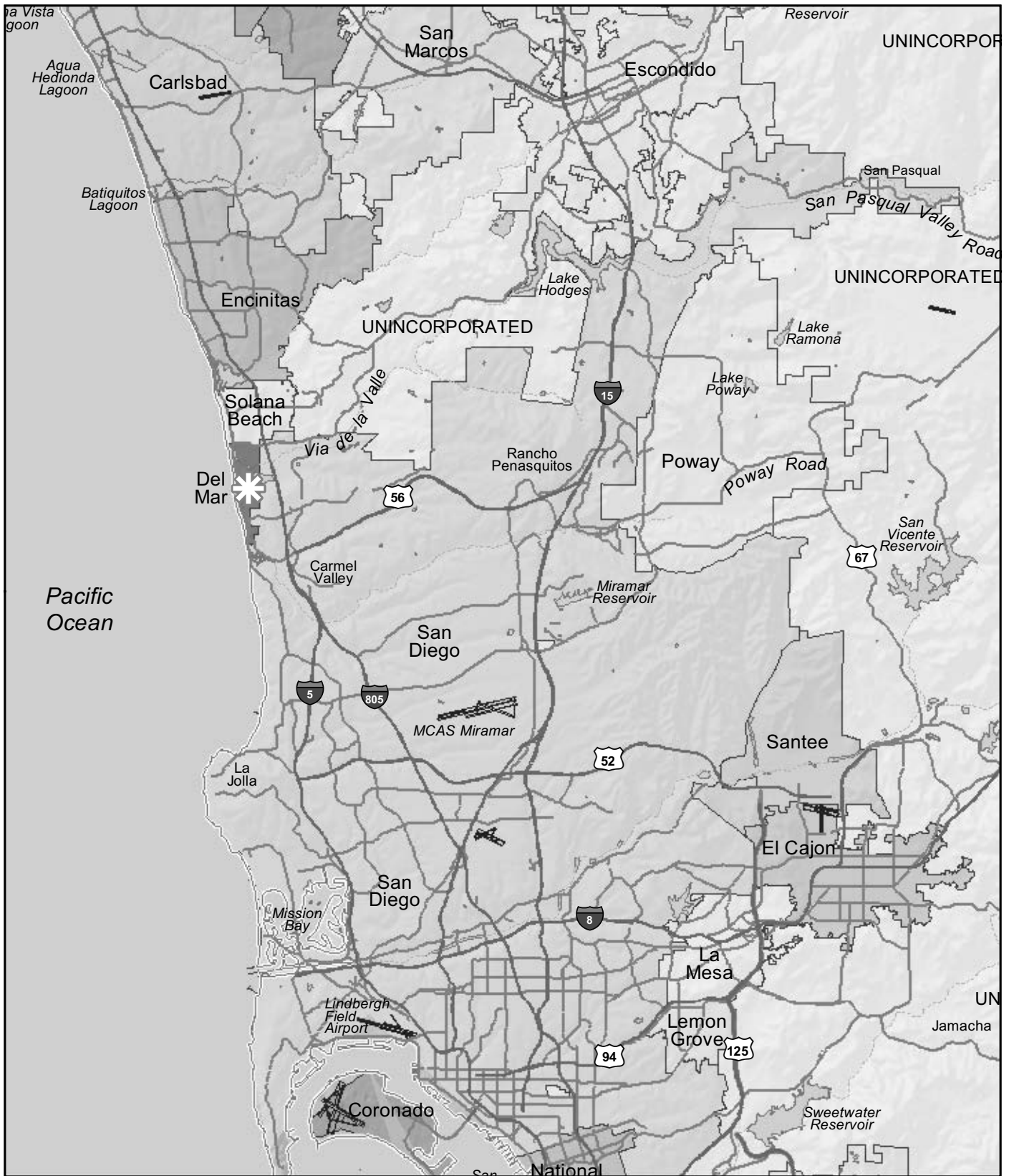
Agricultural Resources and Mineral Resources are topics that were determined to be less than significant and therefore will be excluded from further analysis in the EIR.

ENVIRONMENTAL PROCEDURES

This NOP for the proposed Village Specific Plan project will be submitted to the State Clearinghouse, which will forward it to potential Responsible Agencies and Trustee Agencies. Other interested parties that may have permit authority or have specifically requested notification of the project will also receive a copy of the NOP.

A public scoping meeting will be held on January 12, 2012 at 6:00 PM in the City Hall Annex, 235 11th Street, Del Mar, California.

After the 30-day review period for the NOP is complete and all comments are received, a Draft Environmental Impact Report (DEIR) will be completed in accordance with CEQA as amended (Public Resources Code, Section 21000 et seq.), and the State Guidelines for Implementation of CEQA (California Code of Regulations, Section 15000 et seq.).




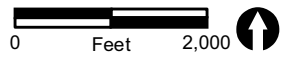
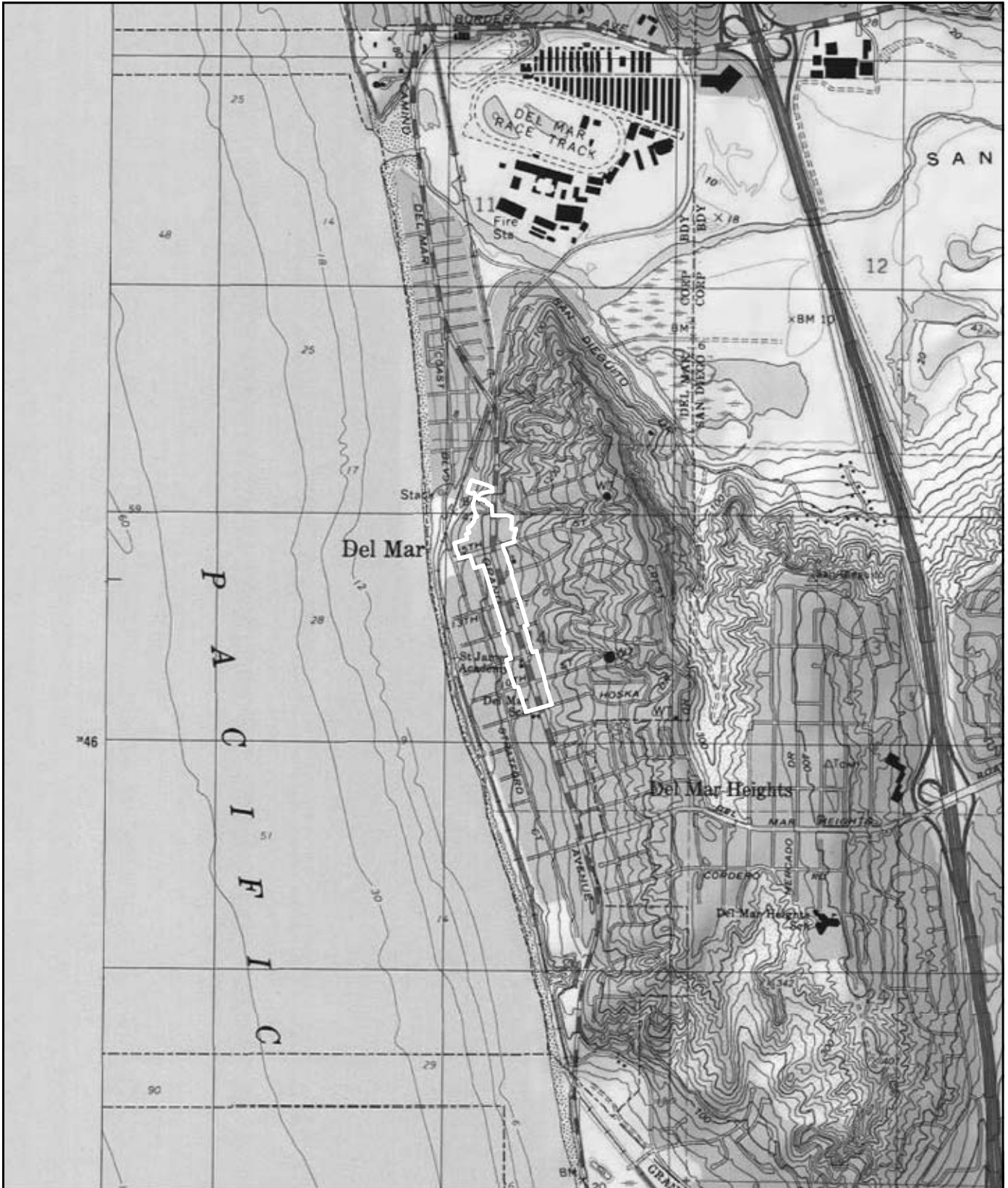
 Village Specific Plan Location

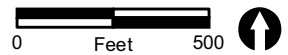


FIGURE 1
Regional Location



 Village Specific Plan Location

FIGURE 2
Project Location on USGS Map



— Village Specific Plan Boundary

FIGURE 3
Project Location on Aerial Photograph

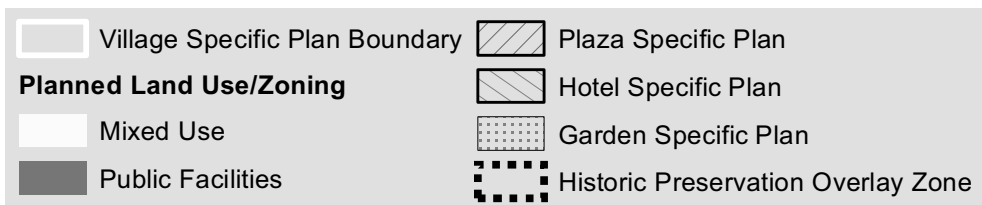
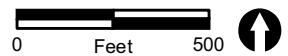


FIGURE 4

Proposed Village Specific Plan

NATIVE AMERICAN HERITAGE COMMISSION

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December 16, 2011

RECEIVED
DEC 20 2011
City of Del Mar
Planning Department

Ms. Kathleen A. Garcia, Planner

City of Del Mar

1050 Camino del Mar
Del Mar, CA 92014

Re: SCH#1988011314 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Del Mar Village Specific Plan Project" located in the City of Del Mar, San Diego County, California

Dear Ms. Garcia:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. This area of San Diego County is known to the NAHC to be very culturally sensitive. Also, the absence of archaeological resources does not preclude their existence. California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California

Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contacts

San Diego County

December 16, 2011

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
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Kumeyaay Cultural Historic Committee
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San Pasqual Band of Mission Indians
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Jamul Indian Village
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Tipay Nation of Santa Ysabel
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Mesa Grande Band of Mission Indians
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(619) 445-5337 Fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley, CA 91962
(619) 709-4207

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This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed H#1988011314; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Del Mar Village Specific Plan Project; located in the City of Del Mar; San Diego County, California.

California Native American Contacts
San Diego County
December 16, 2011

naja Band of Mission Indians
Rebecca Osuna, Spokesperson
2005 S. Escondido Blvd. Diegueno
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

Ewiiapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
michaelg@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 742-5587 - cell
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Ipai Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
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San Pasqual Band of Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 365 Luiseno
Valley Center, CA 92082 Diegueno
(760) 749-3200
council@sanpasqualtribe.org
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Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 766-4930
(619) 766-4957 - FAX

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Will Micklin, Executive Director
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(619) 445-6315 - voice
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Kumeyaay Diegueno Land Conservancy
M. Louis Guassac
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Alpine , CA 91903
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California Native American Contacts
San Diego County
December 16, 2011

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
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COM
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Kumeyaay Cultural Repatriation Committee
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Boulevard, CA 91905
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Campo Band of Mission Indians
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(619) 478-5818 - FAX

This list is current only as of the date of this document.

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DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR STREET, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

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December 21, 2011

11-SD-5
PM 34.13Del Mar Village Specific Plan
NOP / SCH #1988011314

Ms. Kathleen A. Garcia
City of Del Mar
Planning and Community Development Dept.
1050 Camino del Mar
Del Mar, CA 92104

Dear Ms. Garcia:

The California Department of Transportation, District 11 (Caltrans) received the Notice of Preparation (NOP) for the Del Mar Village Specific Plan (SCH #1988011314). Caltrans has the following comments:

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the TIS are listed in Appendix "A" of the TIS guide.

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the TIS should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the TIS for projects that add 50 to 100 peak hour trips.

Ms. Garcia, City of Del Mar

December 21, 2011

Page 2

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the TIS. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

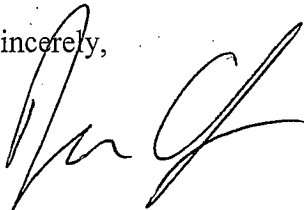
The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the TIS, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

If you have any questions, please contact Leila Ibrahim of the Development Review branch at (619) 688-6802.

Sincerely,



JACOB ARMSTRONG, Branch Chief
Development Review Branch

Adam Birnbaum

From: John Kerridge [jkerridge@ucsd.edu]
Sent: Thursday, October 20, 2011 9:43 PM
To: Adam Birnbaum
Subject: Traffic control
Attachments: Improving Our City Through Traffic Control.doc

Dear Adam,

Following up on your request at this evening's meeting (which seemed to me to go pretty well) here is an article outlining my concept for using phased traffic lights to control traffic. Obviously, I don't address all the tricky details, but I strongly believe that the approach is well worth considering. I think everyone needs to face up to the fact that every time a motor vehicle is brought to a stop, it wastes fuel, creates noise, and emits a disproportionate amount of atmospheric pollutants.

End of rant!

Cheers,
John

IMPROVING OUR CITY THROUGH TRAFFIC CONTROL

(1) Why do we need to control traffic through Del Mar?

(a) For several hours each day, the sheer density of traffic on Camino del Mar dominates the scene so that any attempts to create a more pleasant, pedestrian-friendly, retail and entertainment environment will always be fighting the impact of the "wall of steel".

(b) The presence of such a high traffic density so close to otherwise quiet residential areas represents a continuing safety concern, to say nothing of the threat to safety of visitors and other non-residents.

(c) This factor is more complex but no less important: There is general agreement that the downtown business district cannot survive solely on a basis of resident patronage. This means that the business district must attract a substantial number of non-resident consumers in order to remain viable. Given the nature of contemporary transportation patterns, this translates into a need to encourage more people from out of town to drive into Del Mar in order to shop, eat, drink or be entertained (what we can term "destination traffic", as distinct from "commuter traffic"). Not only does the present high traffic density discourage such destination traffic but any increase in destination traffic would significantly exacerbate the overall traffic-density problem. Consequently, any planned increase in destination traffic must be accompanied by a decrease in commuter traffic of *at least* the same magnitude.

Summary: Commuter traffic represents a net drain on our community resources, polluting our environment and impeding our commerce, without yielding any benefits to residents or profit to businesses. Improving our quality of life and enhancing the viability of our downtown both require us as a community to reduce the amount of commuter traffic.

(2) What is the best approach to minimizing the amount of commuter traffic?

Traditionally, we have attempted to control through traffic by means of devices, such as traffic lights, stop signs, and landscaping, within the city itself. Besides being only marginally effective at reducing traffic volume, this approach suffers from two serious drawbacks: Each commuter vehicle ends up spending longer within our community than it needs to; and, driver frustration motivates commuters to use residential streets in an attempt to bypass an increasingly clogged Camino del Mar. This latter factor has become a major safety, quality of life, and political issue in town.

A much better approach is to control the traffic before it enters the city. The key here is creative use of the traffic lights at Carmel Valley Road and Via de la Valle. These should be thought of as throttles that can be fine-tuned to regulate the volume of through traffic on Camino del Mar. With modern technology, that volume can be adjusted in real time to provide optimum response to prevailing traffic conditions, e.g., if congestion begins to build up on CDM within Del Mar, the duration of the "green" at the gateway can be automatically reduced, and vice versa. Once traffic is through the gateway, the objective should be to move it through Del Mar as expeditiously as possible. The logical way to accomplish this is with phased signals, so that motorists gain nothing by speeding but are shepherded through town as painlessly as possible, and with minimal incentive to use residential streets.

(Note: such a process would automatically create gaps in the traffic, which would both facilitate entry of local traffic onto CDM and permit pedestrians to cross CDM, without requiring traffic to make gas-wasting, air-polluting, and noisy stops within the village.)

Although this approach is compatible with maintaining Camino del Mar in its present configuration, with two lanes in each direction, it would lend itself very favorably to a reduction of CDM to a single lane in each direction. This would confer three benefits: First, it would help to reduce the "mass" of the traffic, i.e., the "wall of steel" would appear less forbidding; Second, it would eliminate a current safety hazard in which a motorist in one lane cannot see a pedestrian because of vehicles in the adjacent lane; Third, the space made available by eliminating two lanes of traffic would permit widening of sidewalks, encouraging a pedestrian-friendly atmosphere, and could also lead to a substantial increase in parking spaces through use of diagonal parking.

(Note: Because of the very low average speed through town during rush hours, two lanes of such traffic can be readily accommodated by a single lane on which a reasonable speed is possible.)

Summary: By careful regulation of the flow of traffic into Del Mar, we can do a great deal to ameliorate our environment and stimulate our business district.

(3) What would be the downside to such an approach to traffic control?

(a) In the short term, limiting entry of vehicles into Del Mar would lead to longer delays for residents and destination traffic, as well as for commuter traffic. In the longer term, however, those delays will have the effect of motivating commuter drivers to opt for I-5 rather than CDM, so that the impact on residents and destination traffic will be reduced. It should be noted that increased delays will occur anyway under the present arrangement as commuter traffic continues to increase.

(b) The traffic lights at Carmel Valley Road cannot control any traffic entering Del Mar along Del Mar Heights Road. In principle, the traffic lights at Camino del Mar and Del Mar Heights Road could be used as a regulator like those at Carmel Valley Road. However, such usage would make Crest Road and Nob Avenue attractive to commuters trying to bypass the lights. Unfortunately, the portals to both those residential streets lie within the jurisdiction of San Diego, greatly reducing Del Mar's ability to discourage commuters from using them. However, it is worth noting that this situation is already a problem under the present arrangement and it is not obvious that the proposed traffic control plan would exacerbate it.

(c) Installing phased traffic lights and reconfiguring Camino del Mar would represent significant capital costs. However, the key steps towards reducing commuter traffic would be relatively inexpensive, and would lead to increased city revenue through improved business performance within the city.

Summary: Although the proposed plan for control of traffic through Del Mar is challenging, the anticipated benefits greatly outweigh the identifiable problems.

Respectfully submitted,

John Kerridge

Mr. & Mrs. H. Randall Stoke
2323 Ocean Front
Del Mar, CA 92014

RECEIVED

DEC 20 2011

City of Del Mar
Planning Department

November 22, 2011

To: The Honorable City Council of Del Mar

Re: Del Mar's Village Specific Plan

The Specific Plan proposals ignore the movement of traffic through Del Mar and beyond the boundary of the Specific Plan area. Note:

1. Crest Road: the traffic impediments designed by the City Engineer for the benefit of the Crest Road residents, which the Council has approved, and the anticipated increase in accidents, should render Crest Road immune to the proposals.

2. Stratford Ct and Ocean Bl together provide passage. It is now heavily used even though Stratford Ct is quite narrow. But, because of the impact on CDM today, I and many others use it anyway.

3. Ocean Front is overwhelmed, particularly when CDM is beset by commuter hour traffic. Bicyclists, dogs, baby strollers and people do so at their risk.

The Stratford Ct/Ocean Bl area will be unduly impacted by proposals #2 and #3. It is important for the City to protect this residential area.

4. CDM is the only street that can handle the movement of anticipated traffic. There will be more traffic regardless of any freeway improvement. Four lanes are essential for the safety and protection of DM citizens, particularly because of the race track and fair ground activities.

Only alternative #1 will be able to handle the volume into and through the City. Left hand turns should be accommodated and the medians should be treated accordingly.

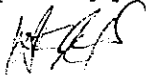
Alternatives #2 and #3 will persuade residents to go elsewhere to shop. The Kilroy project will add to Flower Hill's enticement. Alternatives

#2 and #3 degrade our residential areas which are important to the value and quality of the City.

There is no space within the Specific Plan area to accommodate roundabouts. Check the roundabout in Santa Fe Av in Encinitas. You certainly do not want one at 15th Street which might be a possibility for a "scatter crossing".

The citizens of DM can dream about a leisurely drive to a parking lot on CDM, but it won't become a reality, even if they wish for bond built parking on the City Hall site. I appreciate the mental effort being expended, but are our residents really going to walk down from Crest Rd or Heatherlane, stroll our shopping area on CDM and then walk back up the hill? The four percent response reported in The Del Mar Times should not be taken as indicative of what the vote might be.

Respectfully yours,



H Randall Stoke

Jeanette Brown

Subject: FW: Draft of EIR for the Villiage Specific Plan

From: Thomas Hollander [<mailto:thollander46@gmail.com>]
Sent: Tuesday, December 20, 2011 5:20 PM
To: Planning Mail Box
Subject: Draft of EIR for the Villiage Specific Plan

To Whom It May Concern,

My name is Tom Hollander, my home is on Crest Road and my business is on Camino Del Mar. I have this unique vantage point. During the more than 30 years it took the city to address the safety, speeding, cut-through traffic from I-5 and the fairgrounds, which resulted in the current traffic calming devices, on Crest, being installed. So many times and so many meetings the residents were told again and again and again that Camino Del Mar was the main arterial road by design that was supposed to handle through traffic and the residential streets were not for this purpose. Traffic engineers and consultants all verified this position, and suggested that traffic be strongly encouraged to use only Camino Del Mar. I strongly believe that your draft EIR MUST address the impact on Crest and Strafford Court before any one-lane (each way) with traffic circle proposals/experiments be considered. The city council took thirty years to offer a partial solution, and only weeks after the final installations you want to re-create the original problem. Further, I am convinced that after doing business on Camino Del Mar for over twenty-eight years that the two lanes idea is only going to backfire and cause unacceptable traffic problems for a minority of residents who have done far more than their fair share of shouldering what the rest of the community might prefers. This city has it's proudest moments when it protects all the people without alienating those in the minority. I love this community, I live here, work here and walk here every single day- I do not want to choose between 10 foot wide side walks and having angry frustrated drivers almost hitting me as I walk or am just sitting in my home.

Thank you for time and consideration.

Sincerely,
Tom Hollander

Jeanette Brown

Subject: FW: Camino del Mar

From: Delene St.John [<mailto:delenestjohn@msn.com>]

Sent: Wednesday, December 21, 2011 3:18 PM

To: Planning Mail Box

Subject: Camino del Mar

I live in Del Mar and am very much concerned about the plan to make Camino del Mar a one lane street through the center of town. I live at 1016 Crest Rd. The residents on Crest have spent many years trying to curb the number of cars that use "Crest rd" as a "cut through" to avoid the heavy traffic on Interstate 5. It seems to me by narrowing the main road through town that the traffic will cut through the neighborhood, as it must overflow somewhere. I am very much opposed to this plan.

Delene St John

Law Office of Delene St. John

3160 Lionshead Ave., Suite 1

Carlsbad, CA 92010

(760) 477-8586 - Telephone

(760) 477-8581 - Facsimile

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Comments on Del Mar Village Specific Plan

I attended the workshop for the discussion on the new "Del Mar Village Specific Plan" and thought it was very well done. Some subjects needed more time, but we couldn't stay there all day. The idea of updating a 1977 "Specific Plan" seems like a worthwhile effort. Most of the items in the Project Description I agree with. My main comments will address what's between the curbs.....reducing the roadway to two lanes.

I live just off of 15th street, west of Camino Del Mar, and have been watching the havoc on 15th street, a two lane street with angle parking, for over 25 years. Parked cars and a single lane only lead to complete stoppage of traffic, all the time. To move this configuration to a state highway and the only alternate route for the I-5 freeway seems to be asking for everlasting traffic jams. We already have bad congestion during the evening rush hours. Much of it is caused by the current STOP signs.

The idea of using roundabouts to keep cars moving is very good, but trying to add these after a roadway has been designed, doesn't work very well. Look at La Jolla's Birdrock. I no longer go to the restaurant there because of the inconvenience of the roundabouts. Adding them as an after thought doesn't result in a very effective solution.

The current four lanes is the best solution for Camino Del Mar. It provides the best opportunity to move the many cars that will always be using our main street. However, a better way of moving cars through the city is needed. The current STOP signs only make the congestion worse. This problem needs some smart thinking. One alternative might be, "On Demand Signal Lights" in place of the STOP signs. This approach should be evaluated as part of the new plan.

And now a comment about sidewalks, having continuous sidewalks in the Plan area is a great idea, but not at the expense of the roadway or the median. A ten foot minimum my do just that. The sidewalk should be continuous, but the width should be determined by the structure that is on the property, with goal of ten feet.

In conclusion, retaining the current four traffic lanes and the beautiful median should be a given for this Plan. Keeping these as part of the new Plan will substantially reduce the cost of revitalization, so that available funds can be used to correct those items that really need to be changed.

Pete Glaser

1552 Camino Del Mar #501

Del Mar, CA.92014

12-27-11

CITY OF DEL MAR
VILLAGE SPECIFIC PLAN

RECEIVED

JAN 3 2012

City of Del Mar
Planning Department

My Name is Joe Harold, owner of two properties
in Del Mar. 325 9th St and 1970 Seaview Ave.

As I look at this plan to improve downtown
I agree with most of the plan. However I have
a large problem with the traffic lanes and
roundabouts. I have looked at this type of
traffic patterns in Leucadia and Encinitas.
They are terrible at best. How do you think
during prime traffic times going from 2 lanes
each direction to 1 lane is an improvement. You
will have a revolt at best when it takes
30-45 minutes to get through town. With 4
lanes it can be a challenge. Recently on
the day before Thanksgiving Del Mar had one
lane in the north direction shut down. It took
one hour to get through town on Camino Del Mar.
I strongly urge you to NOT go from 4 lanes
to 2 lanes and no roundabouts.

THANK YOU
A CONCERNED CITIZEN

Joe Harold

P.S. AT THE PUMP STATION ON 24TH ST WHY HAVE SOME HEAVY
EQUIP STIL ON SITE WHEN THE PROJECT HAS BEEN COMPLETED
NOT A GREAT VIEW NEXT TO THE TENNIS COURTS!!

1136 Luneta Drive
Del Mar, CA 92014
(858) 755-5610

January 5, 2012

RECEIVED

JAN 5 2012

City of Del Mar
Planning Department

City of Del Mar
Planning and Community Development Department
1050 Camino del Mar
Del Mar, CA 92014

Attention: Kathleen Garcia

RE: Comments for 1/12/12 EIR Scoping Meeting

Dear Sir/Madame:

The proposed Specific Plan will have a very negative impact on the local environment and the quality of life for Del Mar residents. Thirty foot high buildings (26' + 4' for roof features) on the west side of Camino Del Mar will block sunlight, ocean breezes and views. The added congestion from 140 apartments, 43 additional hotel rooms and a nearly tripling of retail and restaurant space will dramatically increase noise and air pollution and ocean runoff. This Plan should not be approved in a fragile Coastal environment.

Sincerely,



Mark Stuckelman

10 January 2012
City of Del Mar Planning and Community Development
Department

att'n: Kathleen Garcia

re: Notice of Preparation of a Draft Environmental
Impact Report and Village Specific Plan

The proposal is well planned and professional.
The implementation will greatly enhance the
central commercial zone.

B. Anderson
1107 Luneta

I am familiar with ^{the} Bird Rock area where
a similar plan was implemented a few years
ago. A great improvement over what had been

RECEIVED

JAN 10 2012

City of Del Mar
Planning Department



Del Mar Pizza

OFFICE
211 15Th St.
Del Mar., Ca. 92014

PHONE
858.481.8088

WEB
www.delmarpizza.net

CITY OF DEL MAR

JAN 10 2012

PLANNING DEPARTMENT

~~CITY OF DEL MAR~~

~~JAN 9 2012~~

~~PLANNING DEPARTMENT~~

January 7, 2012

Dear Sirs,

Please allow this letter to memorialize Del Mar Pizza's objection to certain aspects of the Proposed revitalization for the Village Specific Plan. It is our belief and position that turning Camino Del Mar into a two lane, pedestrian oriented road with roundabouts, will be deleterious to the retail and restaurant businesses operating in the village area. I have personally spoken to many businesses down in the Bird Rock area of La Jolla who have scared the living daylights out of me about the City of Del Mar's intentions. I strongly urge you to reconsider these two components of the new specific plan. I do however support the rest of the plan.

Sincerely yours,


Bob Fleet

To: Planning Department – Del Mar

From: Rick Ehrenfeld

Re: EIR and specific plan.

These comments relate to the **Del Mar Village Specific Plan Environmental Impact Report Notice of Preparation**.

raise the height limit to 26'-0" on the western side of Camino del Mar to match the allowed height limit on the eastern side;

While this statement is technically accurate, it belies the complexity of the height calculation on the west side of Camino del Mar, which results from the steeply sloping lots. The challenge and implications of matching the height "at" Camino del Mar (which is the 26'-0" referenced) needs to be studied in the context of the heights going west from CDM, and should be referenced.

Aesthetics *The EIR will evaluate the proposed **Village** Specific Plan in terms of its potential effects on **Village** character and to the quality of public views. A program-level Visual Impact Analysis for the **Village** Specific Plan will be included as a technical appendix to the EIR, and will form the basis for the EIR aesthetics discussion. The Visual Impact Analysis and EIR will address all relevant visual issues for CEQA compliance, including views, bulk and scale, architectural style, and light/glare. Emphasis will be placed on evaluating the **Village** area's key visual resources and views, including scenic views of the Pacific Ocean, the urban forest, and the **Village** community and its landscapes. Individual residents' private views are protected through the existing Del Mar Municipal Code. As a program-level analysis, potential effects on the **Village's** visual character will be addressed through evaluating the proposed **Village** Specific Plan's build-out allowances and design guidelines relative to architectural mass and scale and overall aesthetic compatibility with the desired **Village** character.*

The word "Village" is confusing in this paragraph. The phrase "Village Specific Plan" is followed by the phrase "potential effects on Village character." Does the reference to "Village character" include the entire town of Del Mar, including the adjoining residential areas, or is it the character of the Village specific plan area? Are all references to Village – the specific plan area? Are the "Village community" and the "Village area" something different? This should be clarified. I feel that the Village character should include the surrounding residential areas – maybe the change is simply one of semantics, but as it stands it is confusing.

The **Aesthetics** section needs to specifically reference the visual impacts upon the adjoining residential properties. The "character" discussions should include the interface with the neighboring residences and community.

The Design Review Ordinances include protections beyond views, there are references to privacy, and light and air ,etc. I am not sure if this paragraph excludes these items intentionally? I think that references to DRO protections beyond views would be appropriate.

I would like to see air quality and noise studies for parking structures specifically called out in the EIR.

Thanks

Americana Restaurant
1454 Camino Del Mar
Del Mar, Ca 92014
(858)794-6838

January 10, 2012

The City of Del Mar
Camino Del Mar
Del Mar, Ca 92014

CITY OF DEL MAR

JAN 10 2012

PLANNING DEPARTMENT

Re: Del Mar Village Specific Plan

To Whom It May Concern:

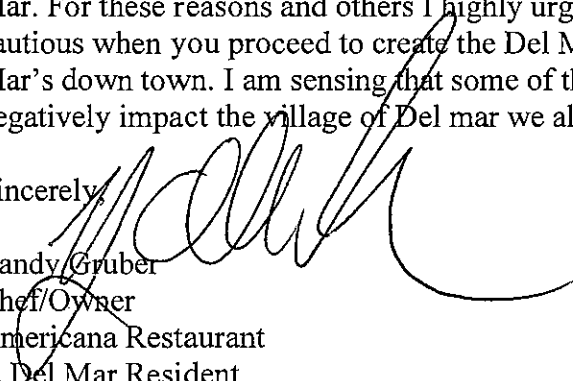
As a long time resident and business owner in Del Mar I first would like to say that I am in favor of the revitalization plan of Del Mar with ideas that include plans for mixed use, increasing the building height limit, providing open spaces and upgrading side walks. I am deeply concerned however about the concept of two single lanes, angled parking, and roundabouts planned for Camino del Mar thru the downtown village.

I am very concerned for a variety of reasons the first of which is the construction, expense, and hardship impact that will be felt by business owners along this Camino del Mar corridor where this is planned with what appears to be a lack of consideration about the short and long term impact on residents and businesses. In short, why does Del Mar need this component to be part of the specific plan that I would otherwise support? As a restaurant owner at the intersection of Camino Del mar and 15th Street, I am concerned that this proposed project could create more congested traffic through Del Mar's residential neighborhoods and commercial zone and have a very negative impact on my business as well as other businesses along Camino Del Mar. As is well known, the traffic congestion thru the village in the summer months is already oppressive when the county fair and race track events are scheduled and this is with it's current configuration of 4 lanes north and south. I can't imagine the havoc thru town with a further bottleneck of just 2 lanes as the city proposes. This two lane concept and the traffic it would cause would deter people from coming to Del Mar to shop and dine which defeats the concept of revitalization.

Secondly, there are all sorts of safety issues to be considered here as well. Access of emergency vehicles or a mass evacuation needs to be taken into account for example as well as public transportation through town and the impact accesses would have on deliveries into town. The local village business's have had a difficult last few years persevering through downward economic conditions. A big construction project will not help Del Mar's small businesses weather this storm. I watched Bird Rocks construction project destroy many of the small business there. The same thing could happen in Del

Mar. For these reasons and others I highly urge city of Del mar officials to be very cautious when you proceed to create the Del Mar Specific Plan in order to revitalize Del Mar's down town. I am sensing that some of these concepts could easily back fire and negatively impact the village of Del mar we all love for generations to come.

Sincerely,



Randy Gruber
Chef/Owner
Americana Restaurant
& Del Mar Resident

Jeanette Brown

From: Planning Mail Box
Subject: FW: NOP Village Specific Plan

From: ALICE MCNALLY
Subject: NOP Village Specific Plan
Date: January 10, 2012 12:16:59 PM PST
To: Planning@delmar.ca.us,

City of Del Mar

Comments on the Village Specific Plan

Issues to be addressed:

.TRANSIT

- . Restoring train service
- . track and stops under Camino Del Mar. (The Swiss did this in the 1800s with pick axes!)
- .Shuttle service to and from Solana Beach Station.
- . two lanes
- .more bike lanes
- .wider sidewalks and dining

PARKING

- .below ground parking structures only for village and train service
- .diagonal parking on Camino Del Mar.

REVITALIZE

- .subsidize merchants to encourage galleries and shops in which to browse
- .encourage more stores such as hardware, alternative pharmacies, grocery

CHARACTER and CHARM

- .Protect the CHARACTER and Charm by increasing historic designation to include more buildings such as Enfuego, Sunflower, Julie's, Jimmy O's, Bully's and the old 76 station at the corner of 13th

. VIEWS

- . density will cause more obstruction from both private and public spaces.

URBAN FORREST

- .maintain
- .gives our Village its charm and makes it unique

AIR

- . idling makes more pollution than a car actually moving through town at a reasonable speed.
- .bring people to town by accessible and reliable transit. (run on time)

WATER and UTILITIES

- . underground for all new construction
- .repair infrastructure before expanding
- .Join San Diego in the suite against the Metropolitan Water District for charging more that it actually costs to transport our water!

STORM DRAINS and POLLUTION

.Sweep Streets throughly! Do not allow parking on the street during Street Sweeping hours and Sweep all of them. This will mean getting an earlier start.

.Do not use herbicides in our storm drains. Take care of them on a regular bases keep them clear!

LANDSCAPE

.indigenous plants only

.organic fertilizers only

.mint oil spray to remove bee's from meters etc. Not poison!

NOISE

.noise will be increased and can't be mitigated.

HOUSING

. the increases will all need parking and what planned is inadequate.

.overcrowding will be a problem and change the CHARACTER of the Village

.displacement of residents and shops must be avoided

PUBLIC SERVICES AND EMERGENCY VEHICLES

. must have access and space to serve and protect

.will need to increase police protection

RECREATION

.designation of more places to gather and play

PROJECT ALTERNATIVES

. public vote

MORE CONCERNS:

.who does this really benefit? The community, or the DEVELOPERS?

.affordable?

.can we properly build out and maintain?

.mitigation is always a second choice!

Alice McNally

1332 Stratford CT

Del Mar, CA 92014

Jeanette Brown

From: Planning Mail Box
Subject: FW: attention: Kathleen Garcia

From: Ellis Family
Sent: Wednesday, January 11, 2012 11:43 PM
To: Planning Mail Box
Subject: attention: Kathleen Garcia

RE: Subject- Thursday, January 12th public meeting on the Village Specific Plan

Comment: We would like it noted that our family does not agree with the city's intended plan for the next 30 years. We, the people who actually live here and pay the taxes, who use this village, do not feel it is in our best interests. We do not want the structural heights raised; especially on the West side of Camino Del Mar. Not only will this block homeowner views, the low-income apartment housing created is not needed or desired by the residents. We already have enough complaints about commercial tenant noise from the surrounding homes recently created in the commercial zone.

We do not want single lane streets running through town. Be practical. What we need is development more in line with what has been done to highway 101 in Encinitas. They are doing a wonderful job of revitalizing their downtown area. We need ONE LEVEL SIDEWALK RUNNING THE LENGTH OF THE TOWN; from the racetrack to the reserve. THAT will help this town become "pedestrian friendly"! Now, people have to walk through dirt, trip on uneven bricks, walk into the street, just to walk from the hotels at one side of town to the restaurants on the other. It is a shame. Give us more businesses that the "locals" can and will use; not all the high end retail and fancy restaurants.

Our city looks tired and sad while Solana Beach and Encinitas are re-developing to look tidy and modern. This plan needs more work.

Respectfully submitted,

*The Ellis Family
343 11th Street*

1-10-12

To: City of Del Mar

Hi my name is Yvonne Di Chiara, I am the owner of Durante's Menswear for 28 years, and a Del Mar resident for 19 years.

As far as what the city is planning to improve our Village, I feel like there are things we probably need to do. I do not think the single lane traffic or roundabouts in our intersections are a very good idea. I feel it will be a terrible impact on our emergency vehicles trying to get through town. We have enough traffic going through our back streets, we do not need anymore. I also feel it would be devastating to all our businesses. I hope we can find a way to improve our village, without putting our businesses at risk.

Thank You,

Yvonne Di Chiara

Durante's inc

RECEIVED

JAN 11 2012

City of Del Mar
Planning Department

Jeanette Brown

Subject: FW: Village Specific Plan

From: John Giebink
Sent: Wednesday, January 11, 2012 7:37 PM
To: Planning Mail Box
Subject: Village Specific Plan

Kathleen Garcia:

This is in response to your "Notice of Preparation of a Draft Environmental Impact Report/Notice of an EIR Scoping Meeting."

I appreciate the opportunity to provide input to the process and hope that it will be helpful to you.

The major missing piece as I see it is the impact that the proposed specific plan will have on the adjacent residential zones. Traffic and parking will spill over (more like a deluge) on to the residential neighborhoods on both the east and west side of Camino Del Mar (CDM.) Traffic circles at 9th and 11th streets will abolish the effect that the "no left turn" signals have had in diminishing through traffic. In fact that in combination with narrowing Camino Del Mar will no doubt lead to a continual stream of traffic up and down Stratford Court. I have heard that speed bumps have been proposed as a mitigation, but they are not likely to have an effect; speed bumps may slow traffic, but they do not decrease it. If speed bumps were the answer, why are they not planned for CDM?

Parking is also an issue. Currently Luneta, Stratford and all the cross streets branching off from CDM are pretty well parked full on weekdays all year round and completely filled during the summer months. The rezone will lead to even more parking and consequent traffic congestion. This gets to be a complicated issue because increasing provisions for parking would probably lead to more traffic. Also increasing parking might mean a parking structure and that also would be problematic in Del Mar.

If the rezone does lead to more businesses including bars and restaurants, there will also be an increase in pollution, noise and public drunkenness. The adjacent residential neighborhoods will be affected by these factors.

The EIR must account for the potential the rezone has for creating divisiveness in the community and it should definitely address the inequality of the burden that the rezone would have on the residents of Del Mar; all of the negative spill over associated with the rezone (noise, pollution, traffic, parking etc. will fall on those living next to downtown. A partial test of the equality/inequality would be to present a rezone that would mandate that the increase in traffic on Stratford Court and Luneta be limited to the same percent increase as occurs on Van Dyke and Balboa during the same time period.

Overall the question should be, "Does the proposed rezone positively or negatively affect the quality of life for **all** of the residents of Del Mar?"

Thanks again for the chance to let you know our concerns.

John and Mary Giebink
1145 Stratford Court
Del Mar, CA 92014

858-481-2240

Frustrated Cowboy
1444 Camino Del Mar
Del Mar, Ca 92014
(858) 481-5170

RECEIVED
JAN 11 2012
City of Del Mar
Planning Department

January 11, 2012

City of Del Mar
Planning and Community Development Department
1050 Camino del Mar
Del Mar, CA 92014

Re: Del Mar Village Revitalization plan

Attention: Kathleen Garcia

I have lived in Del Mar for about 35 years. I liked as it was when I arrived and I like it as it is now. It has changed quite a bit but for the most part the changes have been good.

Considering the changes that may take place as part of the new Specific Plan:

PROJECT DESCRIPTION

The proposed project consists of a new Specific Plan that is designed to implement the vision of the Community Plan. The intent of the Specific Plan is to:

- o increase the development potential within the study area;
- o raise the height limit to 26'-0" on the western side of Camino del Mar to match the allowed height limit on the eastern side;
- o create a mixed-use zone for the commercial properties that also allows residential development at a density of 20 dwelling units per acre;
- o permit parking structures in both the mixed-use and public facilities zones;
- o redesign sidewalks and on-street parking to be continuous and aligned within the public right-of-way; and,
- o redesign Camino del Mar to be a 2-lane roadway with roundabouts at key intersections.

For the most part I think the changes could make for a better and more intense down town/village area. However the last two items regarding sidewalks and the redesign of Camino del Mar and parking, along with the 2-lane roadway and roundabouts, need more investigation or at least more information for us to understand and appreciate.

I am looking forward to the Scoping meeting on the 12th.

Be
David Gou



Jeanette Brown

From: Planning Mail Box
Subject: FW: village plan

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

From: Healy, John
Sent: Wednesday, January 11, 2012 2:54 PM
To: Planning Mail Box
Subject: village plan

I believe that eliminating lanes from camino del mar would be a grievous error.

Some of us work and leave and return to our Del Mar homes each day

The negative effects on adjacent residential streets would be certain

Fewer "customers" would come to Del Mar as traffic, especially during the fair and races, would be hideous for all (including residents, especially residents).

To remove traffic capacity for the general public in North County is selfish, small minded, and petty and unworthy of we Del Mar citizens

John Healy
360 Serpentine Dr

Jeanette Brown

From: Planning Mail Box
Subject: FW: DMV Specific Plan Scoping

From: Barbara Stegman
Sent: Wednesday, January 11, 2012 3:41 PM
To: Planning Mail Box
Subject: DMV Specific Plan Scoping

Thank you for this opportunity to comment on DEIR, though it is difficult to comment on a partially defined project. For example, the Notice of Preparation does not say what standards will be used to achieve the large floor area increases indicated. Will there be an over-all increase, or project by project? As another example, what type(s) of traffic controls will exist if Camino Del Mar is narrowed and roundabouts installed? That said, I offer the following comments based on what I can deduce from the Notice. Comments are listed under headings used in the Notice of Preparation, and I apologize if not all my comments are applicable for DEIR consideration.

Project Description:

Parking structures are given as a new use. The DEIR should study potential locations and consider, if needed, mitigation for increasing traffic flow in certain areas. This is particularly important if parking structures are located so as to permit/encourage traffic to use residential streets to approach them. If, as I have heard, CEQA no longer involves parking studies, somehow the public should be made aware of any proposed changes in parking standards, and whether or not parking spaces will be required to exist before a project can be approved.

Although not indicated here, hotels are another new use, with no indication of any proposed size (room number) or location limitations. While I'm not sure that this is a DEIR concern, there needs to be some kind of a Conditional Permit to protect against a hotel(s) utilizing (major amounts of?) street frontage.

Are additional open (park/plaza) spaces proposed for certain locations, or are they expected to be proposed as part of individual projects? If the later, how is future build-out size achieved?

Another new use is residential development at 20DU/acre. Again, this may not be a DEIR consideration, but there needs to be some type of CUP to prevent the construction of apartment complexes (or any other size units) on the street front.

There needs to be, somewhere, a discussion of any/all new uses proposed in either the new Mixed-use Zone or the Public Facilities Zone.

Given the comment that build-out is expected to occur at 1435 Camino Del Mar, please discuss the validity (if any) of the three existing Specific Plans, if this plan is adopted.

How will land use and zoning for the Plaza and Garden Plans be "refined"? Will this "refinement" create the possibility of increased traffic at the 15th St. intersection or elsewhere? If so, mitigation will need to be considered by the DEIR.

Aesthetics:

The "potential effects of the plan on the Village's visual character" should be shown visually. At minimum there should be

a street front elevation showing the entire, built-out potential project with a comparison to what exists now.

Existing, established view corridors should be shown.

With regard to building heights, there should be a clear indication of where any proposed building could possibly exceed the standard 26 ft. limit anywhere in the Zone.

Population and Housing:

The DEIR needs to examine the impact of the proposed new dwelling units on the Housing Element.

Further, additional commercial space implies additional workers. While future employee salaries are unknown, the EIR needs to factor reasonable expectations into our fair share/ affordable housing requirements, and suggest mitigation measures if needed.

The DEIR should explore the possibility of (mitigation?) measures to support designating at least some portion of the new units as "affordable" housing.

Transportation/Traffic:

Based on the proposal to narrow Camino Del Mar to two lanes, the DEIR needs to consider solutions that will not worsen existing conditions. Therefore,:

The study needs to consider how the proposed major development east of I-5 will affect traffic into/through Del Mar.

The traffic study needs to consider Jimmy Durante Blvd. as a major entry arterial to the City, which it is at least one third of the year during Fairgrounds summer events and additionally when there are other Ag District events and whenever there is a tie-up on the I-5.

Traffic counts should include high volume events at the Fairgrounds (e.g. the Fair and Races} These counts should include the volume of traffic merging into southbound Camino Del Mar from Jimmy Durante, and include "rush hour" traffic, not just a daily average. The DEIR needs to consider how this traffic can be integrated into a single Camino Del Mar lane at this point without backing up into a solid queue in the NC Zone.

If the Specific Plan does not intend to remove the traffic signal at 15th Street, the study needs to consider mitigation for the traffic that often blocks the center lane of northbound Camino Del Mar at the left turn light during the beach season. This queue would completely block a single lane street.

The traffic study needs to consider the vehicles that often block curbside lanes during deliveries and how to accommodate their needs without blocking the single traffic lane.

The study needs to show how pedestrians crossing Camino Del Mar will be protected at and between roundabouts.

And at last, a category of my own: Specific Plan Enforcement. Specific Plans lay out specifics, but these fall by the wayside as the individuals who proposed them want changes. One has only to compare the voted-on Plaza and Hotel Specific Plans with what exists on the ground today, to see the many(un-voted on) deviations from the original. The DEIR should discuss means of ensuring compliance and/or standards for deviation from compliance.

Thank you for your consideration.

Barbara Stegman
1174 Oribia Road
Del Mar

Date: January 10, 2012

To: City of Del Mar

From: La Boutique les deux,
Stratford Square Building
1438 Camino Del Mar
Del Mar, CA 92014

RECEIVED
JAN 11 2012
City of Del Mar
Planning Department

Re: Written Comments to proposed Environmental Impact Report

La Boutique les deux, (formerly La Boutique) has been in business in Del Mar for over 25 years. To the extent possible, we have supported the DMVA and the City of Del Mar in on going efforts to improve the city.

We are in favor of SOME of the proposed ideas in the plan for revitalization. Improving the parking, adding more lighting to the sidewalks/streets, safer crosswalks, the addition of sidewalks from 13th St. to 9th St., and FAR changes are needed improvements that will benefit everyone.

As business owners in Del Mar, we do however, have grave concerns over the proposed restructuring of Camino Del Mar, roundabouts and re-doing existing sidewalks that were just improved in 2010. We feel it would all but put us out of business. This project will only serve to alienate visitors, locals, or any potential shoppers who will deal with the traffic delays and lack of accessibility this project will cause.

We were especially negatively impacted during last years (2010) sidewalk construction as well as the median. This project lasted on and off for months. We had to close our doors for 6 days because access to our main entrance was totally blocked. Parking along the front of our building was non-existent during this time. This year again, we endured the correction of mistakes that were made in the sidewalk project of 2010. Once again, this impacted free flow of walking traffic and parking, which resulted in further losses to revenue. The combined losses to revenue were estimated to be upwards of \$10,000. For a small business this is very difficult to recoup, with no compensation for the losses.

This past year we have saw a slight increase in economic growth to our business. The proposed project will not just be a two-week ordeal. Any further construction projects, of this nature will only put us all back in a hole, or very possibly out of business.

We are respectfully asking the DMVA and the City of Del Mar to PLEASE consider the true impact of the proposed Camino Del Mar restructuring, will have on the small business in town. We appreciate your sincere consideration to this serious matter.

La Boutique les deux
Heidi Walker & Kris Nelson, Owners

Jeanette Brown

From: Planning Mail Box
Subject: FW:

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

From: Linda Castile
Sent: Friday, January 13, 2012 6:46 PM
Cc: Planning Mail Box
Subject:

If roundabouts are determined to be the most appropriate street configuration for Camino Del Mar, I am hoping that drivers will be able to exit the roundabout, westbound, onto 11th Street and possible 13th Street.

Thanks,

Linda Castile

Jeanette Brown

From: Planning Mail Box
Subject: FW: Village Specific Plan

From: false
Sent: Friday, January 13, 2012 10:22 AM
To: Planning Mail Box
Subject: Village Specific Plan

To whom it may concern,

As an Architect and planner who has lived in Del Mar for 30 years I must object to the orchestrated effort to restrict traffic flow from 2 lanes N&S to 1 lane in each direction. This would create a traffic nightmare for anyone who needs to travel up and down the coast to do the normal activities of a local resident or business person, while doing nothing to promote a "pedestrian friendly" downtown.

While roundabouts, relaxation of F.A.R. restrictions and height limit flexibility are good ideas, the existing sidewalks and bike lanes are more than wide enough to allow for pedestrian circulation as well as sidewalk gathering places and seating.

Let's not allow a few vocal activists create an intolerable situation for anyone who needs to shop, work or visit the adjacent towns of La Jolla, Solana Beach and Encinitas. The only drivers who won't mind the gridlock of a 1 lane road in each direction will be tourists and other non-locals.

Sincerely,

Daniel Jensvold, Architect
713 Stratford

Jeanette Brown

From: Planning Mail Box
Subject: FW: Village Specific Plan

From: Linda Chisari
Sent: Saturday, January 14, 2012 3:38 PM
To: Planning Mail Box
Cc: Frank Chisari; Linda Chisari
Subject: Village Specific Plan

Hello,

We're writing to express our opposition to reducing Camino del Mar to a two-lane roadway because we believe that will shunt traffic onto residential streets. We support the Four-Lane Camino del Mar Circulation Alternative as long as it will not divert traffic onto residential streets.

We have lived on Crest Road since 1976. During all those years there have been problems with traffic on Crest Road. It is used as a shortcut to and from town when traffic is heavy on either Interstate 5 or Camino del Mar. We've been through hours and hours of meetings to try to find ways of reducing both the speed and volume of traffic. As a result, we now have a series of stop signs, speed bumps and the recently-installed chicanes. The danger to pedestrians, cyclists and neighbors trying to back out of their driveways or pick up mail from streetside mail boxes remain.

The idea of reducing traffic lanes on Camino del Mar to one lane in each direction will undoubtedly shunt traffic to either Crest Road or Stratford Court, the only two alternatives for through traffic. I think this is a terrible idea and request that the alternative plan, to keep four lanes of traffic on Camino del Mar, be adopted.

Thank you for your consideration.

Sincerely,

Linda and Frank Chisari
1010 Crest Road
Del Mar, CA 92014

Jeanette Brown

From: Planning Mail Box
Subject: FW: Proposed Del Mar Specific Plan

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

From: saraswati@juno.com
Sent: Saturday, January 14, 2012 12:41 PM
To: Planning Mail Box
Subject: Proposed Del Mar Specific Plan

Comments on Proposed Del Mar Specific Plan

The limits of the Transportation/Traffic section of the Proposed Del Mar Specific Plan as published is so limited that I would not be able to vote in favor of the Plan as it stands; therefore, I am submitting my suggestions! I speak for many other older residents when I say that I would like to have a plan that I would be happy to vote for. I have been a resident of Del Mar for almost 60 years, and the configuration of Camino Del Mar has been an ever-present dilemma; I like it the way it is now!

I am aware that the Committee is, thankfully, planning/offering to provide alternate plans.

My big concern is that the residents, merchants, and visitors are never mentioned, I am concerned that they/we are not considered part of the "environment" in going forward with the EIR.

My primary concern is with the Transportation/Traffic portion of the plan. I could never vote in favor of a two-lane Camino Del Mar unless I could understand exactly HOW the residents might benefit from such a construction.

On a two-lane thoroughfare, for instance:

Where would private motor vehicles move to when the fire engine approaches with sirens blaring?

What happens if there is an accident on a two-lane thoroughfare?

How do roundabouts enhance pedestrians' street crossing?

Will Stratford Court and Crest Drive be enhanced for movement of extra traffic from Del Mar Heights Road to the North (to the P.O. for instance?)

How does one emerge from a parking spot on Camino Del Mar and re-enter the stream of constantly flowing traffic?

What would happen in case of a major disaster to the south of Del Mar and all available roadways are enlisted as evacuation routes?

Is any sort of timeline suggested for the implementation of different elements of the Plan?

Respectfully
Sarah Dubin-Vaughn
483 Pine Needles Drive
858-259-6861

53 Year Old Mom Looks 33

The Stunning Results of Her Wrinkle Trick Has Botox Doctors Worried

<http://thirdpartyoffers.juno.com/TGL3141/4f11e8632194714e0380st03vuc>

Jeanette Brown

From: Planning Mail Box
Subject: FW: include in EIR

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

From: Alice McNally
Sent: Saturday, January 14, 2012 10:49 AM
To: Planning Mail Box
Cc: Emily Bernardo
Subject: include in EIR

Kathleen Garcia,

Really enjoyed the meeting thurs nite. Especially the cookies!

Please include underground parking with charging stations for the electric cars.

An alternative fuel station and

and moving the track under Camino Del Mar and restoring the train service.

These all make Del Mar a destination!!! Not just a place to drive thru on the way home!!!

Alice Scull McNally
1332 Stratford Ct
Del Mar, CA 92014

Jeanette Brown

From: Planning Mail Box
Subject: FW: Village Specific Plan EIR issues comments

From: RALPH PECK
Sent: Sunday, January 15, 2012 10:36 AM
To: Planning Mail Box
Subject: Village Specific Plan EIR issues comments

City of Del Mar Planning & Community Dev. Dept. <planning@delmar.ca.us>
Attn Kathleen Garcia, Director -

Following are my comments on the issues to be covered in the proposed EIR for the Village Specific Plan -

1. Any Specific Plan has to comply with the General Plan. The Del Mar General Plan states that "[thorough reviews should be undertaken every three years to test the validity of its contents.](#)" That means to reflect the broadly-based attitudes of Del Mar residents. Since there has been no thorough reviews since 1976, it should be questioned whether any Specific Plan complies with a General Plan that reflects the attitudes of the residents in 2012. Maybe a thorough review of the GP should be made prior to developing any SP.
2. Although an EIR may not be involved with the legal requirements of the US Constitution and Calif. Corp. Code, the non-discrimination clauses contained therein do have an affect on a new mixed-use zone, development standards and design guidelines for individually owned private properties in the new zone. Mixed-use, new standards and guidelines would have to be allowed uniformly throughout the zone. Certainly, mixed-use would have to be considered whether it would drastically change the character of the commercial area as described in the GP.
3. Raising the height limit to 26' above CDM on both sides of CDM DOES NOT match the existing height limit on the east side. It would create discriminatory 3-story buildings (higher than 26') on the west side of CDM, which could create an undesirable wall to view from residences on the west side of the commercial zone (laid-back, low-key village).
4. Provision should be currently made in the SP for development of parking structures that will make sure that all parking required for the future development and existing shortage of required parking in the commercial zone be provided within the commercial zone and not allowed to spill-over into the residential zones.
5. Redesign of CDM to less than a 4-lane main street should not even be considered. Redesign was proposed, and a test made of doing so a few months ago was soundly opposed by the residents, which should be an indication of what the residents view of CDM is in their GP today.
6. The EIR, under "Project Alternatives", should fully explain "HOW" the proposed Specific Plan will arrive at the proposed goal of implementing the vision of the Community Plan (GP) better than just amending the current GP and implementing rules and regulations.

Thank you for considering the above.

Ralph Peck

333 - 11th St
Del Mar, CA
858-755-9696

Jeanette Brown

From: Planning Mail Box
Subject: FW: EIR Comments-Village Specific Plan

From: Joel Holliday
Sent: Monday, January 16, 2012 8:40 AM
To: Planning Mail Box
Subject: EIR Comments-Village Specific Plan

Dear Ms. Garcia:

This is a request that the EIR for the Village Specific Plan include:

- The impact on traffic on neighborhood streets resulting from the changes on Camino del Mar (e.g. 2 lanes to 1). In particular, the impact on streets that have historically been used as alternatives to Camino del Mar when traffic on CDM is congested should be studied. For example, Crest Road, Stratford Ct., Luneta, and other streets that might be tempting "shortcuts".

Del Mar's location and history as a north-south corridor for commuters and other vehicle users will always mean that the residential nature of the town and the character of the town as a walking/strolling environment will be negatively impacted by substantial amounts of through traffic. Virtually all questionnaires and studies that have asked residents about their concerns have identified "traffic on neighborhood streets" as a major concern, which, I believe, validate the importance of this issue. The innovative ideas centered around the downtown village area being a "park and walk" area, and making CDM more pedestrian-oriented, and less dominated by vehicular traffic are very positive. We need, however, to ensure that negative unintended consequences do not degrade the other areas of town.

- Identify potential mitigating actions that should be taken to deal with increased traffic pressure on other neighborhood streets and discourage the use of residential streets from being used as alternatives to CDM. These measures, some of which have already been taken by the City to address citizens' previous concerns include: restricted turns during certain times, strategically-placed landscaping to prevent problematic turns, traffic-calming and streetscape features that limit speed and discourage use of the street as a faster alternative to CDM, speed bumps, street closures, and one-way streets.

The current brief mention in the EIR scoping of traffic issues should, I believe, be expanded to ensure that this issue is given the attention and importance it deserves.

Thank you.

Joel Holliday
1233 Crest Rd.
Del Mar

From: Rich J [<mailto:srrich@aol.com>]

Sent: Monday, January 16, 2012 2:38 PM

To: Kathleen A. Garcia

Cc: Harold Feder (h.feder@adelphia.net); Gloria Sandvik (gsandvik@infinet-is.com); Marc & Judy Schuckit (jjschuckit@yahoo.com); Henry Abarbanel - Private; Beth Levine; Carl Hilliard (chilliard@sbcglobal.net); sharon@vianetcompanies.com Hilliard; Rosanne Holliday; Joel Holliday

Subject: Village Specific Plan EIR

Kathy - Thank you for the opportunity to comment on the NOP for the above mentioned project. Based on a quick analysis(see below), it appears that approximately 11,000 additional weekday vehicular trips will be generated by the project. We have worked very hard for the 23 years that I have lived here to maintain a pedestrian friendly community. As the project moves forward, I hope that the City will be mindful of the need as articulated by Joel Holliday and others, to provide appropriate review of and mitigation for the impacts of additional traffic on residential streets in Del Mar.

Rich Jamison

Land Use	Proposed Increase	Weekday Trip Generation	Additional Trips
Residential(MF)	138 units	8/unit	1104
Hotel	43 rooms	10/room	430
Retail	130,295 s.f.	70/1000 s.f.*	9121
Office	354 s.f.	450/acre	?
Civic	6534 s.f.	30/1000 s.f.	196
Public Park	4140 s.f.	50/acre	?
Total			10851

Source: City of Del Mar EIR NOP, City of San Diego Trip Generation Manual

*Conservative average of restaurant/retail uses

Jeanette Brown

From: Planning Mail Box
Subject: FW: EIR

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

From: Karla Leopold
Sent: Monday, January 16, 2012 11:24 AM
To: Planning Mail Box
Cc: Bill Leopold
Subject: EIR

Kathleen,

Thank you for all your time and effort to help make Del Mar the best it can be. The input from the people who live here is extremely important.

I want to relay my concerns and suggestions as the project moves forward.

My biggest concern is about the money being used to fund this project.

In our current economy the cost of even researching this project is difficult to rationalize as the funding for education, elderly, mentally ill etc is all being cut. I believe the city's prior should be to maintain and repair the city today. Our streets are no longer being cleaned, the sidewalks are full of cracks that have not been repaired or repaired poorly, the drainage on our streets is not contained, need I go on? Concentrated efforts needs to be put in maintaining the city. If funds are left over, use them for this project.

The traffic in this city is all ready difficult. When the fair and race season is here, we have a difficult time getting in and out of our house. We use Stratford Court to exit. During the summer this street is a one lane parking lot due to all the park cars. It is extremely difficult to drive or walk. The thought of putting more traffic on this street by making Camino Del Mar a two lane street is a joke. Someone who must live elsewhere could only have come up with this idea. How will emergency service navigate with all this traffic and so few lanes?

One of the reasons Del Mar is one of the most desirable places in the world to own property and to visit on vacation is the integrity of the city. It is very difficult to build or remodel in this city. This has proved to be a good thing. Much of the housing in this city are home of many different styles and ages. As I watch 2 large building projects taking place near me it is very easy to see which home will be a showcase for the city. One project took the existing homes and plowed them to the ground. A new, taller, larger home is being built to replace the 3 former residences. The other project is one of the original Del Mar homes that is being modeled and expanded. This home is beautiful and still maintains the sense of history and style that Del Mar is known for.

Both projects have taken probably comparable money, time and work but the older home far surpasses the newer one.

The idea of the city completely redoing the all ready existing village is difficult for me to understand and envision. We often call Del Mar a village. Our idea of Del Mar does not include multi-use building. I have just returned from Seattle where the trend there is to build the type of building purposed. The buildings have no history or character. Why change something that works. Just make it better and maintain it!

Parking is an issue. We need underground parking and not on the street parking. That is what we do in this city for garage space. Do it for public parking too.

Sincerely,
Bill and Karla Leopold

125 11th Street
Del Mar, CA 92014
858 259 3090

Jeanette Brown

From: Planning Mail Box
Subject: FW: Village Revitalization/A Suggestion

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

From: John Nalevanko
Sent: Tuesday, January 24, 2012 11:52 AM
To: Conversations
Subject: Village Revitalization/A Suggestion

Dear Sirs and Madams involved in the Village Revitalization.

I attended the last workshop and although I am in general agreement with pushing ahead with most of the proposed aesthetic enhancements of the downtown village area, I am not convinced they will help attract more visitors to the City and thus improve the bottom line of local businesses. I hope the improvements will help local businesses, but I am not so sure they will.

Of all the suggestions to revitalize downtown, I think increasing the floor area, increasing the height limit on the west side, and increasing the number of parking spaces will do the most, but I do not believe that alone will help all that much.

That said, the one thing that a couple of business people spoke about at the workshop was that even though the racetrack and the Fair provides a temporary boost to business and provides a "draw" to bringing people to Del Mar to enjoy the local restaurants, etc., after the races end and the Fair closes and summer is over, nothing exists to replace those "draws" or people generators...

You see, even though shopping malls are really a collection of small businesses (like downtown Del Mar), shopping malls have "people generators" (large department stores) at each end. Del Mar does not have this has an option, so something else needs to be considered to be that "people generator"...

My suggestion is to consider building a public pier at the foot of 15th Street and connected to Seagrove Park that will be the year long "people generator" that Del Mar very much needs.

A pier will not only enlarge the public area of Seagrove Park, but is something that can be used year round, not to mention that if it designed well, it could be an instant landmark.

The pier could have a restaurant or two at the end as well like many do.

Del Mar needs "something" to bring people into town on a year round basis, and I believe a public pier is one way to accomplish that.

Thank you for your time and consideration.

John

John Nalevanko Architect AIA
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JAN 24 2012

City of Del Mar
Planning Department

22ND DISTRICT AGRICULTURAL ASSOCIATION
State of California

January 23, 2012

[E-mailed and mailed]

City of Del Mar
Planning and Community Development Department
Attn: Kathleen Garcia
1050 Camino Del Mar
Del Mar, CA 92014

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Village Specific Plan

Dear Ms. Garcia,

Thank you for providing the 22nd District Agricultural Association (22nd DAA) an opportunity to comment on the Notice of Preparation (NOP) for the City of Del Mar's proposed Village Specific Plan. As a Sovereign entity within the City's jurisdictional boundary, the 22nd DAA is very interested in the future planning of the City.

Though the 22nd DAA strived to comment on the NOP 30 days from its receipt; however, the Christmas and New Year's holidays prevented key staff from being able to review and respond. Given the issuance of the NOP during this holiday period, the 22nd DAA feels that the late submittal of this letter should not preclude its contents from being considered in the EIR prepared for the proposed project.

The following are the 22nd DAA's comments on the NOP for the proposed Village Specific Plan.

Project Description

The CEQA document proposed is a program level analysis. Based on the type of CEQA document, the 22nd DAA assumes that the types of uses desired are known but the exact development is not yet known. Program level analyses require subsequent CEQA analysis when specific development projects are proposed. Please discuss how the program level CEQA document will be used with future development proposals and the process that will be undertaken for subsequent CEQA analysis.

The project description included in the NOP consists of six bullet points, two paragraphs and a table that identifies a significant increase in residential units, hotel rooms, and retail, restaurant and personal services square footages. It is unclear from the description what the goals/objectives of the project are. It is also difficult to ascertain if the projected build out is the desired outcome or if it represents a 'worst-case' scenario to be used for CEQA analysis purposes.

The project description describes three additional specific plans that have been approved that appear to be encompassed by the proposed Village Specific Plan. It appears entitlements of one approved specific plan (Garden Del Mar) and a portion of another (Plaza Specific Plan) are included in Table 1; this implies that the build-out totals shown are not representative of the proposed project. Please provide additional clarification on these other approved specific plans, how they are affected by the proposed project and most importantly, clarify that the build out summary shown is or is not a result of the proposed project.

The NOP should have included a discussion on the proposed project's goals and objectives or at the very least, provided a bullet point listing of the project objectives.

Air Quality

In February of 2010, the 22nd DAA submitted a comment letter to the City of Del Mar on the Mitigated Negative Declaration (MND) prepared for the proposed Camino Del Mar Circulation and Parking Pilot Program. In that comment letter (Attachment A) the 22nd DAA expressed specific concerns related to potential air quality impacts associated with reducing Camino Del Mar from four lanes to two lanes. No response to these comments was ever received. Since the proposed project similarly proposes the reduction of lanes on Camino Del Mar, the 22nd DAA formally resubmits these comments and requests that these comments be addressed in the DEIR.

Land Use

Similar to air quality discussed above, the 22nd DAA submitted comments on statements made in the land use section of the MND for the Camino Del Mar Circulation and Parking Pilot Program. Although not mentioned in the NOP for the Village Specific Plan, the Camino Del Mar Circulation and Parking Pilot Program provided justification for the reduction in lanes on Camino Del Mar. The MND relied on an outdated and vague reference in the existing Community Plan. Again, no response to comments submitted was received. The 22nd DAA formally resubmits these comments and requests that these comments be addressed in the DEIR.

Additionally, the 22nd DAA is concerned that the increase in land use types will result in significant impacts to and conflicts with various elements/components of the Community Plan; in particular, the traffic and housing elements. A complete and thorough evaluation of how the proposed project is or is not compatible with these elements, as well as others and the effects of the proposed land use increases on these plans is needed.

Public Services

The proposed project includes the reduction of lanes on Camino Del Mar (from four to two). A reduction in lanes could result in significant impacts to response times of police, fire and emergency services. As discussed in the 22nd DAA's attached comment letter on the Camino Del Mar Circulation and Parking Pilot Program, a full analysis of the potential impacts to these services needs to be included in the DEIR. The 22nd DAA formally resubmits these comments and requests that these comments be addressed in the DEIR.

Transportation and Traffic

The 22nd DAA expressed significant concerns when they City of Del Mar proposed the Camino Del Mar Circulation and Parking Pilot Program. Similar to that proposed project, the Village Specific Plan proposes the reduction in lanes on Camino Del Mar from four to two. Using conservative estimates from SANDAG's *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, daily trips resulting from the project are likely to be in excess of 8,500 trips per day. Given the existing levels of service on the four lane Camino Del Mar, it does not seem possible to simultaneously increase daily trips and reduce the carrying capacity of the primary north/south roadway through the City without causing significant traffic impacts.

While the 22nd DAA understands that a new traffic impact analysis (TIA) will be prepared for the proposed project, the 22nd DAA formally resubmits its comments on the City's Camino Del Mar Circulation and Parking Pilot Program. The new TIA should take these comments into consideration and provide a reasonable and logical analysis that addresses them within the text of the DEIR.

Cumulative Impacts

The cumulative analysis prepared for the proposed project should include a complete listing of all projects used in the analysis (past, present and reasonably anticipated future projects). The 22nd DAA suggests communication/coordination on this topic so that the cumulative analysis includes an accurate listing of reasonably anticipated future projects that the 22nd DAA has identified in its 2008 Master Plan.

Ms. Kathleen Garcia
22nd DAA NOP Comments on Village Specific Plan EIR
January 23, 2012

The 22nd DAA appreciates the opportunity to comment on the NOP for the Village Specific Plan. We are hopeful that the DEIR prepared will be a thorough and comprehensive evaluation of the proposed projects individual and cumulative impacts. We look forward to reviewing the DEIR. If you have any questions about the comments contained in this letter, please don't hesitate to contact me at 858.792.4212 or via email at dfuller@sdfair.com.

Sincerely yours,
22nd District Agricultural Association



Dustin J. Fuller
Sr. Environmental Planner

Cc: Tim Fennell, CEO/General Manager, 22nd DAA
Becky Bartling, COO/Deputy General Manager, 22nd DAA

Attachment A
22nd DAA NOP Comments
on Village Specific Plan EIR
January 23, 2012



22ND DISTRICT AGRICULTURAL ASSOCIATION
State of California

February 3, 2010

Mr. Brian F. Mooney
Interim Planning and Community Development Director
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Subject: Comments on the Draft Mitigated Negative Declaration (MND) for the proposed
Camino Del Mar Circulation and Parking Pilot Program

Dear Mr. Mooney:

The 22nd District Agricultural Association (22nd DAA) appreciates the opportunity to provide comments on the draft MND for the above listed project. The 22nd DAA would also like to thank the City of Del Mar (City) for granting an extension to the public review period for the proposed project. The 22nd DAA would like to be clear in that it is not our intention to stop this project; however, after a brief review of the Draft MND it was clear that the proposed projects impacts were not adequately evaluated or mitigated. Our comments on the draft MND are as follows.

Section I., Land Use and Planning: The MND states that both the Transportation and Community Development elements of the Del Mar Community Plan call for the reduction of travel lanes. First, the existing Community Plan was drafted in 1976, with amendments to address recreational uses and the City's Local Coastal Plan completed in 1985 and amendments to address storm water completed in 2002. Considering the age of the document (a minimum of 25 years old for some sections and in excess of 30 years for Transportation and Community Development elements), we would suggest that an update to both elements be undertaken to provide a more 'up to date' evaluation of potential impacts. While lane reduction may have been warranted in 1976, the City and the area surrounding it have seen significant changes in the last 34 years. Second, it is unclear exactly what the Community Plan recommends. Hand drawn squares represent areas where 'one travel lane each direction' is proposed. At best, the exact location of where one travel lane is recommended is obscure. The recommendation provided on page 49 of the Community Plan states that Camino Del Mar should be changed back to a "residential" street; however, no mention of a reduction in travel lane is provided nor is a definition of 'residential street' included.

Reference is made to 'temporarily' changing of travel lanes from two to one. Please define what is meant by this statement. Are we to assume that, regardless of the outcome, this segment of roadway will be restriped to two travel lanes?

Section V., Air Quality: The Draft MND disregards any potential air quality impacts with the assumption that 'the proposed pilot program will reduce the flow of traffic through Camino Del Mar'. This

assumption is unsubstantiated in both the Transportation Study prepared for the project and the Transportation/Circulation issue area analysis provided in the Draft MND. Table 5-5 (provided in the attached Transportation Study) clearly shows a reduction in level of service (LOS) from LOS C to E along Camino Del Mar from 12th to 15th Street during the weekday and Saturday periods. Table 5-6 (provided in the attached Transportation Study) shows that the proposed project reduces the LOS from B to E at the intersections of Camino Del Mar and 12th Street and Camino Del Mar and 13th Street during the weekday. On Saturday's the LOS at Camino Del Mar and 13th Street decreases from C to E while the LOS at Camino Del Mar and 12th Street decreases from C to F.

The Draft MND fails to consider the air quality impacts associated with the reduction in LOS at intersections within the project area. Specifically, a carbon monoxide (CO) 'hot spot' analysis should be included to determine the proposed projects effect on local CO levels at those intersections where LOS drops to D or worse. An unsubstantiated statement that the pilot program will reduce traffic and an assumption that 20% of trips will divert to another route, does not alleviate the City of the responsibility to evaluate the potential air quality impacts of the project.

Section VI., Transportation/Circulation: The Draft MND relies on the Transportation Study prepared for the proposed project for this section. As such, comments on this section are broken out into two categories; Transportation Study and Draft MND Transportation/Circulation analysis.

Transportation Study:

22nd DAA staff has reviewed the Transportation Study prepared by KOA Corporation. Comments are arranged to follow the order of the Study.

Project Goals

The proposed project is intended to:

- Encourage pedestrians and non-motorized mobility by reducing high speeds on City streets
- Provide additional on-street parking
- Maintain and encourage a safe bicycle environment.

However, the Study does not demonstrate (or even assert) that excessive speeds, limited pedestrian/non-motorized mobility, or unsafe bicycling environments even exist. The study does acknowledge "existing pedestrian deficiencies", but it relates these to topography (cliffs), utilities (heavy rail), and narrow or missing sidewalks, which are not a problem in the study area. What particular pedestrian/non-motorized mobility deficiencies will the Proposed Project solve?

Parking deficiencies are asserted but not substantiated; is parking deficient all year long? On weekdays? Weekends? Only during the summer? Was a parking occupancy study completed by KOA? By the City? Given the potential cost to regional circulation in terms of congestion, it would be helpful to quantify the benefit of net additional 5 - 18 parking spaces. In addition, the Community Plan recommends that a comprehensive Downtown Parking Plan be drafted to address the parking needs of the Village Center District, no such plan has been provided for review.

With respect to bicycles, the Study shows that Camino Del Mar is currently a Class II bike lane (striped and stenciled one-way travel in each direction), but only states that "heavy" peak hour traffic creates "barriers" for bicyclists. Incidentally, peak hour LOS under existing conditions is shown to be LOS C or better, which is not representative of "heavy" traffic. The study ultimately concludes that with traffic diverted from Camino

Del Mar to the adjacent residential collector (Stratford Court), and with an additional assumed 20% reduction/diversion, acceptable LOS D or better peak hour intersection operations would occur.

However, these conclusions are predicated upon peak hour volumes that may be too low when adjusted for seasonal variation, and an important, unsupported traffic redistribution assumption. If traffic volumes are indeed too low, and the redistribution assumptions do not bear out, the resultant peak hour LOS at the intersections would degrade from LOS B (existing) to LOS E/F (weekday AM and Saturday peak hours), causing significant hardship to bicycle users, and undermining the stated goals of the proposed project.

Study Area

The Study relies heavily on the assumption that 20% or more of "Pass Through" traffic on Camino Del Mar would be redistributed to I-5 due to the expected inconvenience to pass-through commuters of the Proposed Project and its resultant degradation in LOS at the key intersections. Conservatively, this could be as low as 69 trips (20% of 343 SB PM peak hour trips at 15th Street = 69). The stated SANTEC/ITE Guidelines would require a freeway analysis for a project adding 50 or more directional peak hour trips. However, Interstate 5 (I-5) is not analyzed, and neither are any potential ramp meters that could be affected by the redistribution around the Proposed Project. These should be considered to keep the environmental document defensible.

Finally, the City of Del Mar has repeatedly asserted in the past that cut-through traffic is a serious problem on Crest Way, east of Camino Del Mar. The study area proposed in the Study only considers the potential for cut-through traffic on Stratford Court to the west. The study area should be expanded to consider the impacts to Crest Way to ensure that those residents are satisfied.

Chapter 2 Methodologies

Analysis

The Study analyzes the signalized and unsignalized intersections using the HCM methodology and the street segments on a V/C basis. However, no peak hour segment (arterial) analysis is provided. While not strictly required this analysis would seem reasonable and appropriate given the potential, significance peak hour impacts to residents and commuters alike, and would be a helpful measure to demonstrate what type of delay a corridor-user could expect.

Furthermore, as mentioned earlier, a freeway analysis appears to be required based on assumed 20% minimum redistribution of traffic back to I-5 (>50 peak hour trips).

The study should also elaborate on where the redistribution away from Camino Del Mar to I-5 is expected to occur and determine if ramp meter impacts at the freeway interchanges affected by the diverted traffic could be expected.

Chapter 3 Existing Conditions (2009)

Traffic Counts

The Study states that the existing 2009 peak hour and daily traffic counts were conducted in October 2009, which has been acknowledged by the City of Del Mar in dealings with the 22nd DAA to be the seasonal "off-peak", meaning that the City experiences higher seasonal traffic in the winter, spring and summer with activities at the Del Mar Fairgrounds. Since these traffic volumes form the basis of both the existing and project analysis, it is imperative that they reflect all of the seasonal variations the City experiences by virtue of its coastal location, and the presence of the Del Mar Fairgrounds.

The 22nd DAA, through its traffic consultant, Linscott, Law, and Greenspan (LLG) has recently conducted PM peak hour and daily traffic counts for use in the traffic study prepared for the Del Mar Fairgrounds Master Plan Project. These volumes represent off-season (May), fair-season (June), and race-season (July) "existing" counts. All of these counts include the increases in ambient, city-wide traffic that occurs during these peak tourist months, and referred to generally as "beach traffic". It would be logical to assume that the baseline counts used in the Study do not include increases in ambient, city-wide traffic that occurs during these peak tourist months.

Table 1 shows a comparison of the PM peak hour traffic volumes among the four periods discussed above. This table shows that two intersections in the study area, Camino Del Mar/15th Street and Camino Del Mar/13th Street, may be underrepresented by 28%-61% in the Proposed Project due to the fall counts.

TABLE 1
EXISTING TRAFFIC VOLUMES COMPARISON
PM PEAK HOURS

Intersection	CDM Pilot Program Study (10/09)	22nd DAA Fairgrounds Master Plan Update Study					
		"Off Season" (5/07)		"Fair Season" (6/08)		"Race Season" (7/08)	
		Entering Volume	% Difference	Entering Volume	% Difference	Entering Volume	% Difference
Camino Del Mar/ 15 th Street	1,648	2,447	48%	2,652	61%	2,325	41%
Camino Del Mar/ 13 th Street	1,642	2,101	28%	2,326	42%	2,186	33%

Source: LLG Engineers' "22nd District Agricultural Association Master Plan Traffic Study" (April 2009), and KOA Corporation's "Camino Del Mar Pilot Program Transportation Study (December 2009).

Table 2 shows a similar comparison of the daily traffic volume for the same periods. This table shows that the segment of Camino Del Mar from 14th Street to 11th Street may under represent actual traffic volumes by 31% to 101%.

TABLE 2
EXISTING TRAFFIC VOLUMES COMPARISON
DAILY TRAFFIC VOLUMES (ADTs)

Camino Del Mar Segment	CDM Pilot Program Study (10/09)	22nd DAA Fairgrounds Master Plan Update Study					
		"Off Season" (5/07)		"Fair Season" (6/08)		"Race Season" (7/08)	
		ADT	% Difference	ADT	% Difference	ADT	% Difference
14 th Street to 11 th Street	17,222	22,600	31%	34,700	101%	25,000	45%

Source: LLG Engineers' "22nd District Agricultural Association Master Plan Traffic Study" (April 2009), and KOA Corporation's "Camino Del Mar Pilot Program Transportation Study (December 2009).

These tables show the strong influence the seasonal variation of ambient traffic and Del Mar Fairground traffic plays on volumes along the Camino Del Mar corridor. The analysis presented in the Study uses only the fall (lowest) data, and therefore likely under represents the Proposed Project's impacts.

Existing Circulation Issues

The Study presents figures representing existing parking and speed/circulation conditions, but does not quantify baseline parking occupancy or traffic speeds. Considering the stated goals of the Proposed Project, as well as its potential significant impacts to vehicular mobility (capacity and speed), it would seem reasonable for the study to establish a quantifiable baseline for parking and speeds against which to measure project effects.

Chapter 4 Alternatives Refinement

Circulation Alternatives

The Study should provide documentation (citation) to support the use and safety and efficiency of both "sharrows" and "back-in angled parking" with respect to bicycles.

Chapter 5 Existing + Project Conditions

Trip Diversion

The Study makes an important assumption that the operational degradation to LOS F along Camino Del Mar due to the project will result trip diversion to parallel routes (Stratford Court, I-5, Crest Way). It further assumes that trip diversion will occur until LOS E operations develop. Both of these assumptions are critical to determining potential impacts to the alternative routes, yet neither assumption is supported in the text by any facts.

For example, was SANDAG's regional model used to provide a without and with project comparison? Why is only Stratford Court analyzed, and not Crest Way or I-5? Why would LOS E operations be considered the threshold for drivers to divert, and not LOS F, or LOS D?

The volumes diverted to Stratford Court represent only the fall "seasonal conditions". The analysis should include the effects of the much higher summer, fair and race traffic as well.

Pass Through Reduction

Similar to Trip Diversion, the Study makes an important assumption about how much "pass through" traffic from I-5 would actually be diverted back to I-5 because of the inconvenience caused by the Proposed Project. The study relies on a 20% reduction to achieve LOS D or better intersection operations along the corridor and therefore no significant impacts. The basis of the 20% needs to be cited because if it is less, then significant project impacts would be calculated. Furthermore, the baseline traffic volumes used in the analysis apparently under represent the tourist season traffic; therefore, a revised analysis could conclude that even the 20% value is in fact not enough for the project to avoid direct, significant impacts. Also, if post-project LOS at the Camino Del Mar/15th Street intersection is LOS C, what is the incentive for 20% of traffic to divert as assumed?

Southbound Lane Drop

The consequences of reducing one direction of four-lane road from two-lanes to one include inevitable congestion associated with the lane drop. This undesirable result of the Proposed Project is referenced only in the Transit Circulation section, with respect to potential impacts to the bus stop. Lane drops are extremely detrimental to traffic flow, and roadway designs typically strive to avoid them. The operational

analysis of the street system should address the queues and congestion that this design element will cause under all traffic load (seasonal) conditions.

Table 5-2 (Opening Day Intersection Conditions [2010]) shows that the decrease in delay at the Camino Del Mar/15th Street signalized intersection during the AM peak hour is 2.1 seconds with the project. A review of the analysis sheets shows a single southbound left, thru and right turn lane, which would imply that the southbound lane drop occurs north of 15th Street. Does the current #2 southbound lane become a SB right turn trap? What is the effect of the drop/trap on southbound Camino Del Mar traffic north of 15th Street?

Chapter 6 Safety

Collision History

The Study references collision data for a four year period of 2004-2008, but does not include relevant data to the project such as the time of day, cause and weather conditions. This information is relevant to the Study given that general, undefined safety enhancements are repeatedly stated as a major intended benefit of the Proposed Project. For example, if the majority of the collisions cited occurred on weekend nights as the result of DUI, does the reported safety value of the Proposed Project still stand given proposal of back-in angled parking and a lane drop? What is the potential for rear-end and sideswipe collisions with southbound lane drop?

Chapter 7 Pedestrians, Bicycles and Transit

Pedestrian Circulation

The Study cites five "positive effects on pedestrian facilities", but does not provide any quantifiable analysis to support them. This section should reference the collision data to support the assertion that ped crossings of a post-project (3-lane) Camino Del Mar would be safer than it is in existing conditions.

Bicycle Circulation

The Study states that a Class II bicycle facility is currently constructed on Camino Del Mar, but does not quantify the benefit to riders with the conversion of back-in angled parking and/or the replacement of the Class II markings with "sharrow" markings. At a minimum, the Study should provide references to published studies that support the assertions that the Proposed Project design is better than the existing condition.

Transit Circulation

The Study states the only potential impact to transit could be the location of the southbound lane drop (either north or south of 15th Street), and that the North County Transit District (NCTD) agrees that the project's potential impacts to transit travel time performance would be minimal. The effects should be reevaluated using the higher seasonal traffic volumes associated with the summer tourist season. Also, a more meaningful determination of impacts to transit performance could be made if the arterial running speed pre-and-post project along the Camino Del Mar corridor were understood.

Chapter 8 Summary of Analysis

This section provides overall summary tables of the roadway segment and intersection impacts, but does not make a determination of significance as to whether these impacts are significant. Furthermore, this section does not provide any summary of potential impacts to pedestrians, bicycles or transit. It should include summaries of impacts to all of these.

Chapter 9 Mitigation

As stated above, the Study does not identify significant impacts. However, a mitigation measure in the form of a monitoring program appears to be suggested. This section should clarify if this is required mitigation,

and if so, for what impact. Also, any monitoring program should include the extended study area (e.g., I-5, Crest Way, Camino Del Mar north of 15th Street, etc.) if necessary, based on comments in this letter.

Chapter 10 Conclusions

This section should be revised to include any new conclusions that arise from the extended analysis suggested in this letter. Also, the amount of net new parking (5 spaces) should be clarified in the parking section.

Draft MND Transportation/Circulation analysis:

For the reasons documented above, this section of the Draft MND should be revised to address potential impacts of increased traffic congestion, hazards to safety (specifically bicyclists), and emergency access (specifically, how the project intends to mitigate the impacts to response times of police/fire vehicles).

Section IX., Hazards/Public Services: The proposed project does not adequately address the potential impacts to emergency services including response plans and fire/police access. No analysis is provided that addresses how emergency vehicles and personnel navigate through the 'merging' of the lanes proposed by the project. While the resulting travel lane may be of adequate width to accommodate an emergency vehicle and adequate space will be provided to allow for cars to pull over allowing emergency vehicles to pass; however, no discussion is included that addresses the impacts the proposed project will have on response times of both fire and police. A drop in LOS from level C to E or F at the intersection of Camino Del Mar and 15th Street could result in traffic backing up at the point where the lanes merge, which is assumed to be north of 15th Street based on the information contained in the Transportation Study. The resultant 'back up' of traffic at this point is not addressed nor is any analysis provided that explains how this back up does or does not affect response times for police/fire vehicles. It should be noted that the Del Mar Fire Department has one station located to the north of the proposed project site. Emergency calls south of 15th Street would require fire department vehicles to utilize this intersection and merge point. The Draft MND needs to evaluate these potential impacts rather than stating that no new services are needed because the project involves restriping and no new roads are being built.

Greenhouse Gas (GHG) Emissions: It is noted that no analysis of the projects potential to add to GHG emissions is included. At a minimum, the project needs to address the potential for increased carbon monoxide (CO) emissions resulting from reduced vehicle speeds. The Draft MND should quantify existing vehicle emissions in the City and provide a comparison against the proposed project. A discussion of how the project proposes to reduce existing greenhouse gas emissions needs to be included. Any impacts associated with increased CO emissions need to be mitigated.

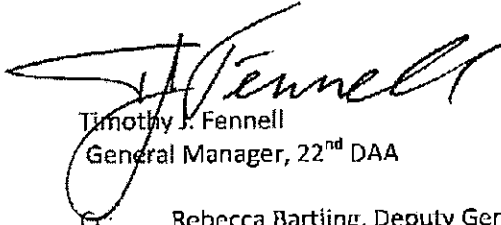
Mitigation Measures: The Draft MND indicates that one issue area may have a "potentially significant impact unless mitigation incorporated". This issue area is included under Transportation/Circulation. However, no discussion of the mitigation measures is included. None of the mitigation measures serve to reduce or avoid potential impacts of the project. Quarterly reviews and on-going monitoring do not avoid air quality and traffic impacts of the project. How does the City propose to 'enforce' mitigation measure #1? CEQA defines effective mitigation as avoiding, minimizing, rectifying, reducing or eliminating, and compensating. CEQA clearly states that monitoring or reporting on as questionable mitigation and submitting for review, studying further, encourage/discourage, and strive to as

inadequate. At best, the City's proposed mitigation is questionable and does not address how the measures will avoid, minimize, reduce or eliminate the impacts of the proposed project.

The 22nd DAA appreciates the opportunity to provide comments on the City's Draft MND for the *Camino Del Mar Circulation and Parking Pilot Program*. As documented in our comment letter, the 22nd DAA is concerned with the level of analysis provided in the Draft MND. Potential impact areas are dismissed with little to no analysis and in some cases, are dismissed based on unsubstantiated assumptions. It is not the 22nd DAA's goal to prevent this project from going forward; however, it is our goal to ensure that the potential impacts associated with the proposed project are adequately addressed and mitigated. It is clear that the Transportation Study prepared for the project as well as the Draft MND need to be rewritten to address the deficiencies documented in this letter and re-circulated for public review.

Sincerely yours,

22nd District Agricultural Association



Timothy J. Fennell
General Manager, 22nd DAA

cc: Rebecca Bartling, Deputy General Manager, 22nd DAA
Dustin Fuller, Sr. Environmental Planner



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January 18, 2012

File Number 3330300

Ms. Kathleen Garcia
 City of Del Mar Annex
 235 11th Street
 Del Mar, CA 92014

RECEIVED

JAN 24 2012

City of Del Mar
 Planning Department

Dear Ms. Garcia:

SUBJECT: Comments on the Notice of Preparation for a Draft Environmental Impact Report for the City of Del Mar Village Specific Plan

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Del Mar Village Specific Plan. Our comments, which are based on policies included in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (2050 RTP), are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth principles.

Overall the San Diego Association of Governments (SANDAG) supports your efforts to create a pedestrian-oriented environment in the Del Mar Village specific plan the Smart Growth Opportunity Areas, and to ensure the transportation analysis reflects that priority.

In addition, SANDAG staff has several specific and general comments for your consideration. SANDAG recommends that the following comments be addressed and analyzed in the DEIR.

Specific Comments

- The NOP states *a redesign of sidewalks and on-street parking would be continuous and aligned within the public right-of-way*. However, it is unclear if the existing bicycle and pedestrian infrastructure will be improved and if streetscape amenities will be provided. The Specific Plan should address how the roadway design will include facilities for bicycles, pedestrians, and transit. The provision of streetscape amenities (shade structures, benches, bike parking, and "greening" of the street environment) is integral in meeting the city's objective of *creating an economically viable, pedestrian-oriented, and attractive area*.
- The NOP states *parking structures will be permitted in both the mixed-use and public facilities* and parking supply would be analyzed. For determining parking rates, we suggest reviewing the SANDAG Parking Strategies for Smart Growth study and Trip Generation for

MEMBER AGENCIES

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- Carlsbad
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- San Diego County Water Authority
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Smart Growth study. Additionally, to gain greater efficiency of the existing parking system and to encourage transportation alternatives within the specific plan area, please consider a demand-base parking price structure for public parking. For off-street parking please consider parking maximums that would limit the number of parking spaces to be provided within this mixed-use area.

- Please work with North County Transit District (NCTD) to ensure that the design addresses turning radii for transit vehicles.
- Please consider reverse (back-in) angled parking which is preferred from a bicycling standpoint.

General Comments

Smart Growth Opportunity Areas

A key goal of the RCP is to focus growth in Smart Growth Opportunity Areas. There are a total of two Smart Growth Opportunity Area place types located within the City of Del Mar, and as you know SANDAG is in the process of updating the Smart Growth Concept Map. SANDAG staff is working with all local jurisdictions to incorporate updated local land use inputs to reflect ongoing general and specific plan changes. We appreciate the help we have received from your staff on this project.

Multimodal Transportation Analysis

The 2050 RTP sets forth a multimodal approach to meeting the region's transportation needs. As such, we recommend that the traffic analysis for the DEIR strive to balance the needs of motorists, transit riders, pedestrians, and bicyclists. The Regional Multimodal Transportation Analysis, adopted by the SANDAG Board on October 14, 2011, is another tool that may be used to enhance traffic impact analysis of development projects where use by transit, bicycle, and/or pedestrians is anticipated. This new tool is available online at: www.sandag.org/igr.

We request that you coordinate the DEIR's development with the 2050 RTP and its Sustainable Communities Strategy as well as the recently approved Regional Housing Needs Assessment.

Transit and Highways

Please evaluate the consistency of the DEIR and the City of Del Mar Village Specific Plan with the 2050 RTP goals as they relate to specific transit projects.

Transportation Demand Management

Please consider developing a Transportation Demand Management (TDM) plan that outlines your strategy/s for providing and promoting transportation alternatives to driving alone during peak periods such as carpooling, vanpooling, bicycling, telecommuting, and flexible work hours for employees, to help mitigate regional transportation impacts. Carpooling and vanpooling could be promoted by providing priority reserved and/or free parking for high-occupancy vehicles. We recommend contacting the SANDAG iCommute team to explore TDM options.

Consult with North County Transit District and Caltrans

SANDAG advises the project applicant to consult with NCTD, the transit service providers within the project area, and with Caltrans to coordinate planned transit and/or highway improvements.

Natural Environment

A key RCP objective is to preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the region's residents. Please consider this objective, if applicable to your project.

Other Considerations

Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promote the reduction of energy demand and water consumption.

We appreciate the opportunity to comment on the NOP for the DEIR for the City of Del Mar Village Specific Plan. We encourage the City of Del Mar, where appropriate, to evaluate the Village Specific Plan based on the following SANDAG publications: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region; (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region; (3) Trip Generation for Smart Growth; and (4) Parking Strategies for Smart Growth. These publications can be found on our Web site at www.sandag.org/igr.

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or susan.baldwin@sandag.org.

Sincerely,



SUSAN BALDWIN
Senior Regional Planner

SBA/RSA/hob



**Environmental Impact Report Scoping Meeting
Village Specific Plan
Thursday, January 12, 2012 at 6:00 p.m.**

SPEAKER SLIP

Individual speakers are limited to 3 minutes

Do not wish to speak, but please accept my written comments

(Please write legibly)

Name: Janice Batter

Resident Address: 110 15th St.

Business Address: 2195 SanDieguito Drive

Email Address: janicebats@sbcglobal.net

Comments: I vote no on the plan unless significantly reduced in scope and there are no roundabouts and 4 lanes through town remain.



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SPEAKER SLIP

Individual speakers are limited to 3 minutes

Do not wish to speak, but please accept my written comments

(Please write legibly)

Name: PATSON STEVENS

Resident Address: 411 7th St
(40 YEAR HOMEOWNER)

Business Address: _____

Email Address: pm@aol.com

Comments: ① would like to see traffic
on CDM reduced - "WALL OF STEEL"
② WHAT ABOUT STOP SIGNS IF
ROUND-ABOUTS USED? WHERE PLACED?
③ CONCERNS ABOUT PEDISTRIAN SAFETY
WALKING - which my wife & I do
daily on CDM with too many
close calls at PED-XING & cars not
stopping! DANGEROUS -



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Do not wish to speak, but please accept my written comments

(Please write legibly)

Name: Bullys Restaurant

Resident Address: _____

Business Address: 1404 Camino Del Mar
Del Mar, Ca. 92014

Email Address: bullyscorp@aol.com

Comments:
If the plan could be broken down,
not all inclusive, so you did not
have to vote for the whole
revitalization, you would get
more people to agree on what
should be done.



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SPEAKER SLIP

Individual speakers are limited to 3 minutes

Do not wish to speak, but please accept my written comments

(Please write legibly)

Name: KEVIN JERONIC

Resident Address: 1010 STRATFORD CT.

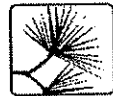
Business Address: 1010 STRATFORD CT.

Email Address: KP@IDEATAALS.COM

Comments:

TRAFFIC - LACK OF LIGHT IMPACTS
SAFETY, REDUCES PED.
TRAFFIC

- BRANDING OF DEL MAR
- PROMOTIONS TO ATTRACT
- INCENTIVES TO BUSINESSES
- MKT/PROMOTIONS TO MAINTAIN
ACTIVITY.



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SPEAKER SLIP

Individual speakers are limited to 3 minutes

Do not wish to speak, but please accept my written comments

(Please write legibly),

Name: AL CORTI

Resident Address: 276 Oceanview Ave

Business Address: _____

Email Address: _____

Comments:

FOR
Reutilization