Final
Program Environmental Impact Report
for the
Del Mar Village Specific Plan

SCH No. 2011121069

July 5, 2012

PREFACE TO THE

FINAL DEL MAR VILLAGE SPECIFIC PLAN

PROGRAM ENVIRONMENTAL IMPACT REPORT

The Final Program Environmental Impact Report (Final PEIR) for the City of Del Mar Village Specific Plan (Plan) is comprised of the following:

Errata – The Errata summarizes the changes that have been made to the text of the Draft PEIR based on the letters of comment received during the public review period or input from City staff. Also contained in the Errata is a summary and evaluation of refinements that were made to the Plan in response to public input on the March 19 draft of the Plan. All of the final Plan refinements and corrections have been reviewed, and none of them affect the impact analysis and/or significance conclusions in the Draft PEIR. In fact, many of the Plan refinements serve to further lessen environmental effects of the Plan by clarifying and/or strengthening the implementing strategies and development standards of the draft Plan.

Public Review Comment Letters and Responses – This section includes an index of the letters of comment received during the Draft PEIR public review period, followed by a matrix of the City's responses to the numbered comments, followed by copies of the numbered comment letters. Comments that are not specific to the PEIR adequacy are also addressed.

Revisions to the DEIR – In response to public comments the text of the Draft PEIR has been modified. Changes to PEIR text are indicated by strikeout (deleted) and underline (inserted) markings. Revisions to the Draft PEIR are included in the Executive Summary, Chapter 1.0 Introduction, Chapter 2.0 Environmental Setting, Chapter 3.0 Project Description, Section 4.1 Aesthetics, Section 4.12 Public Services (Fire-Rescue Services), and Section 4.14 Transportation/Traffic.

ERRATA

FINAL DEL MAR VILLAGE SPECIFIC PLAN

ENVIRONMENTAL IMPACT REPORT

In response to public comments, the text of the PEIR has been modified which is indicated in underline and strikeout format as follows:

~~Old Text~~ Revised Text

The Final PEIR is organized in the same manner as the Draft PEIR, as each section of the document has retained the same section number. Immediately following this Errata are the comments and responses to the Draft PEIR. Following the comments and responses is the revised Draft PEIR. Where changes in the text have been made in response to comments on the Draft PEIR, such changes are noted in the responses.

Changes to the Draft PEIR are limited to the following sections:

Executive Summary - The summary table has been revised to incorporate updated revisions to aesthetics, as described further below. A statement was also added to the summary text (Section S.2) to identify that a Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program are not applicable to the Plan and were thus not prepared because the Draft PEIR did not identify any significant or unmitigable impacts.

Introduction – See revisions in the introductory Chapter 1.0, Section 1.2.3.1, and Section 1.3.2.2. In general, the Introduction was revised to clarify that the adoption of Design Guidelines is not a discretionary action to occur concurrent with Plan adoption. Also for clarification, statements were added to the Draft and Final PEIR content descriptions to clarify that a Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program are not applicable to the Plan and were thus not prepared.

Environmental Setting – See revision on page 2-6 that corrects the identified elevation of Camino del Mar at Luneta Drive. This revision has no effect on the environmental analysis or conclusions.

Project Description – Revisions were made throughout Chapter 3.0 to incorporate key Plan updates made in response to public review of the Draft Plan. As described below in the summary of the Plan revisions, the Plan updates consist largely of refinements to the Plan's implementing strategies and establishment of more specific development standards and assessment criteria.

Aesthetics – See revisions throughout Section 4.1 Aesthetics, in particular in Sections 4.1.4.1 Views and 4.1.4.3 Character. Section 4.1.4.1, Views, was revised to provide clarification on the extent of scenic view protections provided by existing ordinances as well on the new scenic view protections included in the Plan. In Section 4.1.4.3, Character, revisions were made to remove reference to future Design Guidelines and to instead expand upon the design protections and assessment criteria provided in the existing Design Review Ordinance.

Revisions were also made to the Existing Regulatory Framework discussion (Section 4.1.1.2) to expand on how public and private scenic views are currently protected, and on how maximum allowable FAR is measured; and to the Level of Significance Prior to Mitigation summary (Section 4.1.5) to more clearly summarize the results of the Views and Character analyses, and in particular the relevance of the Design Review Ordinance and associated design review process in avoiding significant aesthetic impacts.

The conclusions in the Draft PEIR regarding potential significant impacts to views and character remain the same, and Design Review Ordinance standards/ procedures and Plan strategies to protect and enhance views and character will continue to be required as part of subsequent review of property-specific development proposals. The additional discussion does not change the analysis or conclusions of the Draft PEIR but merely augments the existing discussion.

Public Services – In response to updated information submitted after publication of the Draft PEIR, minor corrections to the description of Fire Station 1 existing staffing and Del Mar Fire Department response times have been made. See Section 4.12.1.1. These revisions do not change the analysis or conclusions of the Draft PEIR regarding the Plan's potential impacts to public services.

Transportation/Traffic – In response to public comment, clarifying language has been added to Section 4.14.1.3 regarding the traffic count information, Section 4.14.2 regarding the Congestion Management Program process, and Section 4.14.4 to better explain the trip generation methodology; and Figure 4.14-19 (Existing Land Uses within Five-minute Walking Radius) has been revised to show more differentiated land use type categories and zoning. These revisions have also been incorporated into the Traffic Impact Study (Appendix F). Also incorporated into PEIR Section 4.14 and the Traffic Impact Study is additional information describing the "complete street" aspects of the Plan, including expansion of the discussions on pedestrian, bicycle and transit mobilities. The additional clarifying language and expanded discussion of complete streets do not change the impact analysis or significance conclusions of the Draft PEIR.

After completion of the Draft PEIR, revisions to the Public Review Draft of the Plan (Draft Plan) have been identified by City staff in order to refine plan implementation, provide clearer information, and respond to issues raised by public input. All of the Plan refinements have been reviewed, and none of them affect the impact analysis and/or significance conclusions in the Draft PEIR. The refinements and their evaluation are briefly summarized below. The most relevant of these Plan revisions have been incorporated into the PEIR Chapter 3.0 Project Description. Please refer to the Final Draft Plan (July 10, 2012) for a complete description of the revisions/edits to the Draft Plan (March 19, 2012).

The Final Draft Plan contains the following changes:

Chapter 1: Introduction
No substantive changes; minor edits only.

Chapter 2: Vision of the Village
A discussion was added as to what is anticipated if the Plan is not implemented, and additional economic information was provided. Thresholds on anticipated development were added and referenced in Chapters 10 and 12.

The revisions to Chapters 1 and 2 have no effect on the impact analysis or significance conclusions of the Draft PEIR.

Chapter 3: Protection of Community Resources
A description of community benefits and impacts was included along with potential assessment criteria for discretionary project review.
None of these changes would affect the significance conclusions of the PEIR as this information is either unrelated to environmental effects or comprises a summary of environmental information already included in the PEIR.

Chapter 4: Mobility
Based on community comments on mobility, the following changes were made:

- The final design of Camino del Mar is required to provide 20 feet of clearance based on the Fire Marshal's directive for adequate backup and emergency response areas. This refined design will also include disabled access and parking, loading zones, a further assessment of parking layout, and pedestrian/cyclist review.

- Delivery trucks are restricted to specific times and areas.

- Thresholds are included for mitigation consideration along Stratford, Crest, Luneta, and Ocean should traffic volumes increase as a direct result of the changes to Camino del Mar. This includes baseline traffic counts prior to and after construction; monitoring of roundabouts performance; workshops with the community to determine appropriate solutions; and a mitigation funding bank of $100,000 set aside in the construction budget for implementation should the need arise.

- Lane transition strategies are identified for the lane changes and signals north of the 15th Street roundabout; and the transition area between 8th and 4th streets is modified to transition southbound Camino del Mar single lane to the through lane and left-turn lane at Del Mar Height Road, and transition the northbound right-turn lane from Del Mar Heights Road to the merge lane.

- The design phase of Camino del Mar is to require participation by recognized cycling advocates (San Diego Bicycle Coalition) as well as emergency responders, disabled advocates, and pedestrian advocates (WalkSanDiego).

- A simulated roundabout traffic flow condition testing is to be provided during the design phase of Camino del Mar.

- Construction phasing and mitigation is to be identified and committed to in conjunction with the business community and may include maintaining existing sidewalks to the degree possible; temporary signage programs; maintaining pedestrian access to storefronts; a temporary parking program; detailed implementation schedules to limit construction to off-peak times as feasible; and thresholds for incentives for contractor performance to limit the construction time and its impacts.

These revisions were added in response to community input and not in response to PEIR-identified mobility impacts. Mobility impacts associated with full potential buildout under the Draft Plan have been analyzed in the Draft PEIR and were found to be less than significant. Therefore, these Plan changes (either individually or collectively) would not affect the impact analysis or significance conclusions of the Draft PEIR. The result of these Mobility Chapter revisions are to provide further assurances to residents and business owners against potential mobility impacts and to provide additional roadway improvement design criteria. These actions would further reduce or altogether remove potential mobility impacts already considered in the PEIR.

Chapter 5: Private Development Parcels and Chapter 6: Allowed Uses and Development Standards

Based on community comments, the following changes were made:

- Thresholds for review are provided that require a review of Plan buildout density when either the amount of cumulative development in the Plan area reaches 400,000 square feet or 10 years, whichever comes first. Review is to be repeated at intervals of 10 years or an additional 100,000 square feet of development to the cap of 600,000 square feet of total development.

- Thresholds for review of cumulative building height and dwelling units are also provided. The height threshold stipulates that a review must occur when any west side block reaches 50 percent at 26 feet in height. Buildout of dwelling units are to be reviewed at 10-year increments, up to the total of 140 units.

- Maximum building heights are to be limited to 26 feet in height and require roof articulation within the 26 feet (rather than the 30 feet maximum building height that was proposed in the Draft Plan).

- An additional limit to the building height of 26 feet for that portion of a parcel within 50 feet of a residentially zoned property is included.

- The location of outdoor dining areas is restricted from being open to any residentially zoned property and is required to be separated with a sound-attenuating building mass. Additionally, any outdoor dining area on the

second level is required to obtain a CUP to ensure that adequate noise attenuation occurs.

- The Exceptional Public Benefits (EPBs) authorization process is now required to be a City Council determination, not a staff determination.

- The EPBs have been modified to be more equitable and a new EPB has been identified for public view corridors. The new public view corridor EPB provides incentives to projects that provide a minimum 15-foot-wide view corridor, for westerly views from the Camino del Mar right-of-way, which protects an existing public view or creates a new view corridor.

- The EPB for sustainable building has been revised to only allow a 0.10 FAR bonus (rather than a 0.15 FAR bonus) for achieving CalGreen Tier 2 or LEED Platinum, rather than just LEED Platinum alone (i.e. the Plan now identifies CalGreen Tier 2 standards as eligible EPB).

All impacts associated with full potential build-out under the Draft Plan, including impacts associated with land use compatibility, and allowable building density, height and massing, have already been analyzed in the Draft PEIR and were found to be less than significant. The Draft PEIR is considered a worst-case scenario in terms of impacts since these changes to the Draft Plan effectively further limit or constrain development potential in terms of undesirable outcomes. As a result, the potential environmental effects resulting from the above listed changes have already been addressed in the PEIR because the change would potentially reduce or remove potential impacts already considered in the PEIR. Thus none of these changes (either individually or collectively) would affect the significance conclusions of the PEIR. Instead, the addition of these provisions will ensure additional protections that limit potential impacts.

Chapter 7: Parking

Following public review and comments, the following edits were made to the Plan's parking chapter:

- A condition has been added requiring that at the time of parking structure design, the City shall conduct an Initial Study to determine what/if any further environmental review is necessary.

- A condition has been added that requires a parking monitoring program (at two year intervals) to be implemented that includes a parking utilization/parking duration survey of those areas that are found to have a utilization rate of 75 percent or more.

- The draft parking ordinance has been revised to allow a modified parking ratio calculation for retail food establishments' outdoor dining as long as there is no table service.

The PEIR did not address potential parking impacts as parking is not considered an environmental issue per CEQA. Therefore these changes (either individually

or collectively) would not affect the impact analysis or significance conclusions of the Draft PEIR.

Chapter 8: Infrastructure and Municipal Services

No substantive changes have been made to Chapter 8, only minor edits to provide clarity and consistency with changes in other chapters. As such, these changes would not affect the impact analysis or significance conclusions of the Draft PEIR. Potential impacts to public infrastructure and public services were fully evaluated in the Draft PEIR and found to be less than significant.

Chapter 9: Public Finance

Revisions to this chapter include:

- Modification of the revenue generation estimate to more accurately reflect anticipated revenue.
- Provisions for development impact fees.
- Clarification of and expansion on the public finance strategy.
- Language to ensure that no residential fees or assessments are required of residents to implement the Plan public improvements.

The PEIR did not address financing issues as economics is not considered an environmental issue per CEQA. Therefore, these changes (either individually or collectively) would not affect the impact analysis or significance conclusions of the Draft PEIR.

Chapter 10: Implementation

Revisions to the Plan's implementation chapter include the following:

- New thresholds and triggers for cumulative development review, cumulative housing review, and cumulative height review.
- Additional description of the CIP implementation.
- An anticipated timeline for public improvements that was not in the Draft Plan.

Chapter 11: Special Study Areas

Revisions to this chapter included only minor edits to provide clarity and consistency with changes in other chapters.

Chapter 12: Adoption, Amendment, Enforcement & Implementation of Measure B

Revisions to this chapter include:

- Establishment of Tier 2, 4/5 Council majority process for decreasing FAR or height or removal of an allowed land use.

- Establishment of Tier 3, Council majority process for any modifications to the designation, design or implementation of public improvements.

- Establishment of a process for tiered review set by thresholds established in Chapter 10.

The revisions to Chapters 10, 11, and 12 have no effect on the environmental impact analysis or significance conclusions of the Draft PEIR.

THIS PAGE IS INTENTIONALLY BLANK.

DEL MAR VILLAGE SPECIFIC PLAN EIR

LETTERS OF COMMENT AND RESPONSES

The following letters of comment were received from agencies, organizations, and individuals during the Public Review period (March 20 to May 4, 2012) of the Draft PEIR. One letter (from Caltrans) received after the public review period end date was also accepted. A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Comment letters are numbered based on the order received. Some of the comments received resulted in changes to the Draft PEIR text. These text changes are indicated by strikeout (deleted) and underline (inserted) markings in the Final PEIR text. Revisions to the Draft PEIR are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter	Author	Format	Date
STATE AGENCIES			
	State Clearinghouse, Scott Morgan *SCH Compliance*	Letter	05/04/12
70	California Department of Transportation (Caltrans), Jacob M. Armstrong	Letter	05/09/12
LOCAL AGENCIES			
54	San Diego Association of Governments (SANDAG), Susan Baldwin	Letter	04/30/12
INDIVIDUALS/ORGANIZATIONS			
1	Ralph Peck	Email	03/29/12
2	Derek, ITI Corporation	Email	03/30/12
3	Gregory Beckham	Email	04/02/12
4	Don Cordt	Email	04/02/12
5	Louise Keeling	Letter	04/02/12
6	George Conkwright	Email	04/03/12
7	Gregory Beckham	Email	04/03/12
8	Ivan Gayler and David Winkler	Email	04/05/12
9	Rick Hoffman	Email	04/06/12
10	Lucy Eskeland	Email	04/06/12
11	Tom McGreal	Email	04/06/12
12	Rick Ehrenfeld	Letter	04/11/12
13	Russ Broscious	Email	04/12/12
14	Maria Weiss, Presidential CA Realty	Email	04/12/12
15	Leslie Burcham	Email	04/15/12
16	Dan Sbicca, Sbicca Restaurant	Letter	04/19/12
17	Hershell Price	Email	04/23/12

Letter	Author	Format	Date
18	Warren Spieker	Email	04/23/12
19	Robin and Dan Crabtree	Email	04/23/12
20	Udo Wahn	Email	04/24/12
21	Greg Hibbard, Chair, Del Mar Sustainability Advisory Board	Letter	04/24/12
22	Claire and Tom McGreal	Letter	04/25/12
23	Jim Eckmann	Email	04/26/12
24	Jim Benedict	Email	04/26/12
25	Mark Stuckleman	Email	04/27/12
26	Sally Middleton	Email	04/28/12
27	Randall Stoke	Letter	04/29/12
28	James Eckmann	Letter	04/27/12
29	Dr. G. Richard Whelock and Richard Whelock Jr.	Letter	04/29/12
30	Frank Chisari	Email	04/30/12
31	Anna Scipione	Email	05/01/12
32	Payson Stevens	Email	05/01/12
33	Dwight Worden, Bud Emerson, and Dave Druker	Letter	05/01/12
34	Bud Emerson	Email	05/02/12
35	Barbara Stegman	Email	05/02/12
36	Rick Ehrenfeld	Letter	05/03/12
37	Alice Scull McNalley	Letter	05/03/12
38	Hershell Price	Email	05/03/12
39	Bertha Leone	Email	05/03/12
40	Sarah Dubin-Vaughn	Email	05/03/12
41	Rick Ehrenfeld	Letter	05/04/12
42	Paul E. Chasan	Letter	05/04/12
43	Drew Cady	Letter	05/04/12
44	Ricardo Simons	Email	05/04/12
45a	Al Tarkington	Letter	05/04/12
45b	Stephanie Tarkington	Letter	05/04/12
46	Kipp Downing	Email	05/04/12
47a	Ann Gardner	Letter	05/04/12
47b	Ann Gardner	Email	05/04/12
48	Ann Wooley	Letter	05/04/12
49	Nancy L. Stoke	Letter	05/04/12
50	John Giebink	Email	05/04/12
51	Ralph T. Peck	Letter	05/04/12
52a	Mark W. Stuckelman	Letter	05/04/12
52b	Mark W. Stuckelman	Letter	05/04/12
53	Paul Nevins	Email	05/04/12
55	Louise Keeling	Email	05/04/12
56	Madison Marquette	Letter	05/04/12
57	Carl Reinholz	Letter	05/04/12
58	Tina and Jim Benedict	Email	05/04/12
59	Don Ellis	Letter	05/04/12

Letter	Author	Format	Date
60	Ed and Rolande Fyfe	Letter	05/04/12
61	Michael and Lisa Uhrhammer	Letter	05/04/12
62	Ann Dempsey	Email	05/04/12
63	Al Corti	Email/Letter	05/04/12
64	Dwight Worden	Email	05/04/12
65	Kathleen Ferrier, Walk San Diego	Letter	05/04/12
66	Dwight Worden	Email	05/04/12
67	Ann Ray	Email	05/03/12
68	Donald Mosier	Email	3/23/12
69	Brad Shoan	Phone Call	05/04/12

NOTE: Additional comment letters that were received after the noticed public review deadline are posted on the City's website.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter - State Clearinghouse, Scott Morgan	
		No response needed. This letter confirms receipt of the document and distribution to appropriate agencies.
	Letter 1 - Ralph Peck	
1-1	Says that Government Code 65852 requires consistent zoning; and how can the proposed Village Specific Plan allow various uses in one zone type?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The uniformity requirement of Government Code section 65852 requires uniformity as to uses within a zone. The uniformity requirement is intended to prevent unreasonable discrimination against or benefit to particular properties within a given zone. Development regulations within a zone may differ provided there is reasonable and rational justification related to a legitimate public purpose for the differences.
1-2	Asks: What legal authority does the City have to offer incentives to private development for uses other than affordable housing and childcare centers?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The City derives its land use authority from its police powers under the California Constitution. The State Planning and Land Use regulations (California Government Code sections 65800 – 65912) are not specific grants of authority but are intended to provide minimum standards to be observed in local zoning regulations. Cities have specific authority under their land use powers to enact supplementary substantive, as well as, procedural regulations not inconsistent with State law. Government Code section 65917 is part of the State density bonus law the purpose of which is to encourage the development of affordable housing. Incentive zoning is commonly utilized to encourage the provision of public benefits through the provision of incentives. State law does not restrict the use of incentive zoning to affordable housing.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 2 - Derek, ITI Corporation	
2-1	Says that a before Plan/after Plan illustration shows that parking places will be replaced by walkways and vegetation. States that: The last thing we need is less parking.	This comment does not address the adequacy of the PEIR as parking is not an environmental issue. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan adds approximately 60 public parking stalls along Camino del Mar and parking is not reduced. The Before/After Illustration on page II-14 in the Plan's Chapter 2, The Visions of the Village, illustrates the expansion of sidewalks and pedestrian amenities, which relocates the existing angled parking. The existing angled parking is retained by moving it easterly and is clearly shown in the illustration and described in the caption that accompanies the illustration. Areas that are not large enough for parking or too close to crosswalks can be used for additional landscape areas that provide storm water management.
2-2	Requests that walkways be uniform and contiguous; and that restaurants should be allowed to use portions of the sidewalk for tables.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. A major goal of the Plan is to redesign Camino del Mar to provide uniform and contiguous sidewalks in the Plan area. The implementing strategy to accomplish this goal is described in Chapter II, Section 2.5 Fulfilling the Vision, and again in Chapter IV, Section 4.2.2 Pedestrian Implementation Strategies. Chapter 23.30 of the Del Mar Municipal Code (DMMC) regulates the use of the public right-of-way for Sidewalk Cafes. The Plan will not change this chapter of the DMMC. The Plan encourages the implementation of sidewalk cafes in the Village.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 3 - Gregory Beckham	
3-1	Requests that commercial development be limited so as to not burden residents … and that revenue should continue to be sourced from the fairgrounds and hotels, not Village commercial activity.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan contains strategies to protect residential neighborhoods adjacent to commercial development. These are described in Chapter III Protection of Community Resources, Chapter IV Mobility, and Chapter VII Parking. The City relies on a diversity of revenue sources for funding City services.
	Letter 4 - Don Cordt	
4-1	Observes that Camino del Mar acts as Interstate 5 bypass during accidents/blockage and asks how this increased traffic will be handled.	The commenter makes the statement that Camino del Mar is used as a bypass for regional traffic using Interstate 5 when there is an accident or other blockage. When these events occur, the delays on Camino del Mar can be very long. In comparing the existing configuration of Camino del Mar (four lanes with stop signs) to the Plan proposal (two lanes with roundabouts), analysis shows that the proposed Plan's configuration for Camino del Mar provides more capacity than the existing configuration even though there would be a reduction in the number of lanes. Therefore, when accidents occur on Interstate 5, Camino del Mar would operate better under the Plan's proposed changes to Camino del Mar than it would if there were no changes to Camino del Mar.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
4-2	Questions how emergency vehicles on Camino del Mar will use the proposed single lane during normal traffic and fair traffic.	City staff consulted with emergency responders during development of the conceptual plan for the two-lane with roundabouts configuration of Camino del Mar. Police and fire protection/emergency medical service providers have reviewed the conceptual plan and have provided their initial input. A memorandum from Del Mar Fire Chief Henry conveys that the operational effectiveness of the planned configuration of Camino del Mar (two lanes with roundabouts). Chief Henry stated that roundabouts are preferred to stop signs by emergency responders because roundabouts have the potential to decrease response times by eliminating the congestion at stop signs. The Fire Marshal also demonstrated that emergency equipment can readily negotiate around similar roundabouts. That video is posted at http://delmar2.12milesout.com/Special/SpecificPlan-Feb2012.aspx The conceptual cross section proposed for the two-lane with roundabouts configuration of Camino del Mar includes provision of a 20-foot buffer area behind the diagonal parking stalls which would allow cars to back out of the stall and align with traffic flow before merging into the travel lane. This buffer area would also provide the needed clearance for emergency vehicles to bypass any stopped vehicles, or for vehicles to pull over to allow an emergency vehicle to pass. Detailed engineering plans will refine the conceptual design to ensure this area is adequate to meet safety concerns.
4-3	Asks: Can the proposed four roundabouts handle traffic better than two at 15th and 9th Streets?	The Plan proposal for two-lanes with roundabouts at each key intersection along the two-lane road segment (i.e., at 9th Street, 11th Street, 13th Street and 15th Street) is proposed in order to increase capacity at intersections beyond either what the stop controls currently allow at these intersections and beyond what only two roundabouts (at 15th Street and 9th Street) could handle.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
4-4	Asks: Why was a diagonal pedestrian crossing for 15th Street and Camino del Mar not considered as an alternative?	Allowing for pedestrians to cross diagonally from all four corners at one time (also called a pedestrian scramble) was considered at the intersection of 15th Street and Camino del Mar. Diagonal pedestrian crossing would require intersection controls such as stop signs or traffic signals. The City ultimately selected a roundabout at 15th Street and Camino del Mar based on the desire to provide balanced pedestrian, vehicular traffic, and parking improvements. Proposed pedestrian crossings at this intersection would include perpendicular crosswalks with flashers, as described in PEIR Section 3.3.3.2. Alternative configurations of Camino del Mar with stop signs and/or traffic signals that could allow diagonal pedestrian crossings are addressed in Chapter 9 of the Plan. However, diagonal pedestrian crossings would not reduce or avoid a significant impact of the proposed Plan and were therefore not analyzed specifically in the PEIR alternatives analysis (CEQA Guidelines Section 15126.6).
4-5	Considers existing sidewalk widths as adequate and asks: Why not expand seating and landscaped areas, eliminating a few parking spaces while retaining four or three lanes of traffic like Encinitas?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The sidewalks on both sides of Camino del Mar between 9th and 13th Streets consist of a variety of paved and unpaved surfaces. Some sections are located on private property and some sections are within the public right-of-way. The pedestrian is required to weave between parked cars, use stairs and walk on the shoulder of the roadway in some places because sidewalks do not exist. The City Council has directed that contiguous and continuous sidewalks be developed within the public right of way that average 10 feet wide and meet the standards of the Americans with Disability Act (ADA). During the course of the Plan development, the four-lane configuration was analyzed. With stop signs, the four-lane configuration has more environmental impacts and carries less traffic volume than two lanes with roundabouts.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
4-6	Opines that any pedestrian and open space improvements will attract visitors and locals as long as a parking garage is built	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. A parking garage that will provide additional public parking is proposed in the Plan for the City Hall Site. The implementing strategies for the City Hall site are described in the Plan's Chapter XI Special Study Areas.
	Letter 5 - Louise Keeling	
5-1	Supports second story apartments allowing middle/low income residents	The commenter is noting support for the inclusion of residential units within the second story of the development along Camino del Mar. This comment does not address the adequacy of the PEIR; the comment is noted.
5-2	Supports roundabout concept, but indicates "three" might be excessive.	The commenter is noting support for the incorporation of roundabouts along Camino del Mar, but includes an opinion that three may be too many. This comment does not address the adequacy of the PEIR but rather elements of the proposed Plan. The proposed Plan includes four roundabouts, which are to be located at 9th, 11th, 13th, and 15th Streets along Camino del Mar. This roadway configuration was concluded, through previous traffic analysis, to be the most effective at maintaining consistent traffic flow.
5-3	Supports wider sidewalks and pedestrian orientation.	The commenter is noting support for the incorporation of wider sidewalks and a focus on pedestrian orientation. This comment does not address the adequacy of the PEIR and the comment is noted.
5-4	Fears that allowing a 26 foot height limit and eliminating side yard setbacks along the entire west side of Camino del Mar will create a wall effect.	Comment noted. Visual impacts of the Plan were addressed in PEIR (Section 4.1) and were determined to be less than significant. The current development standards in the Central Commercial zone do not require side yard setbacks. The Plan does not propose to change this existing development standard. All proposed development will require design review, which will evaluate the siting of structures, the relationship of structures with adjacent structures, views and other aspects of building design that might create an undesirable wall effect. Thresholds have also been established in the Plan to review cumulative height by block over the life of the plan. The Plan also provides incentives to encourage public view corridors.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
5-5	Observes that new development of commercial properties will have to undergo design review, but questions if the design Review Board would be compelled by the proposed Village Specific Plan to allow each to be 26 feet high?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The proposed Plan would allow for all buildings along Camino del Mar to be up to 26 feet tall. In addition, on sloping sites, the 50-foot wide zone adjacent to the residential zones would be restricted to 26 feet tall. All proposed development will require design review, which is regulated by Chapter 23.08 of the Del Mar Municipal Code (DMMC). The review criteria in the Design Review Ordinance require the Design Review Board to not allow a proposed project to unreasonably encroach upon the primary scenic views of neighboring properties. In addition, the City Council has directed that the Design Review Ordinance be modified to better address view blockage and building height issues for commercial building design in the Village.
5-6	Requests that the Plan encourage adobe-style shops.	Comment noted. This comment does not address the adequacy of the PEIR but rather expresses a preference for adobe-style architecture. The Plan includes strategies for the protection, restoration and adaptive reuse of buildings with strong architectural character such as the adobe-style shops referenced in this comment. These Plan strategies are listed in Chapter III, Section 3.2.2 Historical Resources and Architectural Character Implementation Strategies.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
5-7	Requests that the proposed Plan allow space between buildings to preserve ocean views.	The Plan's potential to block ocean views is analyzed in Section 4.1.4.1 of the PEIR and is based on a Visual Impact Assessment (VIA). That analysis determined that potential ocean view blockage associated with Plan implementation would be less than significant in consideration of the comprehensive view protection standards already contained in the City's Municipal Code, specifically its Design Review Ordinance. In addition, the Plan includes new street side-yard stepbacks and corner setbacks to preserve and enhance ocean views along the east-west street corridors. Also, the draft Plan was revised to add incentives to preserve existing or create new view corridors. These new Plan standards and incentives are contained Chapter VI, Allowed Uses and Development Standards.
	Letter 6 - George Conkwright	
6-1	States that "Park Once is socialism" and that property owners/developers will not deed their private parking to the City … and that instead they will develop elsewhere.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The "Park Once" strategy does not require property owners/developers to deed their private property to the City. This strategy instead offers the property owner/developer the option of 1) providing the number of parking spaces currently required by the DMMC or 2) providing a lesser number of parking spaces if the general public is allowed to use the parking spaces in a shared manner. This strategy is described in the Plan's Chapter VII Parking, Section 7.2 Specific Plan Parking Alternatives.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
6-2	Comments that the Plan should require commercial property owners that are deficient in parking to help fund a public parking garage.	This comment does not address the adequacy of the PEIR; and is noted as the author's opinion. The most viable options for financing the public improvement and the anticipated revenue sources for paying for the public improvements are included in the Public Finance Chapter IX of the Plan.
6-3	Opines that under-parked properties will lose out on redevelopment potential.	Comment noted.
6-4	Requests that the 1:90 parking standard for restaurants be revised to a ratio more competitive with other cities.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The "Park Once" strategy in the Plan provides for an alternative parking ratio of one/half of the parking ratio currently required for restaurants in the DMMC.
6-5	Requests that parking requirements for outside seating on private property be waived.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Both the current Del Mar Municipal Code and the "Park Once" strategy of the Plan require that parking be provided for restaurant's outdoor dining seating on private property, as it is a use of that property. The draft Plan has been refined to categorize retail food establishments (such as delis or bakeries that do not offer table service) as retail establishments and allow these outdoor seating areas to be parked at the same ratio as retail uses. This is per Chapter VI, section 6.4.7.3, of the Plan.
6-6	Requests: Allow the Urban Land Institute methodology of calculating peak-hour parking demand to be applied to individual properties.	The City of Del Mar retained a qualified traffic engineering firm and retains a qualified City Engineer to analyze parking demand for the Plan. The proposed parking requirements and parking ratios in the Plan ("Park Once" strategy) is based upon a principal similar to the Urban Land Institute methodology but is tailored to the unique mix of uses and locational situation of Del Mar. This strategy is described in the Parking Chapter VII of the Plan, in Section 7.2 Specific Plan Parking Alternatives.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
6-7	Requests that the Plan allow curbside parking spaces along a building's frontage to be included as part of that property's parking inventory.	This comment does not address the adequacy of the PEIR; and the comment is noted. The "Park Once" strategy in the Plan maintains the inventory of curbside parking spaces along a building's frontage as public parking.
	Letter 7 - Gregory Beckham	
7-1	States that the Village has never looked or functioned better. Does not feel a change is needed; and that instead the City should focus its efforts on cleaning up City Hall.	This comment does not address the adequacy of the PEIR; and the comment is noted. Staff has provided a response as a courtesy to the commenter. Traffic congestion on Camino del Mar continues to increase every year due to increased development in surrounding communities. In addition, many buildings in the Village (Plan area) do not meet the demands and needs of retail tenants and have difficulty competing with surrounding retail centers. The redevelopment of the City Hall property is discussed in Chapter XI, Section 11.1 Civic Center Site, of the Plan.
	Letter 8 - Ivan Gayler and David Winkler	
8-1	Requests inclusion of the parcel located at 1435 Camino del Mar, APN# 300-03-82, into the Village Specific Plan.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Village Specific Plan includes the referenced parcel.
	Letter 9 - Rick Hoffman	
9-1	Observes that revitalization around a pedestrian experience requires a diverse retail atmosphere (restaurants, clothing shops, sporting goods, jewelry, spas…), including smaller-scale offices.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Horizontal Zoning regulations in the Del Mar Municipal Code do not allow for the establishment of real estate offices in street frontage building spaces.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 10 - Lucy Eskeland	
10-1	Generally supports the proposed Plan.	The comment is noted. This comment does not address the adequacy of the PEIR.
10-2	Supports roundabouts, but is not sure they will lessen traffic. Supports the argument that they are better than traffic signals and stop signs.	The commenter has noted general support of the inclusion of roundabouts, though expresses concern regarding their effects on traffic. As indicated in PEIR Section 4.14.4, roundabouts would not lessen traffic (i.e., reduce the number of vehicles traveling) on Camino del Mar but would reduce delay and queuing that is currently experienced with the stop signs/signals along Camino del Mar. Roundabouts would provide greater operational capacity because vehicles would be able to circulate through the intersections without coming to a complete stop.
10-3	Supports wider sidewalks.	Comment noted. This comment does not address the adequacy of the PEIR.
10-4	Supports a building height limit of 30 feet as long as the resulting buildings do not obstruct views from residential homes and restaurants, nor effect privacy of surrounding neighbors.	The commenter is noting support of the draft Plan's proposed building height limit of 30 feet provided that public views are not obstructed and privacy is not affected. View impacts are analyzed in PEIR Section 4.1.4.1 and were found to be less than significant. Privacy is not an environmental issue and was not specifically addressed in the PEIR. However, it should be noted that the design review of proposed projects on commercial properties is regulated by Chapter 23.08 of the Del Mar Municipal Code. The review criteria in Chapter 23.08 requires the Design Review Board to not approve a proposed project that unreasonably encroaches upon the primary scenic views of neighboring properties or creates an unreasonable invasion of the privacy of neighboring properties. It should also be noted that the draft Plan has been revised to reduce the proposed 30-foot building height to 26 feet.
10-5	States that adding more trees and planters will definitely enhance the beauty of the City.	Comment noted. The Plan proposes to redesign Camino del Mar that will allow the addition of street trees and sidewalk planters within the public right-of-way.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
10-6	Thinks it would be great if sidewalks could be extended to where Camino del Mar splits at Jimmy Durante Boulevard.	Comment noted. The suggested improvement is beyond the Plan boundary and scope of this PEIR. Extension of the sidewalk to the north is under consideration as a Capital Improvement Project.
	Letter 11 - Tom McGreal	
11-1	Comments that the community needs a parking plan that encompasses the entire City. Feels that the proposed Village Specific Plan will not be approved without a comprehensive parking plan. Opines that a parking plan is necessary for commercial property expansions, as parking is limiting commercial growth due to costs.	Comment noted. This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. A parking plan that encompasses the entire City is beyond the scope of the Village Specific Plan. The Parking Management Plan proposed in the Village Specific Plan is intended to address parking management strategies for the Village. However, the Parking Management Plan could be expanded to consider parking in other parts of the City at the direction of the City Council.
11-2	States that a central parking facility that is large enough to address all City parking needs is needed … and should be borne out by a cost/revenue analysis.	The commenter notes general support for a central parking facility to address parking issues within the Plan area. This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan identifies the City Hall Site as a Special Study Area in Chapter XI Special Study Areas. One of the strategies proposed for the City Hall site in the Plan is to provide a public parking lot or structure for additional public parking within the Plan area. The City is considering a variety of funding sources to fund the proposed parking facility.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
11-3	Is concerned that the Village Specific Plan's determination that "a parking meter returns an average of $3.50 per day" is very low and is may be related to the method of financing the meters.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. This parking meter figure is based on actual annual returns, and it reflects meter revenue from meters not directly on Camino del Mar. It also reflects the fact that at times of the year, certain meters tend to be poorly utilized.
	Letter 12 - Rick Ehrenfeld	
12-1	Supports 20 foot rear upper-level stepbacks to eliminate three story buildings, but states that the area should not be used as a deck for a bar or restaurant. Is concerned about noise and lighting impacts if stepback areas are used as restaurant or bar decks. Suggests controlling upper level deck use through requiring CUPs.	The March 19 Public Review draft of the Plan required a Conditional Use Permit (CUP) for establishments serving alcohol, restaurants over 10,000 square feet, and establishments providing outdoor amplified entertainment. However, in response to public comments on the draft Plan, the Plan has been revised to include a limitation on the location of outdoor dining areas to require that they be separated from residentially zoned property by an enclosed and sound-attenuated portion of a building on the property. In addition, outdoor dining areas located at the upper building level require the approval of a CUP. Also, as indicated in Section 10.5.2 of the Plan, all future development projects would be reviewed for compliance with all applicable noise and lighting regulations, including those in the Plan, as well as those already existing in the City's Zoning Ordinance and Municipal Code. In particular, future development within the Plan area would be required to comply with existing noise regulations (City's Municipal Code Section 9.20.040 and CCR Title 24) pertaining to bars or restaurants that abut residential uses. Ultimately, the Plan requires all new development to complete a site-specific noise report to demonstrate compliance with the applicable noise standards. Thus, as concluded in PEIR Sections 4.1 and 4.10, the Plan's potential impacts related to noise and lighting would be less than significant.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
12-2	Concerned that a side street frontage parcel could be combined with a Camino del Mar street frontage parcel to construct a very tall building.	The commenter has identified a potential need for further guidelines on allowable building heights on structures constructed on merged lots. This comment does not address the adequacy of the PEIR; nonetheless, staff has provided a response as a courtesy to the commenter. The draft Plan has been revised to state that where a property has been merged with one or more properties to form a larger building site after the date of effectiveness of the Plan, the building height shall be based on the property line configurations that existed for the property as of the effective date of the Plan.
	Letter 13 - Russ Broscious	
13-1	Generally opposes the proposed Plan.	The commenter has noted general opposition to the Plan.
13-2	“Creating a substantial traffic slowdown will alienate Coast Highway travelers and eliminate Interstate 5 bypass during major accidents.”	The adopted Del Mar Community Plan calls for traffic calming treatments along Camino del Mar and identifies a goal to reduce the amount of diverted traffic from Interstate 5. The proposed Plan was developed pursuant to the Del Mar Community Plan. The proposed Plan promotes the use of Interstate 5 for regional traffic in order to reserve the capacity of Camino del Mar for more local uses or for local destinations (e.g., the beach, the retail and other Del Mar attractions). See also Response to Comment 4-1, which discusses traffic flow during Interstate 5 congestion.
13-3	"One person backing out of a diagonal parking place, being real careful and a bit hesitant because there is a SUV or Van beside them, will stop that lane."	See Response to Comment 4-2, which includes a summary of how the design of the two lanes with roundabouts accommodates a buffer area where vehicles can back into to avoid blocking through traffic on Camino del Mar.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
13-4	"A two lane road with small diameter circles will never carry close to the traffic the 4 lanes we have now. Small circles mean very slow speeds. What about deliveries?"	The commenter provides the assertion that the two-lane design with roundabouts cannot support the same amount of traffic as the existing four-lane configuration (with stop signs). The City's traffic consultant prepared a Traffic Impact Study (TIS) using nationally accepted analysis software to analyze the capacity for existing and proposed design of Camino del Mar. As included in the TIS, and summarized in Section 4.14 of the PEIR, the analysis documents that the proposed two-lane with roundabouts configuration for Camino del Mar would have more capacity (i.e., carry more traffic) than the existing four-lane with stop signs configuration. This is because roundabouts allow for constant flow of vehicles through an intersection, whereas stop signs force drivers to completely stop before traveling through an intersection. In the case of Camino del Mar, the proposed roundabouts would maintain necessary opportunities for side street traffic to traverse the intersection while allowing the drivers in the major movement (north and south along Camino del Mar) to drive without unnecessary stopping due to stop signs when no cross traffic is present.
13-5	“Few people actually walk.”	Comment noted as the author’s opinion. This comment does not address the adequacy of the PEIR and no further response is necessary. Nonetheless, it is noted that the Camino del Mar area is frequented by pedestrians. For example, approximately 40 people per hour pass through the 15th Street and Camino del Mar area. Approximately 40% of the residents of Del Mar live within ¼ mile of the Plan area, which is a walkable distance.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
13-6	Opposes higher taxes for residents or downtown merchants.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. There are no taxes or fees that will be assessed to residents to finance the Plan. The primary types of fees applicable to businesses will be the parking in-lieu fee and a type of development impact fee called a traffic impact fee (TIF). A TIF is applied to allow businesses to participate in the cost of infrastructure development to mitigate the impacts of the increased average daily trips of the development.
13-7	Thinks roundabouts and diagonal parking are dangerous for bicyclists. … and requests that the City contact local bike clubs for comments.	Considering that the speeds through the intersections would be greatly reduced through the use of roundabouts, and bicyclists follow the outside of the roundabout, roundabouts are not anticipated to result in any additional traffic hazard beyond that of a signalized intersection. Also, roundabouts are a key traffic calming element supported by cycling organizations as a primary element of "bicycle boulevards", which are designed to enhance the cycling experience. SANDAG's regional bicycle coordinator was consulted during the Camino del Mar Pilot Project Study that studied various traffic calming alternatives. The City will continue to consult with bicycle organizations such as the San Diego County Bicycle Coalition in the design phase.
13-8	Suggests that staff at Del Mar be reduced to be in line with neighboring cities. …and that taxes on property owners and businesses be reduced in order to increase competition. Also suggests that the Plan eliminate specific zoning; avoid the 9th Street school property; and not create larger offices.	Comment noted as the opinion of the author. California law requires zoning on all properties, so zoning cannot be eliminated. This comment does not address the adequacy of the PEIR; and the additional points are not related to the scope of the proposed Plan.
13-9	Concluding remarks summarizing previous points.	Comment noted. This comment does not address the adequacy of the PEIR; no further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 14 - Maria Weiss, Presidential CA Realty	
14-1	Suggests City of Del Mar annex the Heights area so residents can be a voting member of the community they live in.	Comment noted. This comment does not address the adequacy of the PEIR; nor is it related to the scope of the Plan.
	Letter 15 - Leslie Burcham	
15-1	Suggests Camino del Mar be increased to four lanes through the entire City (instead of being reduced to two lanes as proposed in the Plan). Is worried about emergency access (especially as related to accidents on Interstate 5) and does not agree that roundabouts increase traffic capacity. States that Camino del Mar is a major road where traffic needs to flow through and that traffic circles [i.e., roundabouts] will not solve the traffic problems.	See Response to Comment 4-1, which discusses what would happen when there is a major accident on Interstate 5, as well as Response to Comment 13-4, which discusses the validity of the analysis methodology used to analyze the proposed two-lane with roundabouts configuration of Camino del Mar. This comment is directed primarily at the Village Specific Plan and does not address the adequacy of the PEIR. No further response is necessary.
	Letter 16 - Dan Sbicca, Sbicca Restaurant	
16-1	[Introductory remarks.]	This comment notes general support of the revitalization efforts, and provides an introduction to the letter with respect to questions and concerns on the proposed incorporation of roundabouts along Camino del Mar. Comment noted. See responses to specific traffic questions below.
16-2	"What was Bird Rock's traffic before the installation of the roundabouts? Both lower and higher numbers. Today's volume high and low and the incremental growth from completion to today."	This comment does not address the adequacy of the PEIR; however, a response is provided as a courtesy to the commenter. According to studies done in 2001 and 2009, La Jolla Boulevard in Bird Rock experienced 21,700 average daily traffic (ADT) before the installation of the roundabouts and 16,625 ADT after installation. Speeds along La Jolla Boulevard have been reduced from 38-42 mph to 22-25 since the installation of the roundabouts.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
16-3	Would like to know Del Mar's high and low traffic numbers.	In response to the commenter's inquiry of current traffic volumes along Camino del Mar, as detailed in the TIS (Appendix F to the PEIR), and summarized in Section 4.14 of the PEIR, Camino del Mar currently experiences 19,000 weekday ADT during both typical weekday summertime and typical weekday non-summertime conditions. Camino del Mar also experiences 19,000 ADT over the Labor Day weekend based on counts taken in 2011. Counts taken during the Del Mar Fair show that weekday ADT increases to 26,000 during this two and half week event. The analysis performed for this study is based on typical conditions experienced throughout the year, rather than the worst 2.5 weeks of the year.
16-4	Would like to know "bicycles high and low numbers and how they impact traffic flow? The bike lane ends and there is not much space to merge."	In response to the commenter's inquiry of current bicycle volumes along Camino del Mar and how those are incorporated into the overall traffic volumes, bicyclists are counted as vehicles within the total traffic volumes. The City's bicycle counts show an average daily ridership of 362 cyclists per day, which peaks on Saturdays with averages nearer to 750 per day. The final design of the roadway will involve input from the recognized cycling advocacy coalition. (See also Response to Comment 35-3.)
16-5	"Pedestrians at 15th Street and Camino del Mar - How will that impact traffic flow? Is this factored into the flow and how many pedestrians did they account for?"	The impact of pedestrians on traffic flow at 15th Street and Camino del Mar was accounted for in the TIS. Currently, the busiest pedestrian intersection is Camino del Mar at 15th Street between Del Mar Plaza and L'Auberge Hotel. Pedestrian counts at the peak vehicular period (summer afternoon) show an average of 298 total pedestrian crossings in an hour at the intersection. As the roundabouts are conceptually designed, the intersections would accommodate nearly 600 pedestrians an hour (200 percent of today's volumes) before there is any impact to the carrying capacity of the intersection during peak vehicle times.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
16-6	"What do they expect to happen at peak times? Track getting out, beach people walking and bike cruising."	The TIS included analysis of “typical non-summer” conditions as well as “peak summer” conditions. Specifically, traffic counts were taken on Labor Day weekend during a race event at the Del Mar Race Track to determine “peak summer" conditions, as well as “typical summer" conditions to model traffic flow during the summer months. Based on this information, Camino del Mar currently experiences approximately 19,000 ADT during both typical weekday summertime and typical weekday non-summertime conditions. Camino del Mar also experiences 19,000 ADT over the Labor Day weekend based on counts taken in 2011. Counts taken during the Del Mar Fair show that weekday ADT increases to 26,000 during this 2.5 week event. See also Response to Comment 35-1 below.
16-7	"How will the increased traffic on Crest and Stratford be handled? This is a problem in Bird Rock according to my friends that live there."	Diversion of traffic from Camino del Mar to alternate roadways, including Crest Road and Stratford Court, were analyzed in the TIS and summarized in the PEIR Section 4.14.4.1d. The analysis evaluated Stratford Court, Crest Road, Luneta Drive and Ocean Avenue and concluded that the proposed Plan would not result in diversion of traffic from Camino del Mar to these neighborhood streets. Nonetheless, the Plan includes the following precautionary measures to address diversion: • Baseline traffic counts prior to construction for a minimum of 6 months to sample both high- and off-season traffic volumes. • Post construction traffic counts for a minimum of 6 months to cover both high- and off-season traffic volumes. • Workshops with the community to determine appropriate solutions to particular findings. • A funding `bank' of $100,000 set aside for implementation should the need arise.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
16-8	"What will we do if the studies are wrong and traffic flow decreases or stays the same and we have an increase in accidents? Or it just isn't what we hoped for?"	During the design phase of the proposed improvements to Camino del Mar (two-lane with roundabouts), a simulation could be conducted to determine the operations of the roundabouts using traffic control to verify the traffic volumes and flow. If during the simulation the roundabouts resulted in deficient traffic flows, then the City would take this into consideration and adjust the design as appropriate. There is substantial national and international evidence that roundabouts would not cause an increase in accident rates along a corridor of this type.
	Letter 17 - Hershell Price	
17-1	Concerned with 26 feet plus 4-feet articulated roof building heights. Would like to see story poles erected prior to the Plan going to vote.	Visual impacts from the Plan's building height limit were addressed in PEIR Section 4.1 and included visual simulations of the proposed maximum allowable building heights. In addition, City staff erected and photographed story poles at several locations in the Plan area. These photographs were exhibited to the public during the June 18, 2012 City Council meeting and are available for continued viewing on the City's website (link to the June 18 City Council meeting). In accordance with existing City regulations, story poles would be erected once a specific development is proposed and is undergoing review by the Design Review Board. City Council, as a result of public comment, deleted the 4-feet for articulated roofs and has required that roofs be articulated within the maximum 26 foot height limit.
17-2	Proposes "height limit should be raised to 17 feet (13 feet plus 4 feet for facades) to accommodate one-story businesses as they are now."	The commenter's preference of maintaining single story buildings on the west side of Camino del Mar with a maximum height limit increased to 17 feet (13 feet plus 4 feet for facades) is noted. However, it should additionally be noted that several existing buildings along the west side of Camino del Mar are currently two stories. This comment does not address the adequacy of the PEIR and no further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
17-3	Is concerned about emergency vehicles' use of roundabouts, and residential streets being used as a bypass. Suggests a 15 mph speed limit be installed on residential streets.	As indicated in PEIR Sections 4.14.4.3 and 4.14.5, the Plan would result in a less than significant emergency vehicle access impact. Plan Implementing Strategies, described in PEIR Section 4.14.4.2, would ensure that adequate emergency access is accounted for in the final design of Camino del Mar. As noted above in Response to Comment 4-2, City staff consulted with emergency responders on the conceptual plan for Camino del Mar and received their concurrence that emergency vehicles could be accommodated with the planned configuration of Camino del Mar as two lanes with roundabouts. With respect to potential roadway diversion onto side streets and parallel roadways, please refer to Response to Comment 16-7 above. No reduction of speeds on residential streets is proposed or warranted.
17-4	Hopes his comments are incorporated into the Final PEIR.	In accordance with CEQA Guidelines Section 15088, all comments received during the public review period were evaluated and addressed.
	Letter 18 - Warren Spieker	
18-1	Impressed with presentation of the revitalization plan.	This comment provides an introduction to the letter. No response is necessary.
18-2	Fears steady pedestrian traffic crossing at 15th Street roundabout will cause vehicular traffic backup. Encourages implementation of a pedestrian stoplight to allow traffic to flow.	The Plan for two lanes with roundabouts does not preclude the use of pedestrian stoplights to regulate pedestrian cross-traffic. The potential inclusion of pedestrian signals would be considered during the final engineering design process.
	Letter 19 - Robin and Dan Crabtree	
19-1	Suggests pedestrian walkways be included where Camino del Mar and Jimmy Durante Boulevard merge.	This suggested improvement is located outside of the scope of the Plan and this comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The suggested walkway is a potential Capital Improvement Project (CIP) and is being reviewed by City Council for prioritization.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
19-2	Thinks merging southbound Camino del Mar and Jimmy Durante Boulevard traffic will bottleneck, especially during summer and horse racing conditions.	The PEIR and associated TIS address the transition from four to two lanes north of Del Mar Heights Road, and the transition from two lanes back to four lanes north of 15th Street. The analysis shows that these transitions would operate at an acceptable level of service and not create a significant bottleneck. As stated in the Plan and PEIR (Section 4.14.4), the final design of the proposed Camino del Mar improvements, including the lane merge geometry, emergency vehicle access, and bus circulation, would be developed through a process of community input and a full engineering analysis. Please also refer to Response to Comment 16-6 for a response on the methods used to account for peak summer conditions and typical summer conditions.
19-3	Suggests Plan traffic evaluation include a small stretch of road on east and west.	Please refer to Response to Comment 19-2 above.
	Letter 20 - Udo Wahn	
20-1	Voices dismay with existing noise made by delivery trucks. Thinks delivery trucks should be limited to 7am-7pm deliveries to avoid residential noise impacts.	The revised Village Specific Plan now includes a strategy to include delivery areas on Camino del Mar that can serve the commercial areas.
	Letter 21 - Greg Hibbard, Chair, Del Mar Sustainability Advisory Board	
21-1	Advises that roundabouts have significant potential for conserving energy, reducing air pollutants and addressing global warming.	This comment letter was received by the City from the members of the City's Sustainability Advisory Board (SAB) and provides a summary of the SAB's research efforts with respect to replacing signals and stop signs with roundabouts. The SAB's unanimous support of roundabouts is noted. This comment does not address the adequacy of the PEIR; no further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 22 - Claire and Tom McGreal	
22-1	States that the Village Specific Plan does not provide residents with sufficient certainty about the nature of future development and its benefits to and impacts on neighborhoods and residents.	This comment provides an introduction to the letter and notes general support of the revitalization efforts, while critiquing the Village Specific Plan for the reasons detailed in the remainder of the letter. This comment does not address the adequacy of the PEIR. City Council directed that an additional section discussing residential benefits and impacts as part of the Final Village Specific Plan.
22-2	Has concern that the Plan's development requirements (FAR, parking and density) will increase commercial property values, potentially triggering property sales rather than development by current owners.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Decisions regarding the timing of the sale of property or the redevelopment of private property are a private property matter that is not under the control of the Plan or the City. Because of the wide variety of ownership patterns in the Plan area, and based on input from property owners, it is anticipated that some properties will be developed by current owners, while others may not.
22-3	States that the Village Specific Plan does not specify external sources or values of funding … and that the City must specify cost limits in the Specific Plan.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. A cost range of the public improvements is specified in Plan Chapter IX Public Finance, and includes upper limits of the costs. The exact funding scenario will be optimized when the public improvements are prioritized for construction. The Plan delineates that there are many viable ways in which the public improvement projects can be funded. For example, grant funds are expected to play a role in funding the project, but the percent that grants contribute is undetermined due to the fact that an approved project is necessary to apply for grants.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
22-4	Requests the Village Specific Plan include a comprehensive citywide parking plan.	Comment is noted. This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. A citywide comprehensive parking solution is beyond the scope of the Plan. However, the impacts of the increased demand for parking in the Plan area and those impacts to other areas of the City will be considered in the Parking Management Plan discussed in the Plan's Chapter VII Parking and as directed by City Council.
22-5	States that while the Park Once strategy of the proposed Plan is a good idea, it has no real force or effect because it is dependent on private property owners.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The "Park Once" strategy offers commercial property owners the option of providing the number of parking spaces currently required by the Del Mar Municipal Code or providing a lesser number of parking spaces if the general public is allowed to use the parking spaces. If the property owners do not allow the public to use their parking spaces, the property owners will be required to provide parking at the current, higher parking ratio.
22-6	Says the Village Specific Plan identifies a Park Once strategy while the City's TPAC is moving in another direction – calling for suggests paid parking in the beach colony and Stratford corridor.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The TPAC proposals for paid and/or permitted parking are not included within the scope of the Plan. However, the impacts of the increased demand for parking in the Plan area and those impacts to other areas of the City will be considered in the Parking Management Plan discussed in Chapter VII Parking, of the Plan.
22-7	Says a City Hall site parking structure is a good idea, but the commitment to build it needs to be a condition upon which all else follows in redeveloping the central business district [i.e., Plan area].	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The timing of the construction of the parking structure proposed in the draft Plan has been accelerated to the short-term by City Council in the Final Plan. The draft Plan has been revised to include a potential timeline in Chapter X Implementation, Table X-1.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
22-8	Says roundabout configuration must be tested by simulation prior to development to ensure pedestrian safety, access for emergency vehicles and more efficient traffic flow.	As indicated in PEIR Sections 4.14.4.3 and 4.14.5, implementation of the Plan would result in less than significant impacts to pedestrian safety and emergency vehicle access. The Plan's Implementing Strategies, described in PEIR Section 4.14.4.2, would ensure that adequate pedestrian safety and emergency access is accounted for in the final engineering design of Camino del Mar improvements. Please refer to Response to Comments 4-2 and 17-3, for more information on the adequacy of emergency access along Camino del Mar under the proposed two-lane with roundabouts configuration. With respect to pedestrian safety, the inclusion and specific design of clearly marked crosswalks for pedestrian traffic would be further refined during final engineering design, and pedestrian signals would be implemented if determined to be necessary to control pedestrian traffic flows. Additional testing is not considered necessary at this time.
22-9	"No left turn" rule for 3pm-6pm will be eliminated on Camino del Mar northbound with roundabouts allowing bypass traffic to use Stratford Court.	The prohibition of northbound left turns from Camino del Mar and signal timing to discourage bypass traffic onto Stratford Court will be maintained in the same manner and locations.
22-10	Believes increased height limits on west side of Camino del Mar will dramatically change the look and feel of the Village. Thinks west side should be limited to no more than two stories.	As determined in PEIR Section 4.1.3.1, the proposed increase in height limit on the west side of Camino del Mar would result in a less than significant visual character impact. This is because much of the existing development already attains or exceeds two stories; and, because the existing Design Review Ordinance regulations would ensure that future building design would be in character with the Village. The Plan includes new overlay height limit of 26 feet for the portions of the property (50 feet from residential zone) along Del Mar Lane as the commenter suggests. Ultimately, all future projects would be required to undergo formal design review by the City's Design Review Board in order to ensure community character is not significantly impacted. Refer to PEIR Section 4.1 for additional information.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
22-11	The Plan would double the commercial space, thereby increasing density which will impact congestion and parking. Believes the density allowance in the Plan should be decreased.	As indicated in Sections 4.14.4 and 4.14.5, the additional allowed commercial space would generate traffic and has been analyzed, but traffic impacts would be less than significant. Parking is not considered an environmental effect and is therefore not analyzed in the PEIR. The City Council considered the commenter's request and added thresholds to review cumulative development at regular intervals into the Plan.
22-12	Creating 140 new residences will have detrimental effects on parking, traffic and noise and air pollution.	The Plan would allow for an additional 138 units, as two residential units already exist within the Plan area. The proposed allowable number of residences would generate approximately 1,104 additional daily traffic trips, which is about 16 percent of the additional external trips projected to be generated by the Plan's allowable land uses. As discussed in PEIR Section 4.14, Plan implementation would result in less than significant traffic impacts assuming incorporation of the proposed roundabouts. Residences are not substantial noise generators nor air pollutant emitters and would not result in significant noise or air quality impacts, as indicated in Sections 4.2 and 4.1. Residences would generate air pollutants during construction and operation (mainly due to transportation sources). As concluded in Section 4.10, air quality impacts from overall buildout of the Plan would be less than significant (see PEIR Sections 4.2.4 and 4.2.5). See also Response to Comment 52b-2 for further information regarding residential noise issues. Parking is not considered an environmental effect in CEQA and was therefore not analyzed in the PEIR. The draft Plan has been revised to create residential development thresholds that are described in Chapter X, Section 10.5 Thresholds for Development Review.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
22-13	Believes fire trucks cannot move along a single lane configuration of Camino del Mar as quickly as a two lane configuration.	Plan Implementing Strategies, described in PEIR Section 4.14.4.2, would ensure that adequate emergency access is provided for in the final single-lane design of north- and south-bound Camino del Mar. The proposed two-lane with roundabouts configuration of Camino del Mar would provide a 20-foot buffer along each side of the roadway that may be used by emergency vehicles. Also, the roundabouts would improve traffic flow and capacity relative to the existing conditions. Thus, a reduction of speeds on residential streets is not warranted. Please refer to Response to Comment 4-2 for more information on the adequacy of emergency access along Camino del Mar under the proposed two-lane with roundabouts configuration.
22-14	Suggest reverse angle parking rather than diagonal parking to ensure safety for cyclists, children, handicapped people, and pets.	The design of angled parking will be determined by City Council during the preparation of the detailed engineering plans.
22-15	Suggests back striping reverse angle parking stalls on Camino del Mar to preclude oversized vehicles from overlapping the space required by emergency vehicles.	The details for the parking design will be determined by City Council during the preparation of the detailed engineering plans.
22-16	Development impact fees should be imposed to help the City defray the attendant costs of revitalization and fund public projects.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Development Impact Fees are discussed in the Plan's Chapter IX, Public Finance. The revised Plan includes additional detail about Traffic Impact Fees (TIFs), and their applicability. TIFs are a type of development impact fee requiring "growth to pay for growth." They permit equitable sharing of expenses that would otherwise be borne by the greater community. TIFs are widely implemented across the nation. Del Mar is unusual in not requiring traffic impact fees/development impact fees. The City Council has directed that a fee study be produced so as to evaluate this potential funding source.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 23 - Jim Eckmann	
23-1	Suggests the Village Specific Plan increase allowable FAR above 1.0	This comment provides an introduction to the letter and general support of the Plan is noted. This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The City Council considered this commenter's suggestion and decided to limit the floor area ratio to 1.0 FAR with increases to a maximum of 1.5 FAR for providing exceptional public benefits. Floor Area Ratios (FAR) and Exceptional Public Benefits (EPBs) are discussed in the Plan's Chapter VI Allowed Uses and Development Standards.
23-2	"My question as to whether financial aspects are discussed in the PEIR was not idle curiosity. It springs from a meeting I had with civil engineering expert when tunnels under Camino del Mar we part of high-speed rail concepts. He advised that a then-emerging line of legal attack on the adequacy of PEIRs was whether economic impacts were addressed, even though as you noted CEQA does not expressly require that."	As noted by the commenter, pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes unless the change would result in a significant physical environmental impact. The Plan's potential economic impacts to the City have been identified in Chapter IX, Public Finance, of the Plan.
	Letter 24 - Jim Benedict	
24-1	FAR ratio should allow 1.0 FAR and up to 1.5 with 'council discretion'.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. See the response to previous Comment 23-1.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 25 - Mark Stuckelman	
25-1	Neighborhood Workshops were not posted on the City's website as promised and create secrecy around the process.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Neighborhood Workshops were gatherings that were sponsored by private citizens. Individual members of the immediate neighborhood were invited to attend these informational gatherings. City representatives were also invited to address the attendees, receive input and answer questions. During the public review period there were also noticed City Council meetings that discussed the same issues.
	Letter 26 - Sally Middleton	
26-1	"This plan leans strongly in favor of the business community over the needs of the residential community and their quality of life."	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Plan has been revised to list benefits to residents in its Chapter III, Section 3.9 Community Benefits.
26-2	Supports parking garage for visitors and employees.	Comment noted.
	Letter 27 - Randall Stoke	
27-1	Questions traffic associated with the fair and its potential impact on traffic capacity.	With respect to the commenter's concern about the effect of San Diego County Fair traffic on Plan area streets, the PEIR and associated TIS include analysis of peak traffic related to summer and special events at the Del Mar Fairgrounds (e.g., San Diego County Fair and Del Mar Race Track). Please refer to Response to Comment 16-6 above and 35-1 below for further information concerning analysis of “peak summer" conditions.
27-2	Believes objectives of the Plan should direct traffic to and through the Village.	Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
27-3	Says San Francisco has eliminated angle parking in the beach area and returned to parallel. Asks the City to consider the difficult scenarios of reversing out of an angle space with an SUV on your right.	The commenter is concerned with head in angled parking. This comment does not address the adequacy of the PEIR but raises questions about the Plan parking. Head in angled parking is used broadly throughout the region and the country. There are advantages and disadvantages to angled parking, but it is nationally accepted as a standard parking treatment. Adequate back up areas will be provided so that backup will not interfere with the travel lanes.
27-4	Del Mar does not fit the criteria for roundabouts, which are recommended for large areas. Signals can be synchronized that accommodate emergencies. Sees no benefits to roundabouts.	The commenter notes concerns with respect to emergency access and high traffic events such as the San Diego County Fair. Please refer to Response to Comment 4-2 regarding the adequacy of emergency access under the proposed two-lane with roundabouts configuration for Camino del Mar, as well as Response to Comment 16-6 and 35-1 for further information on the analysis of “peak summer" conditions. With respect to the latter part of this comment, the commenter has generally referenced discussion with a traffic expert concerning the proposed roundabouts, but provides no further documentation. It should be noted that other communities with similar traffic volumes and street width (e.g., Vista Street Bike Boulevard in Long Beach and Bird Rock, La Jolla) have successfully implemented roundabouts. The Del Mar staff report from June 4, 2012, provides additional examples of similar roundabouts. Benefits of roundabouts are described in an impartial publication by the Insurance Institute for Highway Safety and can be found in Attachment B of the Staff Report for Item 10 at the February 6, 2012 City Council hearing. These documents can be found at www.delmar.ca.us

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
27-5	States that traffic systems have been developed which electronically synchronize signalization to accommodate emergencies. Also claims that enclosed data indicates there will be no additional benefit from roundabouts.	Comment noted. It is noted that there are sensors that adjust traffic signal phasing at intersections in response to emergency vehicles. The data attached to this comment shows regionally collected average daily traffic (ADT) volumes along Camino del Mar and elsewhere, including street segments that have roundabouts in the City of Encinitas. This data indicates a lower ADT than the ADT used in the Plan TIS. This indicates that the TIS used conservative ADT to evaluate Plan impacts as compared to the regional data attached to the commenter's letter. The TIS for the Plan showed that reconfiguration of the existing lane geometry of Camino del Mar would benefit motorists through increase vehicle capacity, as well as pedestrians and bicyclists through streetscape enhancements and traffic calming.
27-6	Says the Council is proposing a discriminatory parking tax on the westerly portion of the City. Provides an opinion on the City's pension plan.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. The Plan does not include any parking tax on the westerly portion of the City. The City's pension plan is not related to the Village Specific Plan.
27-7	"Camino del Mar 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 residents, particularly because of the race track and fairgrounds activities."	The TIS addresses existing and cumulative traffic conditions, including traffic generated by the fairgrounds and racetrack. As shown in the TIS and summarized in PEIR Section 4.14.4, the proposed two-lane with roundabouts configuration for Camino del Mar would not result in a traffic safety hazard. The proposed roadway configuration would handle the anticipated traffic and provide additional enhancements to other modes of transportation (i.e., pedestrians and bicycles). Four-lane Camino del Mar alternatives were included in the alternatives analysis in PEIR Section 9.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
27-8	"Insufficient space for roundabouts. A roundabout at 15th St might cause "scatter crossing". (Example roundabout on Santa Fe in Encinitas)	A conceptual design of the proposed Camino del Mar roundabouts shows that there is adequate space to fit them. Allowing for pedestrians to cross diagonally from all four corners at one time (called a pedestrian scramble) requires signalization of an intersection. It was considered at the intersection of 15th Street and Camino del Mar for the signalized alternative, but is not proposed as part of the Plan (two lanes with roundabouts).
27-9	Questions whether Del Mar residents will actually walk to shopping area.	See Response to Comment 13-5.
	Letter 28 - James Eckmann	
28-1	"A developer or owner would not be incentivized to improve their commercial property with a 1.0 FAR because it will not yield an adequate return on investment."	The commenter has noted general support of the Plan, but raises issues related to the proposed Floor Area Ratio. This comment does not address the adequacy of the PEIR and pursuant to CEQA Guidelines Sections 15064(e) and 15131; the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. Many factors that are not under the control of the City of Del Mar or affected by the Plan influence the economic viability of commercial development. It is difficult to base the viability or unviability of commercial properties in the Plan area on the single variable of 1.0 FAR.
	Letter 29 - Dr. G. Richard Whelock and Richard Whelock Jr.	
29-1	Believes the proposed Plan would enable the Village to grow in a responsible way.	The commenter has noted support of the Plan for reasons specified within the letter. Comment noted. This comment does not address the adequacy of the PEIR. No further response is necessary.
	Letter 30 - Frank Chisari	
30-1	Concerned about traffic overflow to residential streets if roundabout configuration does not improve congestion.	Please see Response to Comment 16-7. In summary, the Plan is not anticipated to result in traffic diversion from Camino del Mar to residential streets but does include precautionary measures to address potential diversion.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
30-2	Suggests the City should monitor residential traffic during temporary Camino del Mar configuration with statistically valid traffic study and agree to not make the modifications permanent if study proves increased traffic.	As indicated in the Plan's Chapter IV Mobility, the City would monitor traffic before and after roundabout installation and implement precautionary measures if needed. See also Response to Comment 16-7.
	Letter 31 - Anna Scipione	
31-1	Introduction to concerns with safety, parking and traffic.	This comment provides an introduction to the letter and lists general areas of concern that are detailed further within the letter. No further response is necessary.
31-2	Says roundabouts seem to be more dangerous for crossing pedestrians due to drivers' distractions with navigating the roundabouts.	The TIS has been updated to include additional information regarding pedestrian safety at roundabouts. Figure 7-6 on page 97 of the TIS shows that there are fewer conflict points between pedestrians and vehicles at roundabouts. The reduced crossing distance and the reduction of a lane also improves pedestrian safety. Also as noted above in Response to Comment 18-2, a pedestrian stoplight may be included in the final design of the roundabouts along Camino del Mar. Such facilities alert drivers of pedestrians waiting to cross, and also regulate the frequency of pedestrian crossings so as to not affect through-traffic.
31-3	"Drivers backing out of diagonal parking spaces will not be able to see bicyclists and will have to back out into the bike and traffic lane."	The proposed design of Camino del Mar provides a buffer area between the rear of the angled parking spaces and the bicycle lane and travel lane.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
31-4	"The Plan claims parking is available at 12th Street, but not at 15th Street, indicating that people are too lazy for the Park Once concept and walk three blocks."	This comment does not address the adequacy of the PEIR but addresses assumption and features of the proposed Plan. City staff has provided the following response as a courtesy to the commenter. The "Park Once" strategy has been proven to be highly successful in many cities similar to Del Mar. People will walk a reasonable distance from a parking space to their destination, especially if pathways are convenient, safe and interesting as are proposed in the Plan. In addition, the blocks in Del Mar are much smaller than other cities that have successfully implemented a "Park Once" strategy.
31-5	Asks: How does the City intend to convince property owners to open their private parking to the public with liability burdening small shops and offices.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The Park Once strategy is an incentive that would require a lower number of parking spaces for the property owner that agrees to open their private parking for use by the public. Many private properties provide public parking and are insured for the liability.
31-6	Concerned with side road traffic increasing due to roundabouts and single lanes.	The commenter has noted concern with side street traffic due to traffic diverting from Camino del Mar, and notes support for four traffic signals along Camino del Mar instead of the Plan's preferred no signals. Please see Response to Comment 16-7 regarding diversion from Camino del Mar to alternate roadways, including Crest Road, Stratford Court, Luneta Drive and Ocean Avenue.
31-7	Supports continuous sidewalks.	This comment notes support for the continuous sidewalks and parking structure at City Hall, as included in the Plan. Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
31-8	Thinks 15th Street roundabout will be a nightmare during race season and hazardous for intoxicated people leaving Jimmy O's at closing time in the summer.	The analysis in the TIS and PEIR addressed existing and cumulative traffic conditions, thus accounting for traffic generated by the fairgrounds and racetrack. As determined in the TIS and summarized in PEIR Section 4.14.4, the proposed two-lane with roundabouts configuration of Camino del Mar would not result in traffic safety hazards. The City's traffic consultant conferred with Police Captain Sherri A. Sarro to review accident data at the roundabouts in Encinitas. This review revealed one fatality since the roundabout installations; however, that fatality was attributed to driving under the influence (DUI) and to being unrestrained (i.e., not wearing a seatbelt). It was not attributed to the roadway design. Nationally, roundabouts are comprehensively evaluated by the Insurance Institute for Highway Safety and Highway Loss Data Institute. Their periodic publications cite roundabouts' improved safety, especially with reducing the chance of a severe accident.
	Letter 32 - Payson Stevens	
32-1	How will increased commercial height limit generate more revenue?	This comment provides an introduction to the letter and background on the individual. This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. Increasing building height will provide additional flexibility for property owners to use the 1.0 FAR allowed by the Plan. This additional flexibility in building design will allow more opportunities for the building to be responsive to the Design Review Ordinance and incentives for view corridors and plazas, as well as for the property owners to design more efficient, more attractive and more functional retail building spaces.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
32-2	How will the height increase affect residents' ocean views all along CDM?	The PEIR addressed Plan impacts to scenic views in Section 4.1.4.1. As indicated in that section, ocean views would continue to be protected through the Design Review Ordinance, and would also be protected through Plan regulations such as stepbacks and setbacks. Refer to Section 4.1.4.1 of the PEIR for more details. With the implementation of these regulations, Plan impacts to private residential ocean views would be less than significant.
32-3	Potential redevelopment of building heights will cause extensive disruptions with no clear cost-benefits for smaller businesses. Many tenants may be displaced by landlords looking to increase their lease incomes with greater square footage.	Impacts of the proposed building height limit increase are addressed throughout the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has attempted to provide appropriate responses as a courtesy to the commenter. Redevelopment and disruptions will occur on a parcel by parcel basis over time. Individual property owners will make independent decisions regarding when they will redevelop, how large a building they build, how much they will charge to lease the space and to which tenants they will lease.
32-4	Will new retail be "attractive" or "mass-branded" that won't distinguish Del Mar? How will "unique" and "quaint" downtown atmosphere be preserved?	Future projects allowed by the Plan would be required to undergo formal design review by the Design Review Board to ensure the small town character is preserved. This design review process comprises an adequate regulatory framework that already exists. Refer to PEIR Section 4.1 for additional information.
32-5	How will the roundabouts and two lanes prevent commuters from taking the side streets and deter North County commuters looking for an alternative route?	As summarized above in Response to Comment 4-1, the two-lane with roundabouts configuration for Camino del Mar would provide more capacity than the existing four lanes with stop signs condition, even though there would be a reduction in the number of lanes. With respect to side street diversion, as summarized in Response to Comment 16-7, the Plan is not anticipated to result in diversion but nonetheless includes precautionary measures to address potential diversions from Camino del Mar to side streets. Refer to PEIR Section 4.14.4.1d.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
32-6	Does the Plan take into account the massive One Paseo development project and its added traffic, air pollution and other impacts?	The One Paseo project was included in the cumulative environmental and traffic analyses (see PEIR Section 7 and Table 4.14-11).
32-7	How can we assess whether this development will benefit the current retail stores with construction disruption of redoing Camino del Mar and/or raising roof heights?	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. Impacts of private construction exist today. It would be highly speculative to estimate what, if any, financial impact private construction would have on an adjacent business. Business impacts from public roadway construction are believed to be minimal and can be planned for in advance of any construction. A tight and limited construction schedule could increase construction cost, but reduce potential impacts. Most sidewalks adjacent to businesses will be maintained, and new sidewalks will be constructed on the street side, allowing continuous access in most cases. Businesses will be able to work with the City to develop a program for operations during construction. Contractors can be assessed liquidated damages to ensure that they comply with schedules. Short-term construction inconvenience will be more than offset by the long-term investment that the community will make in its downtown.
32-8	Would like to see the City create more parking spaces.	This comment does not address the adequacy of the PEIR as parking is not an environmental issue. Nonetheless, staff has provided a response as a courtesy to the commenter. The proposed Plan would increase parking by adding additional on-street parking, ensuring that new development provides for parking commensurate with their development, implementing a "Park Once" strategy that increases the utilization of parking stalls, and implementing a Parking Management Plan to manage parking resources. These and more strategies are discussed in the Plan's Chapter VII, Parking.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
32-9	"Integrate southern end 9th Street retail with the active commercial area between 13th and 15th Streets."	This comment does not address the adequacy of the PEIR but rather the proposed Plan itself. Staff has provided the following response as a courtesy to the commenter. The proposed Plan would connect the southern end of the Plan area (around 9th Street) with the active commercial area between 13th and 15th Streets by creating a continuous sidewalk and providing additional parking on the City Hall Site.
32-10	Notes a preference for Camino del Mar to have a look and feel street ambience like Encinitas	Comment noted.
32-11	"Develop a viable plan (with costs) for the City Hall property with integrated government use and mixed retail and residential uses."	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Such a plan for the City Hall property will ultimately be developed as a separate Civic Center Master Plan process.
32-12	"Determine how the ball field/Winston School property can be integrated into a larger Camino del Mar development Plan."	This comment does not address the adequacy of the PEIR and this suggestion is outside of the scope of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. This comment to integrate the Shores Property that contains the ball field and Winston School is outside the scope and geographic area included in the Village Specific Plan. The Shores Property will be developed with its own Master Plan as directed the City Council.
32-13	"Provide real sidewalks on the west side of Camino del Mar, south of 11th Street."	The proposed streetscape project identified in the Plan would provide sidewalks on the west side of Camino del Mar, south of 11th Street. A recent Capital Improvement Project has implemented some pedestrian improvements in this area, including additional sidewalk.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
32-14	"Offer incentives for landlords to promote cafes and/or restaurants in southern Village."	The Plan will provide incentives for the development of cafes and restaurants by increasing the development potential for all properties from .45 Floor Area Ratio (FAR) to 1.0 FAR, providing an alternative reduced parking ratio through implementation of a "Park Once" strategy, keeping the Sidewalk Cafe program in place, and providing a strong pedestrian connection between the southern end of the Village and the more active retail activity north of 13th Street.
32-15	"Conduct long-term cost-benefits analysis for significantly altering the downtown."	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The City has consulted a large number of recognized experts and authorized a great number of studies prior to undertaking the Plan. These efforts are described in detail in the Plan's Chapter I Introduction. Copies of these studies are available on the City's website and links are provided to these studies in the References section of the Plan. Significant community input has been obtained through community meetings, public workshops, citywide mailings, numerous presentations to community organizations and groups, multiple articles in community newspapers and publications, email blasts to community members, question and answer workshops at City Hall and weekly attendance at the Farmers Market since the preparation of the Plan was authorized in a public hearing by the City Council. In addition, the Plan is consistent with and implements the Del Mar Community Plan, which is the voter approved document that describes the goals of the community. Finally, the Plan will be placed on the ballot of the November 2012 General Election for a community vote.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 33 - Dwight Worden, Bud Emerson, and Dave Druker	
33-1	[Introductory remarks.]	This text provides an introduction to the letter and does not raise specific issues related to the adequacy of the PEIR. Comment noted; no further response is necessary.
33-2	Proposes "more time be taken to review, revise, and improve the Plan so it can be improved and placed on a calmer ballot, perhaps in the March-June 2013 time frame".	The commenter's suggestion to take more time to review, revise and improve the Plan is noted. During the course of the draft Plan review, the City conducted over 50 meetings or forums for input and dissemination and made substantial changes based upon community input. The City Council is currently scheduled to make the decision to place the Plan on the ballot at the August 6, 2012 City Council meeting.
33-3	Suggests "Council create a citizens ad hoc advisory committee to work with Planning to identify plan modifications likely to garner wider support".	The commenter's proposal that the City Council create a citizens ad hoc advisory committee to recommend modifications to the Plan is noted. The City Council acted as the advisory committee throughout the course of Plan development, with 23 noticed meetings that discussed the Plan and Village revitalization during its fifteen-month work plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
33-4	"A financing plan needs to be developed and publicly vetted before the SP is submitted to the voters. The financing plan should address: A) How the economic benefits and burdens of the SP will be equitably shared between principle stakeholder groups of (1) the affected business landowners (2) the city in its governmental capacity (3) the residents who live in DM and (4) DM tax payers. B) How the public improvements called for by the SP will be financed and paid for. C) What exactions and fees will be charged for permit issuance for development pursuant to the SP, how those funds will be expended, and what improvements, exactions and dedications will be required as a condition of development. D) What the best estimates are of increased revenues flowing to the City from implementation of the SP (from property taxes, sales taxes, business license fees, parking fees and any other revenue sources). E) What the best estimates are of increased costs flowing to the City from implementation of the SP (for capital improvements and for service provision including police, fire, maintenance, planning department, etc). F) What the best estimates are of the impacts to property values, both to properties within the SP area and to properties in adjoining neighborhoods, from implementation of the SP.	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The public financing component of the Plan, particularly as amended, provides considerable detail about possible financing mechanisms for the public improvements. It has been publicly presented for the Finance Committee, the City Council, and the Planning Commission. A) The benefits and burdens are shared between business landowners, city government, residents and Del Mar taxpayers as follows: roadway specific TransNet Funds are collected through sales taxes paid by businesses and residents and the proceeds benefit everyone, the General Fund is a funding source from all of the community, and impact fees and parking fees are specifically provided by new development and users of the new parking and streetscape infrastructure. B) Alternatives for paying for the public improvements are contained in Chapter IX, Public Finance; C) Parking in-lieu fees and traffic impact fees and parking meter revenues are all proposed to allow beneficiaries and users of downtown area to contribute to its development; D) Table 9-1 in the Plan provides a detailed estimate of anticipated new revenue generation; E) Minor increased maintenance and trash collection costs are anticipated, reaching perhaps $30,000/year at build-out; F) The Brooking Institute study estimates increases to residential and commercial property values associated with walkable downtowns; G) There is ample evidence that the existing FAR provides barriers to redevelopment and studies of successful downtowns indicate that the proposed FAR should be successful in increasing development.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	G) An economic analysis of the financial needs and constraints of redeveloping under the SP, both for the private owners and for the city, to validate and justify that the FAR, height, and other development changes are needed to achieve the plan goals, that these goals can be feasibly achieved, and that the proposed changes to allow more intensive development are set at appropriate levels to successfully implement the Plan without allowing for more, or less, development than needed."	
33-5	"A phasing plan to set out the timelines and parameters for redevelopment of the downtown needs to be included in the Plan. The phasing plan should cover …"	The Plan has been revised to include a potential timeline in its Chapter X, Implementation, Table X-1.
33-6	Suggests including more neighborhood protection measures that identify needs and goals of the community, including: 1) control of traffic and parking spill over into residential neighborhoods; 2) control of other spill over impacts to residential neighborhoods; 3) programs for managing parking; 4) programs for protecting property values of adjoining neighborhoods; 5) establishment of thresholds for each of these impacted areas with identification of mitigation measures; 6) provisions to ensure that these basic neighborhood protections cannot be waived or reduced by the City Council or other city bodies or staff.	This comment does not address the adequacy of the PEIR but instead recommends items for inclusion in the proposed Plan. City staff has provided the following response as a courtesy to the commenter. Residential neighborhood protection measures were identified in the draft Plan's Chapter III, Protection of Community Resources, and have been expanded based upon community comments. The strategies and programs proposed in the Plan address efforts to reduce or minimize both existing and potential future neighborhood impacts. Monitoring of traffic and parking impacts is included in the proposed strategies. The draft Plan has been revised to include additional neighborhood protection measures in Chapter III Protection of Community Resources, Chapter IV Mobility and Chapter VII Parking. Thresholds have also been identified in Chapter X, Implementation.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
33-7	Suggests Camino del Mar be "attractively" narrowed to one lane between 4th and 9th Streets and north of 15th Street.	This comment does not address the adequacy of the PEIR and this suggestion is outside of the scope of the PEIR. The transitions from four lanes to two lanes south of 9th Street and north of 15th Street are described in the Plan's Chapter IV, Mobility. The detail suggested by the commenter will be included in the detailed improvement plans to be completed after the Plan is approved and prior to construction. City Council has directed that the southern transition consider improvements to the 4th Street intersection to improve the transition and traffic flow in the southern portion of the city.
33-8	"Identify the precise number, size and location of proposed residential units and require that second story space on the west side of Camino del Mar be designated for residential use."	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Allowed uses in the Plan, including residential uses, are regulated in the Plan Chapter VI. The maximum unit size was determined in the draft Plan. All properties have equal right to develop housing to the maximum density, FAR and other limits imposed by the development standards. Residential units may be located anywhere within the Plan area except in street level building spaces fronting Camino del Mar. As a result, the exact location is not able to be determined in a zoning code until a development application is submitted. The draft Plan has been revised to add Section 10.5 Thresholds for Development Review to Chapter X, Implementation. This addition provides for thresholds of review to control the number and timing of residential development. All projects, including mixed-use projects, must also undergo full design review.
33-9	"Consider FAR incentives (up to a base FAR of .75 with the ability to go to 1.25)."	Comment noted. The proposed baseline FAR is 1.0 with the ability to go to 1.50 by providing exceptional public benefits.
33-10	Suggests the Plan allow the opportunity for a parking garage to be built on the church property across 15th Street from the Plaza.	Comment noted. The church property mentioned in the comment is outside of the geographic area of the Plan, but is identified as a resource for potential parking.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
33-11	"Measure B shall remain on the books and Measure B votes will be required for any future projects that do not conform to the voter approved Specific Plan. Projects that implement and conform to a voter approved Specific Plan do not require an additional vote, provided that provisions shall be added to the Specific Plan to allow for a public vote on projects larger (in lot size or floor area) than the Measure B thresholds even where they comply with the voter approved Village Specific Plan when petitions are signed by a specific number of concerned citizens or when a public vote is deemed appropriate by a super majority vote of the City council."	Measure B is maintained and is in effect for any qualifying project that does not conform to a voter approved Specific Plan. Chapter XII of the Village Specific Plan identifies the procedures for modification to the Plan, including threshold reviews that could limit the future development.
33-12	"Revise height limit to current 14' by right with the discretionary ability, where specified community goals are met, to go higher: up 4' for architectural and articulation purposes or up to 26' for a second story."	Comment noted. City Council has modified the allowable height to 26 feet, eliminated the 4 feet for articulation, and provided a height overlay zone for those sloping sites on the west side so that no building can be over 26 feet in the fifty-foot band adjacent to the residential.
33-13	"Undertake additional outreach efforts to engage, inform, and educate as much of the community as possible on the reasons for the proposal to reduce Camino del Mar from four lanes to two lanes (one in each direction), how that change will impact traffic flow, parking, the ambiance of downtown, and most importantly how it will impact adjoining neighborhoods and the rest of the community."	Comment noted. Additional outreach efforts (50 forums) have been made to engage, inform and educate the community during the Public Review period of the Draft Plan and PEIR. City Council, at noticed public meetings, conducted additional reviews on Camino del Mar, traffic flow, parking, community character and neighborhood impacts.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 34 - Bud Emerson	
34-1	Believes the PEIR should include stronger mitigations regarding negative impacts on nearby neighborhoods. Both diversion and calming measures should be guaranteed in the plan, not based on measurements after the plan is approved.	As indicated in the PEIR, the Plan impacts to surrounding neighborhoods would be less than significant and no mitigation would be required. The Plan is not anticipated to result in diversion of traffic from Camino del Mar to surrounding neighborhood streets. Nonetheless, precautionary measures have been included in the Plan to address potential diversion. See Response to Comment 16-7 above and PEIR Section 4.14.4.1d.
34-2	Believes the PEIR should consider an alternative focused on lower height limits on the west side of Camino del Mar.	All environmental impacts associated with Plan implementation would be less than significant, including visual impacts (see PEIR Section 4.1). Thus, developing another alternative that would limit the development on the west side to a lower height is not required under CEQA. The Plan does not mandate that heights on the west side be 26 feet high, it allows for the increase should applicants choose to redevelop their properties. Thus, lower building heights are not precluded. As discussed in Section 4.1 of the PEIR, potential impacts (due to shadowing, view blockage or massing/character incompatibility) from the Plan's building height limit were determined to be less than significant. Therefore it was concluded that a reduced building height alternative was not necessary to reduce significant aesthetic impacts. A reduced building height alternative for the west side of Camino del Mar would not necessarily mean reduced square footage, as the proposed allowable square footage could be realized elsewhere. Therefore, air/greenhouse gas, noise, and traffic effects of the Plan would not be reduced with a reduced height alternative.
34-3	Requests the Plan/PEIR limit and specify which properties on the west side of Camino del Mar can be allowed second stories. Believes continuous two stories would create an "imposing façade" and 30' on the west side is too high.	The draft Plan has been revised to change the maximum building height from 30 feet to 26 feet and to add Section 10.5 Thresholds for Development Review (added to Chapter X, Implementation). This addition provides for thresholds of review to require building heights on the west side of Camino del Mar to be reviewed when 50 percent of each block has buildings that are 26 feet high.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
34-4	"Stop light on 15th Street will interrupt the smooth flow of the two lane roundabout plan."	The two-lane with roundabouts configuration proposed for Camino del Mar includes the removal of the 15th Street traffic signal, as well as the stop signs at 11th and 13th Streets; in order to provide a smooth flow of slow speed traffic along the roadway through the Plan area.
34-5	How can pedestrian and neighborhood car access to Camino del Mar and roundabouts be made easier?	The proposed two-lane with roundabouts configuration of Camino del Mar would balance the pedestrian and vehicular needs in the street corridor. With respect to pedestrian access, clearly marked crosswalks for pedestrian traffic would be included and pedestrian signals would be implemented if determined to be necessary during the design process to control pedestrian traffic flows.
34-6	What measures can be implemented to discourage through traffic from diverting to neighboring streets?	See Response to Comment 16-7 above.
34-7	Wants to see the Plan include more incentives for café/B&B uses such as Café Secret.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Plan provides incentives for the development of cafes and restaurants by increasing the development potential for all properties from .45 Floor Area Ratio (FAR) to 1.0 FAR, providing an alternative reduced parking ratio through implementation of a "Park Once" strategy, keeping the Sidewalk Cafe program in place and providing a stronger pedestrian environment.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 35 - Barbara Stegman	
35-1	"Include increased "summer" traffic volumes in analysis for Camino del Mar and other affected streets. … What mitigation measures are suggested for these times?"	The PEIR and associated TIS include analysis of "typical non-summer" conditions, 'typical summer" conditions, as well as "peak summer" traffic conditions for which counts were taken on Labor Day weekend 2011 during a race event at the Del Mar Race Track and June 2012 during the fair. The TIS/PEIR used all of these conditions to analyze the proposed two-lane with roundabout configuration of Camino del Mar, and as discussed in the TIS/PEIR, the proposed two-lane with roundabouts configuration would be adequate to support "typical summer," "typical non-summer," and "Labor Day" traffic conditions without mitigation. Thus no mitigation measures are necessary due to the capacity improvements resulting from the roundabouts. Camino del Mar currently experiences 19,000 ADT during both typical weekday summertime and typical weekday non-summertime conditions. Camino del Mar also experiences 19,000 ADT over the Labor Day weekend (although peak hours are different from typical weekday peak hours). Counts taken during the Del Mar Fair show that weekday ADT increases to 26,000 during the peak time of this 2.5 week event. The PEIR and associated TIS illustrate that the existing configuration of Camino del Mar with existing traffic fails at LOS "F" (15 percent over capacity) during typical conditions. With the two-lane roundabout configuration and buildout of the Plan and cumulative traffic growth, the roadway would operate *better* than it does today (5 percent over capacity). It should be noted that if nothing is done (no additional traffic due to the Plan and no roadway improvement), by the year 2035 Camino del Mar would be 38 percent over capacity.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
		During the peak of the peak (the 2.5 weeks during the Del Mar Fair and several times during race season, but not during most races or all fair days), traffic becomes very congested along Camino del Mar and elsewhere through the City. As stated above, the two-lane roundabout configuration would actually improve these conditions due to the additional capacity created by the roundabouts. However, at these peak event times drivers will still experience heavy congestion, just as they do today (just less). It is standard planning practice to analyze the roadway network during "typical" conditions experienced throughout the year, rather than the worst 2.5 weeks of the year. As described above, the PEIR and associated TIS account for "typical" conditions in Del Mar and address seasonal variations (summer and non-summer) in traffic. However, it is not standard practice to analyze and accommodate through capacity based on "non-typical" conditions because it leads to: over-building for capacity that is used only rarely; wasted resources; and an unbalanced roadway system that does not accommodate all modes of travel as the Del Mar Community Plan and state law (SB 1358) require. Additionally, the TIS is already based on conservative analysis of the most congested two peak hours of the day. All intersection impacts are based on only these two peak hours. The remaining 22 hours of the day are less congested. The alternative choices for how to address these peak variations in traffic are analyzed in the PEIR and associated TIS. As shown in these documents the vehicle congestion would be less if Camino del Mar is developed as a four-lane road with traffic signals. However, this choice would result in higher speeds along Camino del Mar (45 mph), a significantly more dangerous pedestrian and bicycle environment, and a Plan that does not accommodate or encourage other modes of travel other than the vehicle.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
35-2	Wants to see a queuing analysis north of 15th Street on Camino del Mar	Only southbound Jimmy Durante Boulevard would be affected by queues at 15th Street at Camino del Mar (northbound is unaffected because Jimmy Durante is downstream). The TIS analyzed traffic conditions under *Existing Plus Project* and *Year 2030 Plus Project* conditions and indicates that under two-lanes with roundabouts no queue would develop that would affect southbound Jimmy Durante Boulevard.
35-3	Bicycle traffic needs to be studied. How do cyclists navigate busy circles where traffic never stops?	Bicycles were counted in the same manner as vehicles and are included within the total traffic volumes for roadways. As summarized above in Response to Comment 16-4, while it may seem that cycling through roundabouts would be more challenging than cycling through a signalized intersection, speeds in the intersections are greatly reduced through the use of roundabouts. Roundabouts are a key traffic-calming element supported by cyclist as a primary element of “bicycle boulevards”, which are designed to enhance the cycling experience.
35-4	Considering the crosswalk locations, won't stopping traffic for them back up traffic into the just-passed traffic circle?	Please see Response to Comment 16-5 that discusses pedestrian effects on roundabout operations; Responses to Letter 18 that discuss the potential for the inclusion of pedestrian signals at roundabout locations; and Response to Comment 39-3 that discusses safety at roundabouts.
35-5	Will delivery trucks block the single traffic lane or are there designated parking stalls that affect the available parking count?	Delivery trucks will not block the single traffic lane. The strategies in the Plan call for delivery areas to be designated areas. The number of parking stalls along Camino del Mar is planned to increase.
35-6	[Closing remarks.]	This comment provides closing remarks for the letter and does not address the adequacy of the PEIR. No further response is necessary.
	Letter 36 - Rick Ehrenfeld	
36-1	Introduction to concerns of Shadow Study.	The commenter has provided the following letter concerning the Shadow Study prepared as part of the Plan visual analysis. This comment includes introductory remarks. No further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
36-2	Shadow study may not be applicable to the City Hall site because there is no alley allowing the envelope to be setback only 10' from the property line.	The draft Plan has been revised to reduce maximum building height to 26 feet within 50 feet of residentially zoned properties and a 10-foot building setback is also required for buildings adjacent to residential properties. In addition, the Design Review Ordinance addresses the issue of shadows.
36-3	What was the elevation differential used in the shadow study?	The shadow study used an average 10 percent slope, which is typical of Del Mar side streets.
36-4	Commenter's calculations	The commenter has provided rough estimates for the building envelope for City Hall based on information provided within the PEIR, and requested that review of the estimates for the City Hall property be conducted. The City Hall Site is designated as a Special Study Area and is addressed in the Plan's Chapter XI, Special Study Areas. The complexity of the City Hall site and the widespread interest in how the site gets develop dictate that a master plan be prepared. This is on the Council's Priorities for Fiscal Year 2013-2014.
	Letter 37 - Alice Scull McNalley	
37-1	Provide plenty of parking either underground at the City Hall site or the underdeveloped old gas station property.	This comment provides the view of the commenter with respect to revitalization of the proposed Plan area. Specifically noted was support for an increase in parking within the Plan area, including by means of a parking structure at City Hall or on the old gas station property; encouragement or subsidization for retail; entertainment; and "making the most of the village charm". Comment noted.
37-2	Keep up appearances through quality maintenance, workmanship and materials, more through street sweeping, and trash receptacles.	This comment does not address the adequacy of the PEIR, but rather has included a summary of what the commenter believes is important to "Keep up appearances". Comments noted.
37-4	Bring people to town by offering train/coaster service and a shuttle service from "train to heights". Keep four lanes open on CDM.	This comment does not address the adequacy of the PEIR; however, the commenter's support of keeping Camino del Mar as four lanes is noted. No further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
37-5	No parking permits.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter concerning the City's parking fee program. The comment that there should be no parking permits is noted.
	Letter 38 - Hershell Price	
38-1	In order to preserve "Village" atmosphere require new structures to have sloped rooflines such as Watkins, Library and Davidson buildings to allow more view corridors.	While the commenter notes that the letter is responding to the PEIR for the Plan, this comment does not address the adequacy of the PEIR, but rather notes preference for a design style that would similar to a "small European village". Though this does not raise issue with the adequacy of the PEIR, staff has provided a response as a courtesy to the commenter. The City Council has directed that the roof articulation be required within the overall 26-foot height limit. Also, they have directed that the Design Review Ordinance be modified to better address commercial building design in the Plan area.
	Letter 39 - Bertha Leone	
39-1	Provision of an introduction to the letter identifying general support of the Plan.	Additional concerns are outlined within the letter. No further response is necessary.
39-2	Traffic impacts on residential streets should be monitored and there needs to be a backup plan that can be quickly implemented to reduce traffic volumes on residential streets in the event these Camino del Mar changes do impact neighborhoods.	As stated in Response to Comment 4-1, the two lanes with roundabouts configuration proposed for Camino del Mar would provide more capacity than the existing configuration (four lanes with stop signs) even though there would be a reduction in the number of lanes. With respect to side street diversion, as summarized in Response to Comment 16-7, Plan implementation is not anticipated to result in diversion of traffic from Camino del Mar to surrounding neighborhood streets. Nonetheless, the Plan includes precautionary measures to address diversion from Camino del Mar to alternate roadways, including Crest Road, Stratford Court, Luneta Drive and Ocean Avenue. Refer to PEIR Section 4.14.4.1d.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
39-3	Concerned with safety of the roundabouts as through-traffic will move consistently during rush hours making it difficult to enter from side streets.	The City's traffic consultant has conferred with Police Captain Sherri A. Sarro to review accident data at the adjacent roundabouts in Encinitas. This review revealed one fatality since roundabout installations; however, that fatality was attributed to driving under the influence and to not being restrained driver (i.e., not wearing a seatbelt); and was not attributed to the roadway design. The national Insurance Institute for Highway Safety and Highway Loss Data Institute cites that roundabouts generally offer improved safety, especially in reducing the chance of a severe accident.
39-4	Prefers to see rooflines that vary in height (some single story and some two story) and design to preserve views of the sky, sunshine, sunsets, and ocean. Consistent 26' and 30' heights from 9th to 15th will not retain Village "charm".	The commenter has noted opposition to building heights in excess of two stories; and would rather have varying heights (one- and two-story combination) along Camino del Mar. Though this does not raise issue with the adequacy of the PEIR, staff has provided a response as a courtesy to the commenter. The City Council has directed that the roof articulation be required within the overall 26-foot height limit of the Plan. Also, they have directed that the Design Review Ordinance be modified to better address commercial building design in the Plan area, which could look at a variety of building silhouettes. Also, incentives have been added to the Plan preserve ocean views. The Design Review Board will be addressing the detailed design with each building proposal.
	Letter 40 - Sarah Dubin-Vaughn	
40-1	Concerned about the transition from two-lane to one-lane traffic at 9th Street. Suggests to make the transition to one-lane at 4th Street/Del Mar Heights Road intersection.	In response to the commenter's concern regarding Camino del Mar, the PEIR and associated TIS do address the transition from four to two lanes north of Del Mar Heights Road, and the transition from two lanes back to four lanes north of 15th Street. The analysis shows that these transitions would operate at an acceptable level of service and not create a significant bottleneck. Also, the daft Plan has been modified to provide more information on the transition zones.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
40-2	Wants more details on standards addressing the west facing buildings on the west side of Camino del Mar, traffic goals, development timelines, and funding.	Though this does not raise issue with the adequacy of the PEIR, staff has provided a response as a courtesy to the commenter. See Response to Comment 38-1 that addresses buildings on the west side of Camino del Mar. The draft Plan has been revised to include a potential timeline in its Chapter X Implementation, Table X-1. Also, Chapter IX, Public Finance, as revised in the Plan, provides considerable detail about possible financing mechanisms for the public improvements. It has been publicly presented to the Finance Committee, the Planning Commission, and the City Council
40-3	[Email chain.]	This portion of the comment consists of an email prepared by another individual to the commenter. Because the specific comments were not referenced to be that of the commenter, they are simply noted as an attachment. No further response is necessary.
	Letter 41 - Rick Ehrenfeld	
41-1	Concerned with traffic, noise and air quality impacts from the parking garage at City Hall. EIR should study both open-sided and totally enclosed structure options, as it would affect the air and noise analysis.	This comment provides an introduction to the letter and also raises a general concern about the analysis of the proposed parking structure in light of the potential impacts with respect to traffic, noise, and air quality. The PEIR contains analysis of the Plan's potential impacts related to traffic, noise, and air quality on a program level, as the CEQA document is a Program EIR. Once the parking structure development is proposed and design plans are developed, it would be required to comply with CEQA and undergo additional review of potential impacts such as traffic (i.e., access or circulation), noise, and air quality.
41-2	The difference in air quality and noise impacts between an open-sided and totally enclosed parking structure should be analyzed and considered.	As stated above in Response to Comment 41-1, the Plan was reviewed on a programmatic level. Any future development project, including the parking structure, will be required to prepare additional project-level environmental analysis, such as an Initial Study, to evaluate the potential significance of traffic, noise, and air quality impacts and ensure that no significant impacts would occur.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
41-3	Also concerned about light impacts from an open-sided structure.	As indicated in PEIR Section 4.1.4.4, the Plan would have a less than significant light impact. Future development projects in accordance with the Plan would be reviewed for compliance with applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance and Building Code Ordinance, the specific development standards contained within the Plan, and any other applicable regulations. As such, the future development allowed by the Plan would result in a less than significant change to the glare and ambient light into the nighttime sky.
41-4	A parking structure would lead to increased intensity and would result in traffic impacts to the neighborhood. This needs to be addressed in the EIR.	As indicated in Response to Comment 41-1, the parking structure would undergo further traffic analysis at the project level. The parking structure itself would not generate traffic; however, the location, access, and design of a proposed parking structure would need to be reviewed. It should be noted that the PEIR did include analysis of traffic and circulation for the Plan and no significant impact as a result of Plan implementation, including the development of properties as designated under the Plan, are expected to occur.
41-5	Need to analyze cumulative impacts from vehicle emissions of the vehicles inside the structure and those entering and exiting the structure. Any pollution impacts from the parking structure must include mobile sources from increased vehicular traffic, whether on a road or in a parking structure.	The air quality analysis completed for the PEIR included mobile sources from vehicular traffic generated by the Plan land uses. As stated above, the parking structure itself would not generate traffic. Other proposed uses that would generate traffic that may utilize the proposed parking structure were included in the air quality analysis (see Section 4.2 and Appendix C). As indicated in Section 4.2 and Section 7.2 (cumulative), the Plan's buildout air quality impacts would be less than significant. Should the parking structure be initiated and designed, it would be required to comply with CEQA and undergo additional air quality analysis or localized carbon monoxide hotspot analysis.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
41-6	There has been some talk of including residential units on the City Hall lot. The air quality impacts on these units should be studied.	The commenter has noted concern with respect to the inclusion of residential units within the Civic-City Hall parcel. The Plan does not specifically identify that residential units are to be located on this property. Any proposed project would be required to comply with CEQA and undergo additional analysis.
	Letter 42 - Paul E. Chasan	
42-1	Other new development in neighboring areas may take customers from Del Mar. Bird Rock shopping area implemented a specific plan similar to the proposed project and it had positive effects to traffic flow, redevelopment and activity.	This comment provides an introduction to the letter and provides general support of the Plan. This comment does not address the adequacy of the PEIR; no further response is necessary.
42-2	Downtown Del Mar has limited parking and unattractive sidewalks. Stores get customers through referrals and not through people walking along the street shopping.	The commenter's observation that critical issues within the Plan area are parking and lack of attractive sidewalks is noted. Though this does not raise issue with the adequacy of the PEIR, in response to these concerns, it should be noted that the Plan would provide for additional parking and sidewalk improvements. No further response is necessary
42-3	Del Mar has potential but is being held back by a small vocal group of citizens who resist any change. I believe that the village specific plan will bring Del Mar more activity for the retail stores and restaurants, and be of significant benefit to the businesses, residents and visitors.	Comment noted. This comment does not address the adequacy of the PEIR; no further response is necessary.
	Letter 43 - Drew Cady	
43-1	Del Mar has the opportunity to resist overbuild like in surrounding developments by taking a conservative approach to redevelopment of its downtown core.	This comment provides an introduction to the letter and background on the individual, as well as general comments on the current development in and around Del Mar. Comment noted. This comment does not address the adequacy of the PEIR; no further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
43-2	What actions has the City taken regarding the proposed One Paseo development project that will add significant traffic, pollution and urban stress to our already encroached upon community?	The One Paseo project is located outside of the City of Del Mar's jurisdiction and impacts are addressed in an EIR prepared by the City of San Diego. Please note that the One Paseo project was included in the traffic and cumulative impact analysis in the PEIR (Sections 4.14 and 7). The City submitted a written comment letter to the City of San Diego addressing their concerns about the traffic impacts of the One Paseo project.
43-3	What are the benefits of increasing the higher building codes for the commercial profile on Camino del Mar? Is there evidence that this will generate more revenues by increasing height?	Comment noted. This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. See Response to Comment 32-1.
43-4	Is there data confirming the recommended 1.0 FAR is of interest to developers?	Comment noted. This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Discussions with both property owners and real estate developers indicate that the additional FAR and building height proposed in the Plan will increase the financial viability of properties in the Plan area.
43-5	What control will there be when traffic begins to divert onto Stratford Court at the beginning of the roundabouts?	As stated above in Response to Comment 16-7, implementation of the Plan is not anticipated to result in traffic diverting from Camino del Mar to Stratford Court. Nonetheless, the Plan includes precautionary measures to address diversion. Refer to Response to Comment 16-7 for the list of such measures. All existing prohibitions to limit motorists from diverting from Camino del Mar, including prohibition of northbound left turns from Camino del Mar and managing the traffic signal timing at 4th Street and Camino del Mar will be retained and enforced as is currently done. Additional strategies have been added to the Plan to address the commenter's concerns in Chapter IV Mobility, Section 4.3.3 Circulation Implementation Strategies.
43-6	Will there be more Sheriff patrol cars to monitor and issue fines?	The Sheriff patrol and the City of Del Mar would determine the level of service necessary to monitor and issue fines as new development occurs (see PEIR Section 4.12.4.2).

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
43-7	"Bird Rock roundabouts are not comparable to Del Mar as no one diverts from the Interstate 5 onto La Jolla Boulevard."	Please see Response to Comment 16-7. In summary, the Plan is not anticipated to result in traffic diversion from Camino del Mar to residential streets but the Plan does include precautionary measures to address diversion in Chapter IV Mobility, Section 4.3.3 Circulation Implementation Strategies.
43-8	How will the height increase affect residents' ocean views all along Camino del Mar? Is it possible to referee these residents' concerns with the concerns of developers/commercial space owners?	Residential ocean view impacts are analyzed in PEIR Section 4.1.4.1. As indicated in that section, Plan impacts to residential views would be less than significant because ocean views would continue to be protected through the Design Review Ordinance, and would also be protected through proposed Plan regulations such as new stepbacks and setbacks. Refer to Section 4.1.4.1 for more details. Also, the draft Plan has been revised to increase incentives for view corridors that create or preserve ocean views from the street level.
43-9	Redevelopment of these building heights will create disruption with no clear cost-benefit analysis for the small business owners, who potentially will be driven out by construction upheaval or resulting rent increases. Given this, I do not support the Plan without further research into feasibility and other options.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. A property owner has the right to redevelop his property at any time and charge the rent he feels is commensurate with the marketplace. The Plan does not change that right. The disruption to small business owners by streetscape construction will be minimized as much as possible with the implementation of an outreach program.
43-10	[Overview remarks.]	This comment communicates the individual's lack of support for the proposed Plan as proposed and provides a lead-in to the following five comments (Comments 43-11 through 43-15). No further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
43-11	Issues existing in Del Mar that need to be addressed include: Incentivize individual property owners to make improvements to make their properties more "appealing and complimentary to the Village ambience".	This comment addresses the option to incentivize property owners for downtown improvement. Comment noted. The Plan proposes strategies for addressing issues that already exist in Del Mar. The Plan includes a number of incentives for property owners to make improvements to or redevelop their properties. The improvements will be required to be in conformance with the Design Review Ordinance.
43-12	Create more parking, preferable underground and accessible from Camino del Mar.	This comment addresses the option of increased parking. While this comment does not address the adequacy of the PEIR, it should be noted that the Plan does include the provision for more parking within the area, including a parking structure near City Hall. Additional strategies for creating more spaces and increasing the efficient use of existing and new parking spaces are addressed in Plan Chapter VII, Parking.
43-13	Create a more uniform and aesthetic look to the Camino del Mar landscape.	This comment addresses the option of uniform design along Camino del Mar. Comment noted. The improvements to Camino del Mar proposed in the Plan will create a more uniform and consistent streetscape along Camino del Mar by constructing a continuous sidewalk within the public right-of-way, creating consistent angled parking within the right-of-way that is designed block by block rather than parcel by parcel and creating a “build-to-line” that will require buildings to be located adjacent to the sidewalk to create a strong relationship between building facades and the sidewalk.
43-14	Redevelop City Hall employing mixed use concept to offset costs of the rebuild and offer a more inviting street appeal to the property.	This comment addresses the option of redevelopment of City Hall as a mixed-use project. This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The City Hall site has been designated as a Special Study Area and the proposal to define a full redevelopment project, with substantial community involvement, is described in Chapter XI, Special Study Areas, of the Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
43-15	Offer incentives for landlords to promote cafes and/or restaurants.	This comment raises the option to incentivize business owners along Camino del Mar. Comment noted. The Plan promotes cafes and restaurants by offering a reduced parking ratio in exchange for allowing public parking and implementing the alternative of paying an in lieu parking fee to pay for off-site parking instead of requiring on-site parking. These parking strategies as described in the Plan's Parking Chapter VII.
43-16	[Closing remarks.]	This comment does not address the adequacy of the PEIR; Comment noted and no further response is necessary.
	Letter 44 - Ricardo Simons	
44-1	Suggests the City follow the 1974 Citizen's Proposed Revision to the Del Mar General Plan by preserving street level ocean views, limiting density to preserve ocean views and preserve the atmosphere of open space, and establishing architectural controls to keep the pedestrian scale and village character of the community.	The commenter has included excerpts of a document prepared by a citizens committee in 1974 during the preparation of the Del Mar Community Plan. The Village Specific Plan followed the policies adopted in the 1976 Community Plan. It should be noted that public and private residential ocean view impacts were analyzed in PEIR Section 4.1.4.1 and determined to be less than significant because of the Design Review Ordinance protections. Ocean views would continue to be protected through the Design Review Ordinance and would also be protected through proposed Plan regulations such as stepbacks and setbacks. Refer to Section 4.1.4.1 of the PEIR for more details. The draft Plan has also been revised to increase incentives for property owners that build public plazas that create or preserve street-level ocean views. The Plan is consistent with and guided by the goals, objectives and descriptions in the adopted Del Mar Community Plan that was presented to and approved by the residents of Del Mar in March 1976 and amended in 1985. The document titled "Commercial Land Use and Character" is not included in the adopted Community Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 45a - Al Tarkington	
45a-1	Requests additional review time.	This comment does not address the adequacy of the PEIR. The commenter has requested more time to review the Plan. The City Council adopted a schedule in July, 2011 with a decision to complete the Plan at its August 6, 2012 City Council meeting.
45a-2	Is there an economic impact report? Is there a projection of costs and offsetting projection of the source(s) of funds to pay for the improvements?	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The Public Financing component of the Plan, Chapter IX (particularly as amended since the Public Review draft), provides considerable detail about possible financing mechanisms for the public improvements. It has been publicly presented to the Finance Committee, the Planning Commission and the City Council.
45a-3	What is the benefit to residents in regards to increased FAR and height limits?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The primary benefit to the residents of Del Mar would be to implement an important goal of the Del Mar Community Plan; “Focus the major retail and office activity into an economically viable, pedestrian oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community”. The Plan has been revised to list additional benefits to residents in its Chapter III, Section 3.9 Community Benefits.
45a-4	Concerned with modifications of existing traffic patterns and the potential effects on residents.	The commenter has noted a general concern with modifications of existing traffic patterns in the area. However, no specificity of these concerns was included in the comment. The PEIR Section 4.14 included an analysis of the traffic and circulation effects of the Plan and proposed Camino del Mar roadway design on the Plan and surrounding areas. As summarized in the PEIR, Plan implementation would have a less than significant impact to traffic.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
45a-5	[Concluding remarks noting general opposition to the Plan.]	The commenter has noted general opposition to the Plan as currently proposed. Comment noted; no further response is necessary.
	Letter 45b - Stephanie Tarkington	
45b-1	Documents are too extensive for a private citizen to read or comprehend. Meetings/presentations have been helpful to answer questions. How many Del Mar residents attended one of more presentations given by Staff?	This comment provides an introduction to the letter. This comment does not address the adequacy of the PEIR. Over 80 meetings have been held during the course of the Plan development; over 50 of those meetings have been held during the draft Plan public review period. During the draft Plan public review, over 200 residents participated in 16 neighborhood workshops. City Council discussed the Plan at 23 individual sessions; each of those meetings are recorded and available on the Del Mar City government website for those who did not attend.
45b-2	Citizens not aware of the benefits of the project. Building owners won't build the street improvements unless they receive the increase in FAR. Supports the current height limit and FAR, likes a mixed use concept with open spaces.	Chapter III of the Plan, Protection of Community Resources, has been modified to define the benefits of the revitalization. Street improvements will be a Capital Improvement Project. Commenter supports the current .45 FAR and height limits, which is noted.
45b-3	How can you assure adjacent residents will not be adversely affected by the roundabouts, more outside eating, more building and more traffic?	The commenter raises general concerns with respect to the analysis of adverse effects of traffic, specifically the proposed roundabouts, as well as the increase in building and exterior uses (i.e., cafes). The PEIR includes an analysis of the effects of Plan implementation on subject areas including traffic and noise to name a few. As detailed within the PEIR, the Plan was determined to not result in any significant environmental impacts.
45b-4	Wants to make a complete circle and then right turn on 11th Street between 3pm-6pm if I was driving north on Camino del Mar. Others think this will again impact residents on Stratford Court.	Please refer to Response to Comment 16-7. The current “no left turn” regulations will stay in effect with roundabouts.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
45b-5	Suggests breaking the ballot measure into a beginning, middle, and final state, and presented on several ballots over time to make it easier for residents to understand what they are voting for or against.	This comment does not address the adequacy of the PEIR; comment noted.
	Letter 46 - Kipp Downing	
46-1	What will the traffic impact of the roundabouts be on Crest, Stratford, Luneta, Coast Blvd, and other neighborhood streets?	As indicated in PEIR Section 4.14, the Plan, including the proposed roundabouts on Camino del Mar, would have a less than significant impact on traffic circulation. As summarized above in Response to Comment 16-7, Plan implementation is not anticipated to result in traffic diversion from Camino del Mar to neighboring streets. Nonetheless, the Plan includes precautionary measures to address diversion. Refer to PEIR Section 4.14.4.1d and Response to Comment 16-7 for additional information.
46-2	Where were these models actually located that this computer generated plan is based upon?	There are several models used in the TIS. SANDAG, the regional planning agency, has developed the forecast model that uses population, employment and other socio-economic data to forecast traffic volumes and growth throughout the region. The engineering firm, KOA Corporation, developed models using Synchro, a nationally recognized software program, to analyze the Plan traffic generation and distribution.
46-3	What will the economic impact be on the City during construction due to lost sales tax revenue?	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The City estimates that impacts would be minimal, if any. See Response to Comment 32-7 for additional detail.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
46-4	What will the economic impact be on small businesses during construction due to lost sales?	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. The City will manage the construction schedule and work with business owners to ensure that sales, business establishment access and public parking can be maintained during construction. The construction phasing plan will be developed with input from property and business owners. See Response to Comment 32-7 for additional detail.
46-5	Has an accurate pedestrian count been taken during the peak summer months for all intersections where roundabouts are being considered?	See Response to Comment 16-5 regarding the pedestrian counts utilized for the TIS (Appendix F to the PEIR), which used a 20 percent factor above current volumes to account for peak season pedestrian activity. Pedestrian counts were taking at 15th and Camino del Mar at low and high season, weekday and weekend times during peak vehicular times. A permanent pedestrian counter is installed at 14th Street and Camino del Mar that provides additional data.
46-6	Has an accurate bicycle traffic count been taken during the peak summer months for all intersections where roundabouts are being considered?	As stated in Response to Comment 16-6, the analysis in the PEIR and associated TIS includes “typical non-summer” conditions, as well as “peak summer" conditions, which include the events at the fairgrounds/racetrack. Bicycle volumes along Camino del Mar are incorporated into the overall traffic as vehicles within the total volumes. There is a permanent bicycle counter at the intersection of 14th Street and Camino del Mar that provided data for the Plan.
46-7	How will pedestrian, automobile and bicycle traffic commingle at the roundabouts?	As conceptually designed, the pedestrians would not cross through the circle, but either before or after in marked crossings with a pedestrian island between the two travel lanes. Bicycle traffic merges with automobiles within the roundabout and obeys the same rules and has the same right-of-way as cars. This is commonly done because automobiles and bicycles travel at approximately the same speeds within the roundabout.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
46-8	How will the roundabouts impact delivery truck traffic?	The two-lanes with roundabouts would be designed to accommodate larger deliver trucks.
46-9	How will the roundabouts impact the traffic patterns of tour bus traffic in the city?	Tour bus operations are similar to larger delivery trucks navigating roundabouts which are discussed above in Response to Comment 46-8.
46-10	How will the narrowing of the streets and roundabouts impact the mass exodus from the Del Mar Racetrack after the races?	Camino del Mar is used as a bypass for traffic accessing the Del Mar Race Track. When such events occur, the current delay at stop signs on Camino del Mar can be very long. Comparing the existing configuration of Camino del Mar as four lanes with stop signs to the proposed two lanes with roundabouts, the roundabout design provides more capacity than the existing configuration even though there would be a reduction in the number of lanes.
46-11	How will the construction schedule be phased and how long will it take?	The Plan is a programmatic document that establishes the program. Any construction of new roadways or public facilities will be further developed as a Capital Improvement Project. At the time a Capital Improvement Project is initiated, a phasing plan will be developed. Construction will be phased to minimize disruption to traffic and businesses. This process will also include outreach with affected business owners and property owners.
46-12	Will the City consider construction during off-hours to avoid business disruption?	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. Chapter IV of the Plan proposes that the City develop a construction outreach notification effort (C.O.N.E.) program in concert with the business owners to ensure construction efficiencies, minimum disturbance to business establishments, and adequate notification and alternative arrangements in advance and during construction activities. The draft Plan has been revised to add additional explanation and detail in its Chapter IV Mobility, Section 4.3.Circulation Implementation Strategies. See also response to Comment 32-7.
46-13	Which restaurants are considering additional investment in sidewalk cafes?	This comment does not address the adequacy of the PEIR. Sidewalk cafes are regulated with the Sidewalk Café permit. It is not an action of the Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
46-14	Has a survey been done of surrounding zip codes that patronize the Del Mar business community to gauge the impact of the construction of roundabouts on the future business activity and future traffic patterns in Del Mar?	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. A survey, as the author describes, has not been conducted.
46-15	What if the roundabouts don't work? Are we stuck with this problem forever?	This comment does not address the adequacy of the PEIR; however, it should be noted that the TIS shows that the two-lane road with roundabouts is adequate for existing and proposed traffic along Camino del Mar. Roundabouts have been shown to be very successful in other parts of the country and state under very similar circumstances, including a recently completed project on La Jolla Boulevard in the Bird Rock community of La Jolla. Additional examples of roundabouts in urban settings are provided as part of the June 4, 2012 City Council packet.
46-16	What are the long-term improvements in cars/days with signals "all the way" instead of roundabouts?	This comment does not address the adequacy of the PEIR; however the following response is provided as courtesy to the commenter. The existing four-lane Camino de Mar with stop signs has a capacity of 15,500 cars per day. The Plan configuration for Camino del Mar of two lanes and roundabouts would result in a capacity of 25,000 cars per day. Changing the stop signs to signals at 11th and 13th Streets and retaining the four lanes along Camino del Mar would result in a carrying capacity of 30,000 cars per day. The City selected the two lane with roundabouts configuration, as the City wants to provide a balance between parking, pedestrian/bicyclists, and motor vehicle needs.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
46-17	Is it worth adding 6 spaces per block at the expense of one lane each way on Camino del Mar?	This comment does not address the adequacy of the PEIR; however, the City has provided a response as a courtesy to the commenter. As indicated in the Plan, one of its key objectives is to provide a balance between parking, pedestrian/bicyclists, and motor vehicle needs. The Plan's two-lane with roundabouts configuration for Camino del Mar would increase Camino del Mar capacity while also adding parking and pedestrian-oriented improvements. The additional benefits include wider, contiguous sidewalks; decreased pedestrian/vehicle conflicts; increased pedestrian capacity; and decreased pedestrian roadway crossing distances. While retaining four lanes and providing traffic signals instead of roundabouts would increase capacity over the proposed Plan, maintaining four lanes does not provide for expanded pedestrian or parking benefits
46-18	What are all of the options such as metered parking at Paul Chasen's lot in the old Wells Fargo space that increase parking? What is the net increase in parking of that?	This comment does not address the adequacy of the PEIR, as parking is not an environmental issue required to be addressed in the PEIR. In 2012, the City Council adopted an ordinance that allows pay parking during the hours a business is closed. The location referenced in the comment, 1431 Camino del Mar, has submitted an application under the ordinance but does not have an approved permit. Since it has not been implemented, no increase of parking is recorded.
	Letter 47a - Ann Gardner	
47a-1	[Introductory remarks.]	This comment provides an introduction to the letter. This comment does not address the adequacy of the PEIR; no further response is necessary.
47a-2	Supports narrowing Camino del Mar and installing roundabouts	This comment notes support for the proposed narrowing of Camino del Mar to two lanes with roundabouts. Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
47a-3	"Inadequate public transit" should be added/emphasized as an issue in the Village Specific Plan rather than emphasizing only additional parking for cars.	The commenter has noted that inadequate public transit is an issue that should be addressed, suggesting that improved or new transit options and/or a shuttle service be included within the Plan. This comment does not address the adequacy of the PEIR; comment noted. Public transit is provided by North County Transit District. The Plan anticipated the improvements identified in SANDAG's Regional Transportation Plan, which increases the headways along Camino del Mar to 15 minutes, but does not include additional routes beyond Route 101. The Plan does not preclude additional transit routes.
47a-4	Create a more inviting pedestrian environment with mosaic tiles, agate, colored paving, etc.	This comment provides input on the sidewalk design as detailed within the Plan. This comment does not address the adequacy of the PEIR; comment noted. Details such as sidewalk materials and design will be part of the improvement plans that will be prepared prior to construction.
47a-5	Will there really be plazas at our street corners with benches and tables, etc.?	The commenter has requested clarification of the proposed "plaza" to be located at intersections as included within the Plan. While this comment does not address the adequacy of the PEIR; the following response for clarification of the intent of the Plan has been provided. Figure IV-5 of the Plan shows the curb extensions that will widen the sidewalks at pedestrian crossings of Camino del Mar, creating small plazas. Details such as street furniture and landscaping will be part of the improvement plans that will be prepared prior to construction.
47a-6	Supports smaller increases in FAR and height to assure low intensity scale in the Village. Supports allowance of additional FAR beyond the proposed 1.0 only for residential (second floor) and residential retail (first floor).	This comment notes support for a lower FAR and height limit for commercial/office, with a FAR over 1.0 for residential only. This comment does not address the adequacy of the PEIR. However, with regard to CEQA, the Plan would have no significant impacts to visual resources and aesthetics and, therefore, limiting the FAR and height is not warranted per CEQA. No further response is necessary.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
47a-7	Allow 26' height on west side of Camino del Mar only when public views are protected and with roof articulation. Does not support 4' roof articulation increases on either side of Camino del Mar.	The support for specific development regulations along the western side of Camino del Mar when public views are protected is noted. Per the CEQA analysis, the Plan would have no significant impacts to visual resources and aesthetics. City Council, at their June 25th hearing, limited the height (both sides) to 26 feet, including any roof articulation.
47a-8	Supports strengthening Design Review for all Village projects with view protection from residential and public (i.e. library) areas and side streets east of Camino del Mar.	Comment noted. This comment does not address the adequacy of the PEIR. With implementation of the proposed Plan, future projects within the Plan area would continue to be subject to the Design Review Ordinance. As indicated in Section 4.1 of the PEIR, Plan buildout would thus have a less than significant visual impact. Refer to Section 4.1 of the PEIR for additional information.
47a-9	It is not clear that the benefits of the proposed Village Specific Plan outweigh the proposed increases in bulk and the new 30' height on both sides of Camino del Mar.	Refer to Response to Comments 47-7 and 47-8 above. Community benefits have been added to Chapter III of the Plan.
47a-10	EIR Comments - Visual impacts	The commenter raises concern with the adequacy of the analysis and conclusion that potential effects on visual resources and aesthetics would be less than significant, specifically that the implementation of design review would ensure such impacts would be less than significant. As detailed within Section 4.1 of the PEIR, compliance of future projects with the Design Review Ordinance would ensure consistent design of new and redeveloped properties within the Plan area. These ordinances provide detailed guidelines and standards for which proposed development would be required to comply. Refer to Section 4.1 for the complete analysis of potential impacts under CEQA.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
47a-11	EIR Comments – CEQA Alternatives	The PEIR provides a range of reasonable alternatives to the proposed Plan, including a reduced project alternative. With respect to the commenter's questions concerning the details of the reduced project alternative, the reduced square footage would include the bonus square footage for exceptional benefits as outlined in the Plan. In this CEQA Alternative, the FAR would remain the same for the Plan area and development or redevelopment would be permitted to occur throughout the Plan area until the 500,000 square feet had been realized, at which time only redevelopment within this upper limit would be permitted. The City would monitor the limits of development to ensure that the upper limit of 500,000 square feet is not exceeded. In addition, Chapter X, Implementation, of the draft Plan has been revised to include a series of thresholds at which the City Council will review the status of Plan implementation. This review will occur when the following three thresholds are reached: after 10 years or attaining a total of 400,000 square feet of floor area in the Plan area (whichever occurs first), after 20 years or a total of 500,000 square feet and after 30 years or a total of 600,000 square feet.
47a-12	Commenter proposed alternative	This comment includes a Plan alternative suggested to address the commenter's above concerns, which includes a lower FAR and restriction of height. The commenter's suggested design restrictions would not result in any significant impacts (similar to the Plan). Therefore, such an alternative would not be required to be further analyzed under CEQA because it would not further reduce significant impacts identified for the Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
47a-13	VSP: Building Height	This comment includes suggested changes to the Plan and does not address the adequacy of the PEIR. However, staff has provided a response as a courtesy to the commenter. The comment to include side streets, and public facilities in the proposed view assessment would be included in the assessment of public views.
47a-14	VSP: Modify FAR	This comment includes suggested changes to the Plan and does not address the adequacy of the PEIR. However, staff has provided a response as a courtesy to the commenter. The commenter's support of a lower FAR was considered by the City Council. City Council maintained the FAR and instituted a cumulative review program with thresholds so as to monitor the cumulative development.
47a-15	VSP: Modify Exceptional Benefits Strategy	This comment includes suggested changes to the Plan and does not address the adequacy of the PEIR. However, staff has provided a response as a courtesy to the commenter. The commenter's proposal to modify the incentives for Exceptional Public Benefits (EPB) was considered by the City Council. The City Council made changes to the EPBs to include incentives for public view corridors, and modified other incentives based upon equity and public benefit.
47a-16	VSP: Horizontal Policy	This comment includes suggested policies to be included in the Plan and does not address the adequacy of the PEIR. However, staff has provided a response as a courtesy to the commenter. The current Horizontal Zoning Regulations of the DMMC and currently applying to the Central Commercial Zone are retained, including the ability to obtain relief from the regulations.
47a-17	Conclusion	This comment concludes the letter. Comment noted; no further response is necessary.
	Letter 47b - Ann Gardner	
47b-1	[Amend previous comments.]	This comment letter was provided to amend the preceding comment letter, where it reads "ocean views", replace with "scenic vistas". Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 48 - Ann Wooley	
48-1	Supports metered parking on main thoroughfares (CDM & Coast Blvd) rather than neighborhood short streets in beach area.	The commenter's support of metered parking on thoroughfares within the Plan area is noted. This comment does not address the adequacy of the PEIR; no further response is necessary. No metering of parking in residential neighborhoods is proposed as part of the Plan.
48-2	Double-standard of building lifeguard center to attract more people and yet reducing traffic lanes to one, increasing congestion.	The commenter provided general issues of concern with respect to attracting more people while reducing traffic lanes, noting that this would increase congestion. Comments noted; no further response is necessary as this comment does not address the adequacy of the PEIR. The Plan proposal to utilize roundabouts along Camino del Mar provides additional traffic capacity, thereby allowing the reduction of travel lanes.
48-3	Lack of enforcement of existing laws…Major accidents waiting to happen with City liable?	The commenter's concerns related to law enforcement are noted. This comment does not address the adequacy of the PEIR; no further response is necessary. The law enforcement issues raised by the commenter are beyond the scope of the Plan.
48-4	"Willing to pay annual fee but shouldn't the cost be shared by all Del Mar?"	This comment raises the issue of fees associated with traffic improvements, but does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The alternatives for financing of public improvements, including traffic improvements, are addressed in the Plan in , Public Finance.
48-5	Aren't Restaurants required to provide parking for at least some of their employees? Most of them park on neighborhood streets.	This comment raises the issue of restaurant parking requirements. Parking is not an environmental issue required to be addressed in the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Current parking requirements and ratios are designed to provide adequate parking for customers and employees. However, many restaurants in the Plan area were established prior to the effective date of the current parking regulations.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
48-6	Money is the problem and enforcing existing laws could be a partial answer. Can the City employees be enabled to give more than parking violations?	The issues and questions raised in this comment are not associated with the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The City's Code Enforcement Officer enforces the City's Municipal Code.
48-7	[Concluding remarks.]	This comment concludes the letter. Comment noted; no further response is necessary.
	Letter 49 - Nancy L. Stoke	
49-1	Intro with quotes from PEIR	This comment provides an introduction to the comment letter and contains various references from the Plan and the PEIR and associated technical documentation. This comment does not address the adequacy of the PEIR; no further response is necessary.
49-2	Please address why the Plan selects the option that increases capacity on roadways bounded by the roundabouts (or residential streets).	As summarized in the PEIR, and included in Table 1-1 of the TIS, the capacity of Camino del Mar as currently designed with four lanes and signal-controlled intersections is 30,000 ADT. The proposed reconfiguration of two lanes with roundabouts has a capacity of 25,000 ADT. While the capacity of the four-lane design with signals would be greater, the design of Camino del Mar as two-lanes with roundabouts was determined to better enhance the pedestrian corridor, reduce greenhouse gas emissions, and provide more parking while reasonably accommodating existing and future traffic flows along this roadway. The PEIR found that maintaining the existing conditions with four lanes and stop signs had significant, unmitigated environmental impacts, while the proposed design of two lanes with roundabouts would result in less than significant impacts.
49-3	Please address why Table IV-2 in the Plan says the roundabouts option will have vehicle capacity of 22,000-26,000 ADT which is in conflict with the marketing materials being used and in Plan section 4.3.2.	Table IV-2 in the Plan refers to an evaluation of the various alternatives for Camino del Mar. Typically, the vehicle capacity on roads with roundabouts ranges between 22,000 and 26,000 trips per day. The traffic analysis determined that the actual capacity along Camino del Mar with roundabouts would be 25,000 average daily trips. The text has been modified to reflect this.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
49-4	Please explain how emergency vehicles are supposed to travel along CDM from 15th to 9th Streets when the traffic is backed up in the only available lane and there is no other way to travel along this route.	As indicated in PEIR Sections 4.14.4.3 and 4.14.5, the Plan would result in a less than significant emergency vehicle access impact. Implementing strategies, described in PEIR Section 4.14.4.2, would ensure adequate emergency access. The Fire Marshal has reviewed the proposed plan and has stated that the 20-foot clearance provided in the plan is adequate for emergency vehicles. Please also refer to Response to Comments 4-1 and 4-2 above.
49-5	Please install story poles at the lot south of Bully's Restaurant and at least two other sites that are deemed to be eligible for increased height.	Visual impacts from the proposed building height limit are discussed in PEIR Section 4.1. Visual simulations of the proposed heights are included in that section. In accordance with City standards, story poles would only be erected once development is proposed and under review.
49-6	Encourages a community affirmation to the Community Plan as many things have changed in the community and region since it was written.	This comment concludes the letter and does not address the adequacy of the PEIR. Comment noted; no further response is necessary.
	Letter 50 - John Giebink	
50-1	[Introductory/overview remarks.]	This comment provides an introduction to the comment letter and raises general issues of concern with respect to the analysis within the PEIR that are detailed below. No further response is necessary.
50-2	The Design Guidelines for the Plan are not delineated and the two examples cited in the document are not inclusive of all the concerns that must be addressed.	Revisions to the Design Review Ordinance that will more appropriately address the design of commercial buildings will be addressed after the Plan has been approved by the voters. Per City Council direction, Design Guidelines will be approved as a separate document and appended to the Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
50-3	It is not clear that the "Upper Building Levels" will be (or even can be) stepped back sufficiently to avoid a looming presence.	The PEIR Section 4.1 includes visual simulations that were completed to illustrate the appearance of upper building levels with the stepped back rear façade adjacent to the residential zone. As shown in the visual simulations (see Figures 4.1-7 to 4.1-17), the increase in building height from one to two stories per the proposed Plan would be consistent with the existing development along Camino del Mar and would result in a less than significant visual impact. The draft Plan has been revised to also establish a maximum building height of 26 feet within 50 feet of a residentially zoned property, increasing this stepback.
50-4	Concerned with vagueness of the controls on night time use of outdoor spaces adjacent to residential uses.	This comment does not address the adequacy of the PEIR; however, staff has provided a response as a courtesy to the commenter. The Plan has been revised to include a new development standard that limits the location of outdoor dining areas so that they are separated from residentially zoned property by an enclosed and sound-attenuated portion of a building on the property. In addition, the Plan has been modified to regulate that any outdoor dining area on the upper level will require a Conditional Use Permit (CUP).

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
50-5	Nighttime noise and traffic from bars and restaurants	The PEIR included analysis of the increase in traffic noise associated with the maximum allowed development under the Plan. As detailed within the PEIR Section 4.10, the Plan was determined to not result in significant traffic noise impacts. This is largely due to the proposed one-lane configuration of Camino del Mar (that moves the noise source – vehicles – farther from the roadway edge) and the comparably low traffic volumes on side streets. With regard to noise from bars and restaurants, the far west and east edges of the Plan area would be the locations of particular concern, as that is where the backs of commercial buildings along Camino del Mar abut residentially-zoned properties. To ensure that noise impacts from bars and restaurants will be minimized, the Plan has been revised to include a new Development Standard that limits the location of outdoor dining areas so that they are separated from residentially zoned property by an enclosed and sound-attenuated portion of a building on the property and that any outdoor dining on the second level is required to have a Conditional Use Permit. See Response to Comment 50-4 for more details on modifications to the Plan in order to regulate noise and glare. Given these new Plan standards, as well as existing Municipal Code regulations (that establish property line noise level limits) and building code regulations (that require exterior-to-interior noise reduction), potential noise impacts to residential/sensitive uses would be avoided or reduced to less than significant.
50-6	The PEIR does not address the effect of the increase in traffic on Camino del Mar that will result from increased traffic flow supposedly occasioned by the use of roundabouts.	Roundabouts are not traffic generators and would not increase traffic. The proposed roundabouts would increase the traffic capacity at the intersections, but would not increase traffic.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
50-7	Roundabout configuration will eliminate enforcement of the prohibited left turns during peak hours.	This comment expresses concern over the enforcement of left turns during peak hours, and does not specifically address the adequacy of the PEIR. The prohibition of left turns during peak hours will be retained. Signage prohibiting left turns and enforcement will be similar to current standards.
50-8	Reducing Camino del Mar to two lanes will result in massive shift of traffic to adjacent streets. The statement "implement traffic calming measures on residential streets if increased traffic impacts warrant" is vague.	As summarized above in Response to Comment 16-7, while diversion from Camino del Mar to alternate roadways, including Stratford Court, Crest Road, Luneta Drive and Ocean Avenue, is not expected to occur with the proposed design changes to Camino del Mar, measures are incorporated into the Plan to address any increase in traffic on these roadways.
50-9	The Plan notes that there will be parking issues, but does not meaningfully address them.	Parking is not an environmental issue required by CEQA to be addressed in the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Parking strategies are addressed in the Plan in Chapter VII, Parking. The strategies addressed include implementation of a Park Once strategy that will make more efficient use of existing parking and new parking required by new development or intensification of existing development; creation of a Parking Management Plan that will monitor parking usage and implement additional appropriate strategies such as providing for employee parking , valet parking plans, a public parking structure to supply additional public parking; and redesigning Camino del Mar to add approximately 50 to 60 new public parking spaces.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 51 - Ralph T. Peck	
51-1	The proposed redevelopment of moving all of the properties to the front property line is contrary to the Community Plan, which agreed that "various setbacks was more desirable".	The Community Plan goal to "Promote informality of design with varied and interesting setbacks" has been incorporated into the proposed Plan and will be interpreted and implemented through the Design Review Ordinance. The "Build-to-Line" in the Plan provides the flexibility for open plazas, paseos, outdoor dining areas and other non-enclosed uses to be located on private property adjacent to the sidewalk. In addition, upper building levels are not required to be located at the front property line. These standards allow the flexibility for the Design Review Board to require informality of design with varied and interesting setbacks.
51-2	Proposed increase to 30' on the west side of Camino del Mar is contrary to the Community Plan, which requires "low-density, small scale" development.	Based upon community comment, City Council has reduced the allowed height in the Plan to 26 feet, which would include roof articulation. This is the same height limit as is found in the adjacent residential areas. In addition, the Plan imposes an additional height restriction on properties immediately adjacent to the residential zone. That portion of the property which is within 50 feet of the adjacent residentially-zoned property is capped at 26 feet. The proposed two-story height limit would be consistent with the City's goal to preserve the small town atmosphere. The PEIR Section 4.1.4.3 analyzes the character and scale impacts of the proposed Plan. As detailed in that section, much of the development along Camino del Mar is already over the 14 foot height limit and the additional structures that would be allowed to be increased to 26 feet would result in less than significant character impacts considering the proposed stepbacks/setbacks and the required design review (see PEIR Table 4.9-1). Thus, the proposed Plan would not be disruptive to community character and would be consistent with the Community Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
51-3	Objects to roundabout configuration because uncontrolled traffic is hazardous. Concerned with pedestrian ability to cross 15th St. intersection with roundabouts. Suggests alternative of four lanes with synchronized signals.	The proposed roundabouts would decrease the number of pedestrian conflicts in the Plan area from 28 to 8, and would reduce the roadway crosswalk length from 70-80 feet to about 28 feet, which would reduce the interaction of pedestrians with vehicles. The proposed pedestrian crosswalks would also include pedestrian-activated in-pavement flashers or similar devices to alert drivers of the pedestrian crosswalk. Thus, the Plan would not result in a significant traffic hazard.
51-4	Allowing public parking on private lots would have detrimental noise impacts on residential areas… . Proposed increase in restaurant/bar use would also increase evening and late night hours of the adjacent parking with the accompanying parking lot noises.	Parking lot noise impacts from increased private lot usage would be negligible due to the low vehicle speeds associated with parking activities and the infrequency of noise such as car alarms or horns. The change in parking lot noise from increased parking lot use would be unlikely to result in the Municipal Code or CCR Title 24 limits being exceeded, and would therefore be less than significant.
51-5	The Community Plan does not envision the commercial area to be a restaurant row/party area, especially south of 13th.	The Plan does not propose the area to be a “restaurant row”, as it generally allows for increased commercial and residential uses and does not specify for restaurant development south of 13th Street.
51-6	State Law requires the SP to include all of the specifics for facilities to be provided to handle the increased development, but this Plan doesn't include any specifics for parking lots or structures to handle the increased parking required by the proposed increased development.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan includes parking requirements (in Chapter VI Allowed Uses And Development Standards) that require each property to provide their required parking either onsite and/or through other measures as established in the DMMC. Chapter VI of the Plan requires parking for new or intensified development in the Plan area in the same amounts and manner as the existing Central Commercial Zone and includes an option for an overall shared parking program, known as ‘Park Once’ parking ratios. The Plan also includes strategies for providing additional public parking in Chapter VII, Parking. Chapter VII proposes strategies for providing additional public parking, including increasing the on-street parking and parking structure(s), to augment the existing supply of public parking.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
51-7	Adding 140 residential units is contrary to the Community Plan. Why is the State required increase in affordable housing being proposed in the commercial area? These are not compatible land uses.	The Community Plan Goal 4, Objective B, Policy 4 states "Allow mixed residential-commercial land uses within other (not adjacent to Stratford Court) areas of the commercially zoned downtown area." The Plan proposes this mix of uses. The State Office of Housing & Community Development requires a minimum 20 dwelling units per acre density to obtain certification of the City's Community Plan Housing Element. Thus, the Plan proposes residential at a density of 20 units per acre meet these policies. With the implementation of the proposed Plan and its neighborhood protection strategies, land use compatibility impacts would be less than significant.
51-8	Supports the No Project/Adopted Community Plan Alternative to be consistent with the adopted Community Plan.	Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 52 - Mark W. Stuckelman	
52a-1	Against 30' building heights on west side of CDM. Structures will block views, sunlight and ocean breezes and create a "tunneling effect" that will change the character of Del Mar.	The Visual Impact Assessment (VIA) of the draft Plan addressed the potential view blockage, sunlight and character impacts that could result from Plan implementation. As indicated in the VIA and PEIR (Aesthetics Section 4.1), the Plan's projected visual impacts were found to be less than significant. The village character would continue to be protected by the Design Review Ordinance (DMMC Chapter 23.08). The draft Plan includes several strategies and development standards to ensure that future buildings would not create substantial adverse impacts to scenic views and sunlight/breeze access. These are summarized in the Plan's Protection of Community Resources Chapter, Section 3.7 Public Views and Section 3.8 Residential Neighborhood, and include the requirement for a 10-foot diagonal corner setback for buildings fronting the side streets to expand the public view corridor, the requirement for a 10-foot architectural stepback for the second story of buildings that border the side streets, and a minimum 10-foot setback from all property lines adjacent to a residential zone. In addition, the draft Plan has been revised to reduce the allowed building heights from 30 feet to 26 feet; and to restrict the height to 26 feet within 50 feet of a residential zone.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52a-2	Concerned with Design Review Board protecting residential views due to unspecified criteria to evaluate view blockage and visual character. The Design Review Board could easily fall under control of the developers and commercial property owners.	As indicated in the PEIR, residential scenic views are protected by the Design Review Ordinance (DRO) (DMMC Chapter 23.08). These regulations each include several pages of evaluation criteria required to be followed by the Design Review Board. Also, the design review process does include a Citizens' Participation Program and a hearing where individuals can provide input. Ultimately, those disagreeing with the Design Review Board conclusions may file an appeal. City Council has directed a review of the DRO in order to ensure the provisions are applicable with Village (Plan area) commercial projects. Considering the criteria and process in place, there is adequate regulatory framework in place to protect residential views.
52a-3	Supports increasing FAR, but residential units are not an exceptional public benefit. Inclusion of a single very low income apartment should not justify a 40% increase in the size of a building.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The incentives offered for Exceptional Public Benefits reflect a balance between economic viability and community priority. Adding residential uses in the Plan area is an important goal and component of the Plan. In addition, creating adequate incentives for affordable housing is needed for Del Mar to meet its affordable housing mandates. City Council has reviewed the draft Exceptional Public Benefits and has modified them to be more equitable.
52a-4	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 despite mitigation efforts.	While the Plan may potentially increase noise, air pollution, and runoff due to redevelopment and increased intensity, the Plan would result in less than significant impacts related to traffic, noise, air, and water quality based on established criteria (refer to Sections 4.14, 4.10, 4.2, and 4.8, respectively). See also Response to Letter 52b comments.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52a-5	City representatives have stated that commercial property owners have little incentive to develop existing structures which already exceed 14 feet and 0.45 FAR. This could be addressed easily by grandfathering existing height and FAR.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The existing structures that exceed current development standards have already been "grandfathered", in that they are legal non-conforming structures. However, when the property owner wants to make substantial improvements or redevelop the property, the new structures must conform to the current development and building code standards.
52a-6	City representatives have stated that 14-foot high buildings don't allow modern retail stores with high ceilings. So why not increase the height limit to 16 or 18 feet? Second floors aren't needed to encourage retail.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Allowing property owners to merely increase the height of buildings would not create enough financial incentive to encourage revitalization. Also see response to Comment 43-3.
52a-7	Supports revitalization of downtown but recommends a lesser building height for the west height and a lesser FAR in order to maintain character and protect the environment.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The draft Plan has been revised to limit building height on the west side of Camino del Mat to 26 feet. The baseline of 1.0 FAR can only be exceeded if the property owner provides Exceptional Public Benefits.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52b-1	Commenter considers use of SDAPCD Rules 20.2 and 20.3 inappropriate; and states that SDAPCD Rule 20.2 and 20.3 only apply to large, stationary sources of pollution such as factories and power plants. Commenter states that for this reason use of these Rules to determine significance for the Village Specific Plan is irrelevant to the mobile sources of emissions that will be the main source of increased air pollution in Del Mar. Commenter also believes that the doubling of air pollution would be considered significant based on statistics.	The SDAPCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related air quality impacts. However, the District does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources under its Rules 20.2 and 20.3 as indicated in the comment. The SDAPCD requires stationary sources that exceed these incremental levels (considered screening level thresholds) to perform an AQIA. For projects whose stationary-source emissions are below these levels, no AQIA is required and project-level emissions are presumed to be less than significant In the absence of SDAPC-specified thresholds for determining significance from land use development projects in the San Diego air basin, it has become common practice for air quality analysts and jurisdictions in the San Diego region to apply the AQIA trigger levels. For example, both the County and City of San Diego jurisdictions have included the AQIA triggers as equivalent significance thresholds for CEQA analysis. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels are used to evaluate the increased emissions which would be discharged to the San Diego air basin from proposed land development projects. For CEQA purposes, the AQIA screening level thresholds can be used to demonstrate that a project's total emissions (e.g., stationary and fugitive dust emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
		As to the issue of Plan buildout doubling the quantity of air pollutants currently being generated within the Plan area, it should be noted that the Plan area is a relatively small area with comparably low emissions levels, relative to the air basin as a whole. Hence, a doubling of the Plan area's emissions is not statistically substantial relative to the established measure.
52b-2	Why did the EIR not estimate and address the increased noise, beyond that created by traffic, from new apartments, restaurants and bars? I'm talking about noise created by people entering and leaving buildings, parking their cars, talking on the street, having parties in their apartments with the windows open, etc. As anyone who has stood in front of Jimmy O's, En Fuego or Sbicca on a Friday night can attest, noise can be significant from a single establishment. Multiplied by the scale of the Specific Plan, it appears that the additional noise could be unbearable to residents living adjacent to the Village without violating current noise ordinances. This needs to be addressed in the EIR.	Please also refer to Response to Comment 50-5 that addresses a similar comment. The concern expressed in this comment is about noise from bars and restaurants that may have affects on nearby residences. Therefore, the concern pertains to the far west and east edges of the Plan area where the backs of commercial buildings along Camino del Mar are adjacent to residential properties. Given the nature of noise transmission and attenuation, of particular concern are outdoor (i.e., unenclosed) dining and bar areas. To create more certainty that noise impacts from outdoor dining will be minimized, the Plan has been revised to include a new Development Standard that limits the location of outdoor dining areas so that they are separated from residentially zoned property by an enclosed and sound-attenuated portion of a building on the property and that any outdoor dining on the second level is required to have a Conditional Use Permit.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52b-3	Section 4.1.4.1 of the EIR concludes by saying "the Plan impact at this location is considered moderate and would be less than significant." However the firm that was hired to make this determination appears to have a different opinion. In Section 7.2 of their report. which is included as Appendix B, they state: With the implementation of Design Review Board review, the use of story poles, setbacks, stepbacks and corner lot 45 degree chamfers on corner lots, the significant impact on scenic vistas can be lessened but they would remain significant after mitigations. How did the EIR come to a different conclusion than the hired expert?	The VIA (Appendix B-1 to the PEIR) addresses view and character impacts. The PEIR Aesthetics Section 4.1 was based on the analysis and conclusions of this technical assessment, as well as on an inventory and analysis of the applicable regulatory framework. The quote provided by this comment of the PEIR is a summary of the View F1 to F4 view impact only. The PEIR View D1 impact analysis in the PEIR does identify a moderately to highly adverse view impact at D1 that would be potentially significant consistent with the VIA. While the public review draft VIA indicates that Design Review Board review would not reduce this potential scenic vista impact to below a level of significance, additional design review analysis (specifically of the Design Review Ordinance and Scenic View Protection Ordinance) was completed as a part of the PEIR. That analysis determined that the Design Review Ordinance includes adequate regulatory framework to protect scenic views. Specifically, the Design Review Design Regulations (Section 23.08.070) do not allow projects where “design unreasonably blocks significant public coastal views” or “unreasonably encroaches upon primary scenic views of neighboring property.” Thus, the height increase example shown in the PEIR Figure 4.1-10 at View D1 would not be in compliance with Design Review regulations and would not be allowed per the Design Review Ordinance as shown in the visual simulation. Considering significant view blockage would not be allowed by existing regulations, scenic vista impacts of the Plan would be less than significant. Section 4.1 of the PEIR has been revised to expand and clarify on the language in the Design Review Ordinance and the impact significance determination analysis. The VIA has also been revised to reflect the expanded Design Review Ordinance analysis.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52b-4	In Section 4.1.4.1, the EIR deems the impact on private residential scenic vistas to be less than significant based on creating strong measures in the Design Guidelines for the Design Review, Board to assess views and protect these primary views from significant interruption by Village development. What are these measures? What criteria are used to determine significance? How can the EIR possibly conclude that view blockage will not be significant without knowing what these measures will be? There is also a cumulative effect here that needs to be addressed. While one project may not be deemed to significantly impact a view in itself, three less than significant projects, approved at different times, could result in a significant impact together. How will this piecemeal impact be prevented?	The EIR scenic vista impact conclusions do not rely on design guidelines to avoid the potentially significant view impact. Refer to Response to Comment 52b-4 above and PEIR Section 4.1.5. Considering the only new development within the viewshed currently proposed is within the Plan area, the Plan level impact analysis also represents the cumulative impact analysis. Refer to PEIR Section 7.1 for the cumulative visual analysis.
52b-5	Thirty foot high, 1.5 FAR buildings on the west side of Camino Del Mar will block sunlight and ocean breezes and create a more enclosed feeling for pedestrians. This will change the character of the Village. The EIR claims that the visual character will be improved by newer buildings. This may be true, but it's difficult to make that determination if we don't know what those buildings are going to look .like. This seems like a huge leap of faith at this point. Given this uncertainty, it is critical that Section 4.1.4.3 address the impact of the Plan on sunlight and creating a more enclosed feeling (i.e. tunneling effect).	Refer to Response to Comment 52a-1 for sunlight information.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
52b-6	Section 4.8.4.2 says that the Plan would create increased runoff pollutants, but that this would be mitigated through several storm drain system implementation strategies. However, in a scenario where Camino Del Mar remains 4 lanes, the most impactful of these mitigating measures would not be possible and a second would be very difficult to implement. Increased runoff pollutants would therefore not be mitigated. This was not properly addressed in Section 9.5.2.8. What would the increased level of pollutants in runoff be without mitigation?	It is noted that the PEIR does not identify hydrology or water quality mitigation for project alternatives or the proposed Plan. The Plan includes storm drain system strategies as a part of the project. The Plan implementing measures in Section 4.8.4.2 were defined specifically for the proposed project and were not intended to apply to project alternatives. If the Four-lane Camino del Mar Circulation Alternative described in PEIR Section 9.5 were to be implemented, specific measures for the alternative would be required to be developed to address stormwater runoff pollution in accordance with the Municipal Code, the Clean Water Program, the SUSMP, and other applicable water quality regulations. As indicated in PEIR Section 9.5.2.8, future development would be required to comply with these regulations and to implement construction and operational Best Management Practices that would ensure hydrology and water quality impacts would be less than significant for this Alternative, similar to the proposed Plan.
	Letter 53 - Paul Nevins	
53-1	Putting sharrows on CDM will allow "fast road riders" to zip through without having to constantly merge in and out of traffic when passing slower bikes or parking cars.	The limited right-of-way on Camino del Mar creates the need to prioritize the space provided to the various users. Providing two lanes for bicycle riders would require the limitation of space for other users.
53-2	A pathway at the same level as and next to the sidewalk will allow slow bicyclists to stop, shop, enjoy the cafes without interfering with the flow of traffic on Camino del Mar.	See previous Response to Comment 53-1.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 54 - SANDAG , Susan Baldwin, Senior Regional Planner	
54-1	[Introductory remarks.] Comments are based on policies included in the Regional Comprehensive Plan and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS), and thus reflect a regional perspective. … Overall, SANDAG supports City efforts to create a pedestrian-oriented environment in the DM-1 Town Center Smart Growth Opportunity Area identified on the Smart Growth Concept Map, and to ensure that the transportation analysis reflects that priority. … Several specific and general comments are provided for consideration as outlined below.	Comment noted. This comment provides an introduction to the comment letter and raises general issues of concern with respect to the traffic analysis within the PEIR and associated TIS and mobility features of the Plan that are detailed below. No further response is necessary.
54-2	PEIR: Section 3.3.3.4 Project Description - revise bus transit headways discussions to match 2050 RTP.	PEIR Section 3.3.3.4 was revised accordingly.
54-3	PEIR: Section 4.14.1.4 Other Mobility Systems - Public Transit- text indicates six bus station stops, but Figure 4.14-6 indicates four. Also, PEIR does not include ridership analysis per SANDAG Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in PEIRs.	While PEIR Figure 4.14-6 does not include the entire Plan area, the text adequately describes all six bus station stops. The figure is intended to display additional information and is not used as a basis for determining impacts to the transit system. The PEIR and TIS do not include a ridership analysis. Rather, in accordance with recent changes to CEQA (SB-97), it focuses on the effects to the existing transit facilities that the project may have.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
54-4	PEIR: Section 4.14.1.4 Other Mobility Systems - Bicycle - The information mentions the SANDAG *Regional Bicycle Plan's* reference to the Coastal Rail Trail and recommended Class I bike path. Please consider incorporating these improvements into the Del Mar Village Specific Plan. Figure 4.14-7 does not include the entire project area. The analysis should include existing bicycle ridership.	A Class II bike lane is consistent with the conceptual plan along this corridor, and roundabouts and pedestrian pop-outs will serve as traffic calming elements to slow traffic. While PEIR Figure 4.14-7 does not include the entire Plan area, the text adequately describes that the bike route extends along Camino del Mar within the Plan area and to outside of the Plan area to the north and south. Bicycle ridership information has been added to PEIR Section 4.14.1.4b.
54-5	PEIR: Section 4.14.1.4 Other Mobility Systems - Pedestrian - Are the distances indicated "as the crow flies" or street network defined? Please consider using a street network with a five-minute walking radius. Consider including the Pedestrian Master Plan as an attachment to the PEIR for reference. The analysis should also include pedestrian trips and the maps should include the entire project area.	PEIR Figures 4.14-8 and 4.14-9 show distances “as the crow flies” and are only approximations of the actual pedestrian walk time. These pedestrian maps illustrate the entire Plan area. Figure 4.14-9 has been revised to show more differentiation in land uses and zoning. Pedestrian trip information has been added to PEIR Section 4.14.1.4c
54-6	PEIR: Section 4.14.2- Impact Significance Threshold TRAF-2 - While SANDAG has opted out of the state Congestion Management Program (CMP), this does not eliminate a congestion management process requirement. SANDAG has included Technical Appendix 20 within the 2050 RTP as a tool to comply with the federal process. Please update the paragraph at the bottom of page 4.14-25 and throughout the DEIR as necessary to reflect this process.	As the CMP does not apply to the project, Threshold TRAF-2 does not apply. It is noted that the Plan may still be required to comply with the congestion management process, which includes compliance with the 23 Code of Federal Regulations 450.320 and the 2050 RTP. This has been clarified in PEIR Section 4.14.2; and the analysis is provided in Sections 4.14.4.1 and 4.14.4.3.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
54-7	PEIR: Section 4.14.4 - Impact Analysis - Trip Generation: clearly express SANDAG (Not so) Brief Guide of Vehicular Traffic Generation Rates and the MXD Model. See TIS comment below.	The TIS identifies the trip generation rates in Table 1-3 and the resulting trip generation in Table 1-4. See also Response to Comment 54-8 below.
54-8	TIS: Page 6-7 - Project Trip Generation: This table provides unclear information related to SANDAG's trip reduction rates and the MXD Model. (See letter for complete recommendations).	The TIS identifies the trip generation rates in Table 1-3 and the resulting trip generation in Table 1-4. TIS Appendix A has been updated to include the detailed trip generation and MXD model output. The MXD model was not used in conjunction with SANDAG Trip Reduction rates (there was no double counting of trip reductions). Rather, the SANDAG Trip Reduction method was performed and compared to the resulting MXD model output. The two processes resulted in very similar trip generation.
54-9	TIS: Page 99 - Pedestrian Analysis: Are the distances indicated "as the crow flies" or street network defined? Please consider using a street network with a five-minute walking radius.	Refer to Response to Comment 54-5 above.
54-10	TIS: Pages 105-111 - Bicycle Analysis: see [PEIR] comment [54-4] above. Also, please consider incorporating a street network analysis for the five-mile bicycle radius rather than the “as the crow flies” Figure 7-7. Consider expanding upon the Del Mar Community Transportation Plan within the TIS.	Figure 7-7 represents a five-mile bicycle radius “as the crow flies” rather than using a street network analysis. The figure is an approximation of potential high bicycle attraction areas and is not intended to provide a detailed “street network” sensitive analysis. Please also see Response to Comment 54-4.
54-11	TIS: Pages 112 and 113 – Transit: see [PEIR] comment [54-3] above.	See Response to Comment 54-3 above.
54-12	Consider using a street network buffer rather than the “as the crow flies” buffer for Figure IV-2.	Comment noted.
54-13	Consider including Average Daily Pedestrian Counts into the TIS and PEIR.	Existing average daily pedestrian counts have been added to the PEIR Section 4.14.1.4c.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
54-14	Consider including Average Daily Cyclists Counts into the TIS and PEIR.	Existing average daily bicyclist counts have been added to the PEIR Section 4.14.1.4b.
54-15	Suggests including the Rapid Bus service (Route 473 with 10-minute headways) planned for the Del Mar corridor by 2030 connecting from Oceanside to the UTC area.	The Plan has been modified to include reference to future Rapid Bus service.
54-16	Consider the 2050 RTP LOSSAN corridor improvements for the COASTER.	The Plan has been modified to include reference to future LOSSAN corridor improvements.
54-17	"The 2050 RTP includes a tunnel for the LOSSAN corridor in Del Mar. In the event development of an underground parking structure is constructed, this structure should not preclude a future rail tunnel."	Comment noted.
54-18	Supports the City's recommendation to develop a comprehensive Parking Management Plan addressing both public and private parking that will reinforce pedestrian-orientation.	Comment noted.
54-19	Consider including a demand-based approach to parking pricing, ensuring the City's goal of 10 percent parking vacancy rate for premium on-street parking spaces and improving access to businesses.	Comment noted. This approach will be considered in the development of the Parking Management Plan.
54-20	Supports the concept of shared parking among land uses with different peak periods and suggests that the City consider allowing shared onsite parking to satisfy the parking requirements for each use.	Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
54-21	Suggests establishing a regulatory framework for including Transportation Demand Management in the development review process for the Plan area. Encourages establishment of peak hour non-single occupancy vehicle mode share goals with a Trip Reduction Ordinance and/or development standards.	Comment noted. This suggestion will be considered in the development of the Parking Management Plan.
54-22	Supports City's inclusion of bicycle infrastructure and amenities in the Plan and encourages the use of bike corrals or a bike station in addition to, or in lieu of, bike racks.	Comment noted.
54-23	Supports programs such as bike sharing to increase mobility, reduce vehicular traffic, and assist the City with meet their sustainability goals.	Comment noted.
54-24	Suggests that if bike racks are used that they complement the existing street furniture and be chosen in terms of the functionality of the rack.	Comment noted. Bicycle racks in the public right of way are complementing the existing street furniture.
54-25	Suggests evaluating the potential for using the best possible bicycle facilities (on road) such as green bicycle lanes, bike boxes, and bike detection loop pavement markings. Cites SANDAG's Riding to 2050 San Diego Regional Bike Plan's Bicycle Design Guidelines.	Comment noted. This suggestion will be considered in the development of the detailed improvement plans. A bike detection loop in the pavement has been installed along Camino del Mar.
54-26	Concluding remarks – encouraging the City to evaluate the plan based on various SANDAG publications.	Comment noted. SANDAG publications were utilized during the drafting of the Plan.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 55 - Louise Keeling	
55-1	Concerned that the Plan does not acknowledge statements included in a background document authored during the creation of the Del Mar Community Plan that is titled "Commercial Land Use and Character". This document proposed to preserve views by limiting construction on some or all of the remaining building sites downtown, limiting density to be in harmony with the preservation of ocean views and the atmosphere of open space, and limiting new construction on the west side of Camino del Mar to one story about street level.	The Plan is consistent with and guided by the goals, objectives and descriptions in the adopted Del Mar Community Plan that was presented to and approved by the residents of Del Mar in March 1976 and amended in 1985. The document titled “Commercial Land Use and Character” is not included in the adopted Community Plan.
55-2	Encourage small apartments on existing second stories, or at least limiting those to the east side. Encourage lower-income people into community rather than expensive condos.	Housing is proposed in the Plan and is limited to a maximum size of 1,500 square feet per unit. Low-income housing is required to be provided with the fourth unit at a rate of 25 percent of the housing.
55-3	Suggests owners of the "more charming one-story structures, and those who have the low-slung tiled roof two-story buildings (now lower than 26') enter in to an Historical Building zone.	Strategies for preserving these important structures are addressed in the Plan in Chapter III Protection of Community Resources, Section 3.2.2 Historical Resources and Architectural Character. This section of the Plan proposes measures, in addition to the Historic Preservation Overlay Zone (HPOZ), to encourage the protection, restoration and adaptive reuse of additional buildings with strong architectural character.
55-4	Suggests constructing several smaller parking lots throughout town rather than one large lot at 11th Street.	Comment noted. The Plan encourages below-structure or tuck-under parking throughout town, rather than surface parking. Surface parking, especially adjacent to Camino del Mar, is highly discouraged.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 56 - Madison Marquette	
56-1	Requests that any of the improvements or restructure of ordinances that provide businesses favorable allowances compared to the current Del Mar Plaza Specific Plan (DMPSP) are adopted for the DMPSP.	The Plan will only affect Del Mar Plaza in two respects. The first aspect is that Del Mar Plaza would be able to use the provisions of the Village Specific Plan regarding amendments as described in Chapter XII, Section 12.2 Process for Amendments to the Village Specific Plan. The second aspect will not affect the manner in which the Del Mar Plaza is regulated, however it will remove a portion of the original DMPSP located south of 15th Street from the DMPSP area and put it into the Village Specific Plan. Thus, this parcel south of 15th Street would be regulated by the Village Specific Plan rather than the DMPSP.
56-2	“It is vital that Del Mar Plaza is provided with leniency in the restrictions it is currently encumbered to combat the decrease in customers it has encountered over the last several years.”	The Plan does not alter any current restrictions on Del Mar Plaza. Any modification to the Del Mar Plaza Specific Plan would need to follow the amendment procedures outlined in Chapter XII of the Plan should the Plan be adopted.
	Letter 57 - Carl Reinholz	
57-1	"The Village Specific Plan as presented is not a Specific Plan but rather a Study or a Proposal with few specifics now available to be analyzed or evaluated."	The Plan is established under authority granted to the City of Del Mar by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans). Specific Plans are further explained in the Plan’s Chapter I Introduction, Section 1.9 Authority.
57-2	Requests real parking layouts on Camino del Mar.	The detail needed to determine the precise parking layout on Camino del Mar will be determined when the project is identified as a Capital Improvement Project and the improvement plans are completed.
57-3	Requests "timing and commitment on the proposed 200 parking on the City Hall Site".	The first parking to be developed will be the creation of the new 50 to 60 spaces of diagonal parking along Camino del Mar. Parking at the City Hall site will be developed as soon as practical. The schedule for the design of a parking structure on the City Hall Site has been accelerated by the direction of the City Council to the short-term timeframe.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
57-4	Requests a study on the "impact and access on the Ally on the West side from the proposed five blocks of continuous parking under two story buildings."	The TIS addresses traffic destined for parking locations on the west side. This traffic uses 9th Street to 15 Street to access parking behind buildings. The amount of traffic along the alley is below the threshold necessary to cause a potential impact. The largest block segment would accommodate approximately 80 parking spaces, perhaps only half of which would be new parking spaces. Even if all the parking spaces turned over in the hour only 40 additional trips would be added to the alley (20 in each direction). The threshold for triggering the need for analyzing an intersection is 50 vehicles in one direction in the peak hour. Therefore, the alleys do not experience enough of an increase in traffic to cause a potential impact.
57-5	Requests the "Construction Mitigation and Timing for the Camino del Mar Street Improvements".	Construction will be phased to minimize disruption to traffic and businesses. The exact construction schedule for the streetscape will be developed as part of the Capital Improvement Project and its design process. The draft Plan has been revised to include a potential timeline in its Implementation Chapter X, Table X-1. Also see Response to Comment 32-7.
57-6	Requests details on proposed parking restrictions adjacent to Camino del Mar.	No changes to existing parking restrictions are proposed as part of the Plan. Parking restrictions adjacent to Camino del Mar will be addressed in the Parking Management Plan that will be completed after the approval of the Plan.
57-7	Concerned with "conflicts of parking space size and required back up lanes differ with current City Standards."	Current City parking standards that regulate parking space size and back up lane requirements are in the DMMC and will not be affected by the Plan.
57-8	"With the City acting as Developer over Private Property in the 'Private Realm' there are no checks and balances on the Developer by the City since the City assumes both roles."	The City regulates the uses and development standards of private property within its land use jurisdiction. Private property owners determine if and when they want to develop or redevelop their properties. The City is not acting as developer on any private property.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
57-9	The Village Specific Plan is "only a 'study' to be interpreted and implemented only by the City, with no oversight and for the next 50 years."	The Village Specific Plan is a document that is intended to provide an additional regulatory tool to implement the goals and objectives of the Del Mar Community Plan. The Plan's Chapter X has been modified to include threshold reviews at regular intervals during the next 30 years.
	Letter 58 - Tina and Jim Benedict	
58-1	Supports the proposed Plan except the proposed 1.0 FAR. Property owners and developers will require a minimum FAR 1.5.	Comment noted. Property owners will be able to develop up to a maximum of 1.5 FAR by providing Exceptional Public Benefits as described in the Plan in Chapter VI, Section 6.4.5.1.2. Increase in Maximum Floor Area Ratio with Provision of Exceptional Public Benefit(s).
	Letter 59 - Don Ellis	
59-1	EIR raises issues of negative impact and dismisses them as insignificant. Feels EIR is biased.	The PEIR analysis was completed in compliance with the CEQA Statutes and Guidelines.
59-2	Contrary to the PEIR, increased building size will result in "diminished aesthetics, diminished air quality, increased greenhouse gases and increased noise, increased traffic and increased solid waste.	This comment expresses an opinion that disagrees with the analysis and conclusions of the PEIR. However, no specificity is included regarding the adequacy of the environmental analysis or significance determinations in the PEIR. Based on established methodology and assessment criteria, the Plan's potential impacts to aesthetics, air quality, greenhouse gas emissions, noise, traffic, and waste generation, from a programmatic perspective, were evaluated thoroughly and determined to be less than significant. As described in the PEIR, all potential Plan-level impacts would be avoided or reduced to less than significance (per the CEQA Guidelines) through either existing mandatory local and state regulations or new standards incorporated into the Plan. In either case, the relevant regulations and/or standards are identified in each issue section of the PEIR.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
59-3	"Traffic flow cannot possibly be adequate as proposed but even if it were and the expected increase of overflow traffic to neighborhood streets did not occur - it is implausible that pedestrian crossing of Camino del Mar will be safe and unlikely that it will not severely disrupt traffic flow."	As evaluated in the TIS and summarized in PEIR Section 4.14, the Plan would result in less than significant impacts related to traffic capacity, congestion, pedestrian safety, and diversion of traffic to neighborhood streets. Please also refer to Responses to Comments: 4-3, 13-4, 32-5 and 60-1 pertaining to roadway capacity and level of service; 16-5, 18-2, and 22-8 pertaining to pedestrian crossings; and 16-7 pertaining to potential traffic diversion. Note that the Plan contains implementing strategies, described in PEIR Section 4.14.4.2, that would ensure adequate pedestrian safety and emergency
59-4	Strongly opposes "mixed-use with residential units in the Commercial Zone" as Del Mar residents have been disturbed by patrons of commercial businesses, particularly late at night, in the past.	Please refer to Responses to Comments 50-5 and 52b-2 which address similar concerns. To create more certainty that noise impacts from outdoor dining will be minimized, the Plan has been revised to include a new Development Standard that limits the location of outdoor dining areas so that they are separated from residentially zoned property by an enclosed and sound-attenuated portion of a building on the property and that any outdoor dining on the second level is required to have a Conditional Use Permit.
	Letter 60 - Ed and Rolande Fyfe	
60-1	"The City's traffic study indicates that maintaining four lanes and replacing 4-way stops with traffic signals will move traffic through the village at the same rate as two lanes and turnabouts, and both options will move traffic faster than current conditions. Maintaining Camino del Mar's four lanes is clearly the more reliable option for the City."	A two-lane with roundabouts reconfiguration of Camino del Mar would provide a capacity of 25,000 ADT. A four-lane with traffic signals configuration of Camino del Mar would provide a capacity of 30,000 ADT, which is more capacity than the proposed Plan for the two lanes with roundabouts configuration. However, the proposed configuration provides other benefits that are not realized under a four lanes with signals configuration. These benefits include an improved sidewalk that provides adequate mobility for handicapped citizens that is ADA compliant, wider sidewalks, reduced crossing widths, slower speeds and the potential for less traffic by not providing additional capacity that may induce more cut-through traffic.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
60-2	"This is a poor, short-sited plan to gain only 50 plus parking spaces for downtown. This does not begin to address out true capacity needs now and into the future."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The addition of approximately 50 public parking spaces on Camino del Mar is one of many strategies proposed in the Plan to address existing and future parking needs. Additional strategies, including a public parking structure, “Park Once” and creation of a Parking Management Plan, are described in the Plan in Chapter VII, Parking.
60-3	"The City's traffic planning and management must facilitate working Del Mar residents who commute, visitors to Del Mar who generate sales tax revenue that is vital, and service vehicles. It is impossible to accommodate these vehicles and not accommodate the vehicles of commuters just passing through."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The proposed improvements to Camino del Mar will provide increased traffic capacity for all users, including working Del Mar residents.
60-4	Strongly supports the construction of one or more underground parking structures with retail above ground. The vacant lot where the gas station used to be is an excellent location for and underground structure with retail above ground.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan encourages underground parking with mixed use above. The site identified in the comment is currently entitled for an underground parking structure with uses, including office and retail, above.
60-5	Strongly opposes Park Once. Supports a simple parking policy such as After 6 Parking that opens all office/commercial parking in the Village to the public after business" hours.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Park Once strategy is intended to make a portion of the private parking in the Plan area available to the public by providing incentives to property owners that agree to allow public parking. The City does not have the authority to require property owners to allow public parking on their property as is suggested by the commenter as “After 6pm Parking”.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
60-6	Strongly supports a simple on-street parking permit for residents only.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. It is beyond the scope of the Plan to address parking permits in residential areas. However, the commenters' suggestion will be considered if the City elects to prepare a citywide Parking Management Plan as discussed in the Plan's Parking Chapter VII.
60-7	Support trees and planters on Camino del Mar. Trees create "consistent line, height and depth down each side of Camino del Mar" and planters create "visual appeal" and have the "ability to capture storm water". Camino del Mar does not need to be reduced to two lanes to accommodate new planting areas for trees and storm water treatment.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. A regular program of street trees and planter areas for storm water management are proposed in the conceptual plan for Camino del Mar. The reduction in travel lanes provides additional opportunities for creating additional space for new planting areas and storm water treatment, as well as several other uses such as angled parking, wider sidewalks, safer pedestrian crossings and an enhanced pedestrian environment.
60-8	Opposes two story development on the west side of Camino del Mar. Renderings do not show the setbacks on corner lots or show that the setbacks need to be larger.	The renderings in the Plan are intended to help the reader to visualize the descriptions included in the text. The setbacks and stepbacks included in the Plan text regulate, not the renderings. The commenter's preference for larger setbacks is noted.
60-9	Concerned about the City's ability to control architecture and design, based on home designs approved over the last 10 years.	The current Design Review Ordinance and process will be retained. However, the City Council has directed that the Ordinance be revised to more appropriately address the design of commercial buildings.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
60-10	Suggests the City focus more on economic development strategies and collaboration with the owners of commercial properties to attract "desirable" stores and retain them.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Subsequent to the development of the public improvements, the City will take advantage of the tax gap analysis prepared by its sales tax consultant to determine the types of business most likely to be synergistic with other businesses, and to be beneficial to Del Mar residents. A tax gap analysis creates a profile of taxable sales receipts and compares it to typical spending patterns. A lack of taxable receipts in a typical area of spending indicates a business opportunity.
	Letter 61 - Michael and Lisa Uhrhammer	
61-1	"The City's traffic study indicates that maintaining four lanes and replacing 4-way stops with traffic signals will move traffic through the village at the same rate as two lanes and turnabouts, and both options will move traffic faster than current conditions. Maintaining Camino del Mar's four lanes is clearly the more reliable option for the City."	Refer to Response to Comment 60-1.
61-2	"This is a poor, short-sited plan to gain only 50 plus parking spaces for downtown. This does not begin to address out true capacity needs now and into the future."	Refer to Response to Comment 60-2.
61-3	"The City's traffic planning and management must facilitate working Del Mar residents who commute, visitors to Del Mar who generate sales tax revenue that is vital, and service vehicles. It is impossible to accommodate these vehicles and not accommodate the vehicles of commuters just passing through."	Refer to Response to Comment 60-3.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
61-4	Strongly supports the construction of one or more underground parking structures with retail above ground. The vacant lot where the gas station used to be is an excellent location for and underground structure with retail above ground.	Refer to Response to Comment 60-4.
61-5	Strongly opposes "Park Once". Supports "a simple parking policy such as 'After 6 Parking' that opens all office/commercial parking in the Village to the public after business" hours.	Refer to Response to Comment 60-5.
61-6	Strongly supports a simple on-street parking permit for residents only.	Refer to Response to Comment 60-6.
61-7	Support trees and planters on Camino del Mar. Trees create "consistent line, height and depth down each side of CDM" and planters create "visual appeal" and have the "ability to capture storm water".	Refer to Response to Comment 60-7.
61-8	Opposes two story development on the west side of Camino del Mar. Renderings do not show the setbacks on corner lots or show that the setbacks need to be larger.	Refer to Response to Comment 60-8.
61-9	Concerned about the City's ability to control architecture and design, based on home designs approved over the last 10 years.	Refer to Response to Comment 60-9.
61-10	Suggests the City focus more on economic development strategies and collaboration with the owners of commercial properties to attract "desirable" stores and retain them.	Refer to Response to Comment 60-10.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 62 - Ann Dempsey	
62-1	Opposes raising 14' height limit to 30' on west side of Camino del Mar because there "seems to be no overwhelming benefit to the town to justify changing the Del Mar General Plan.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. As indicated in the PEIR Section 4.1.4.1, the Plan would have a less than significant view blockage impact. The Del Mar Community Plan does not indicate a 14-foot height limit on the west side of Camino del Mar. The draft Plan has been revised to reduce the allowed building heights on the west side of Camino del Mar from 30 feet to 26 feet. See response to Comment 45a-3.
62-2	Supports proposed roundabouts, but suggests firm plans in place for structures to control traffic on residential streets if the roundabouts and one lane each way traffic plan should cause traffic to short cut through the neighborhoods. Suggests "traffic circles in the middle of Crest, Amphitheater and Luneta, a chicane at the northwest corner of Van Dyke and Via Alta, and allow parking on the south side of 15th street west of Carolina Rd and east of the rock gutter.	Refer to Response to Comment 16-7.
62-3	Appreciates the work and effort that has gone into the plan.	Comment noted. No further response is necessary.
	Letter 63 - Al Corti	
63-1	Supports efforts of Village revitalization and will continue to do so if the City remains on schedule for a Nov. 2012 vote.	Comment noted. This comment does not address the adequacy of the PEIR.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
63-2	Recognizes the Plan develops a mechanism/incentive to property owners to provide more public areas for art or landscape and sidewalk improvements. Suggests more incentives be provided to benefit the community.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan's incentives for Exceptional Public Benefits (EPB) are addressed in its Chapter VI, Allowed Uses and Development Standards. The regulations for EPBs state that a property owner may petition the City Council to have a project component or amenity not otherwise listed in this Section to be designated as an EPB.
63-3	Supports design guidelines being required in the Plan area because they assure the community that quality designs consistent with their vision will be produced.	Comment noted. This comment does not address the adequacy of the PEIR. City Council has directed that the Design Review Ordinance be revised to more appropriately address the design of commercial buildings.
63-4	Plan identifies view corridor protections. Suggests the Plan go a "step further to assure the community that they cannot be compromised in the implementation of orderly development".	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The draft Plan has been revised to increase incentives for property owners that provide view corridors that create or preserve street-level ocean views.
63-5	Suggests refining the roundabout design and initiating the funding mechanism to get the project done as soon as possible.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The design of the roundabouts will be refined subsequent to the vote on the Plan. City Council has indicated this is a priority and is identified for short-term implementation after approval of the Plan.
63-6	"Seems like a no brainer that if a road design can be implemented which will increase capacity by more than 65% to 26,000 cars while providing safer intersections, more area for sidewalks, more area for public amenities, wide and safer bike lanes, more public parking which will be safer and convenient that what we have today, that it should be embraced and implemented as soon as possible."	Comment noted. This comment does not address the adequacy of the PEIR.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
63-7	Suggests providing the community with more proof that the roundabout configuration works for Camino del Mar.	Roundabouts have been shown to be very successful in other parts of the country and state under very similar circumstances, including a recently completed project on La Jolla Boulevard in the Bird Rock community of La Jolla. Additional examples of roundabouts in urban settings with similar conditions have been provided as part of the June 4, 2012 City Council packet.
63-8	Recommends that traffic engineers study how to discourage and prevent traffic into our residential neighborhoods along Camino del Mar, using more safeguards to help existing problems.	Refer to Response to Comment 16-7. Thresholds and mitigations have been added to the Plan.
63-9	Supports mixed-use residential in the Plan area because they "provide opportunity for many of the workers in our City to live and work, for our children to remain in Del Mar when they enter the workforce and leave home, and the addition of this use to the Village will help fulfill a state mandated requirement that more residential product of this type be planned for in Del Mar."	Comment noted. This comment does not address the adequacy of the PEIR.
63-10	"The mixture of uses will add vibrancy and activity to our downtown which will only help it to succeed, flourish and make it a safer environment."	Comment noted. This comment does not address the adequacy of the PEIR.
63-11	"Plan does not provide sufficient incentive for the addition of the residential component." Encourages further incentives for all added housing, not just affordable housing.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. A range of incentives for housing have been added to the Plan as exceptional public benefits.
63-12	Suggests "if a property owner does develop residential that for every unit they get approved, they pay a fee into the City's affordable housing fund, which will help the City fulfill its lawful requirements.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. An increase in floor area or an increase in FAR is proposed to incentivize the construction of affordable housing units.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
63-13	Mixed-use housing should be carefully regulated. "The Design Review Ordinance should be strengthened to ensure that the property owners in the immediate vicinity of the residential component be protected from the potential negative impacts."	Comment noted. This comment does not address the adequacy of the PEIR. The Plan includes measures to ensure no significant negative impacts would occur to residences from the proposed project.
63-14	"The current FAR of .45 is ridiculously low by any commercial standards…Most quaint little village communities…are all between 1 and 1.5 FAR. If we want commercial development to occur, then we need to make a change to raise the FAR.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan proposes to increase the FAR from .45 FAR to 1.0 FAR. An increase in FAR to 1.5 FAR is only allowed with the provisions of Exceptional Public Benefits, subject to City Council approval.
63-15	"The property owners who are currently at an FAR of .45 are disadvantaged in that they cannot get approval to build what the others have and as a result nothing new gets built nor is there any financial incentive for the property owners to improve their properties."	This comment does not address the adequacy of the PEIR. Pursuant to CEQA Guidelines Sections 15064(e) and 15131, the PEIR need not address economic or social changes. Nonetheless, staff has provided a response as a courtesy to the commenter. Comment noted. Increasing the FAR from .45 to 1.0 FAR will create more opportunities for property owners to make improvements.
63-16	The community wants "better architecturally designed buildings, more affordable residential opportunities, contiguous sidewalks, safe streets, less traffic in our residential area, more public parking, more public amenities and areas for public use."	Comment noted. This comment does not address the adequacy of the PEIR.
63-17	"Welcomed public and private property improvements which invoke much community pride is another public benefit which is hard to measure but the related increases of sales tax revenues, property tax, TOT, parking revenues amounting to almost $1,000,000 annually is measurable and significant."	Comment noted. This comment does not address the adequacy of the PEIR.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
63-18	"Community Plan does not limit heights to the west side of Camino del Mar to 14'. It says that buildings in the village area should 'limit the height of structures to preserve view corridors while encouraging low mass intensity structures'." The Plan strengthens the language that view corridors must be protected.	Comment noted. This comment does not address the adequacy of the PEIR.
63-19	Recommends revising Design Review Ordinance to strengthen it and assure residential neighbors of the Village that new development will not have a detrimental impact on them.	See response to Comment 63-2.
63-20	View protection rights should not be extended to commercial properties on Camino del Mar and the second level residential units in the commercial area should not have the same view protection rights as residential areas to the west or east.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan does not propose view protection rights for properties in the Plan area.
63-21	Supports more public parking that is "well designed and located in the south side of town to spur development". Supports City Hall site for parking and civic plaza.	Comment and support noted. This comment does not address the adequacy of the PEIR.
63-22	Supports redevelopment of the City Hall site in order to be the "catalyst to get other development to proceed in the immediate area".	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The complexity of the City Hall site and the widespread interest in how the site gets develop dictate that a master plan be prepared. This is on the Council's Priorities for Fiscal Year 2013-2014.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
63-23	Supports the Plan's parking ratios and encourages even lower requirements, "one which is compatible with the Smart Growth guidelines". Opposes greater than "3 per thousand square feet".	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The Plan proposes a lower parking ratio for property owners that will allow the public to use the parking spaces on their property. These parking ratios are slightly higher than the Smart Growth Guidelines and instead represent the mix of uses anticipated in the Plan area, as well as the Plan area's nearby residential and beach access.
63-24	Opposes paid parking, rather encourages minimized parking costs and implementation of best practices in parking management.	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. No parking fees or meters are proposed as part of the Plan. The determination if paid parking will be necessary to manage the parking resources in the Plan area will be determined in the Parking Management Plan that is created after the Plan is approved.
63-25	"Nothing has been developed since it (Measure B) was initiated. The Plan provides the Community with all the protections we sought from Measure B and will encourage development."	Comment noted. This comment does not address the adequacy of the PEIR.
63-26	Conclusion - Thanks for the information and looks forward to the completion of the final draft of the specific plan.	Comment noted.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 64 - Dwight Worden	
64-1	"Where things are measured based on lot size, like FAR, what is counted as the 'lot'? Don't some of these lots go to the center of the alley, or perhaps to the center of the side streets or even Camino del Mar? What if a lot is burdened by an easement in factor of an adjoining lot--which lots gets 'credit' for that area in computing lot area for FAR and other purposes? What if a road or alley easement in on the lot? If a lot has an authorized encroachment onto adjoining property, public or private, does it get 'credit' for that area in computing FAR? If it has an authorized sidewalk cafe is that area counted?"	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. FAR is calculated from net lot area, which is defined in the DMMC. Those provisions for calculating FAR are maintained in the Plan, including the provision that calculates the net lot area. Net lot area excludes access easements serving four or more properties. FAR is only allowed to be counted based on the lot itself and does not allow additional credit for encroachments. Sidewalk cafes are located within the public right-of-way and are not included in net lot area.
64-2	"Where certain encroachments are permitted into Camino del Mar without an encroachment permit, how about adding a condition that they require review if they are proposed to be permanently affixed and clarifying that they remain subject to a removal order from the City. I don't think the City can, or should, grant a non-revocable right to encroach on public property..."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The draft Plan has been revised to allow minor building encroachments subject to the City's Encroachment Permit process that includes covenants for removal.
64-3	"Where the Village Specific Plan addresses uses it talks about requirements for cultural uses, personal service uses, and retail uses and in each case there is a reference to a requirement of 51%, but it does not state 51% of what?"	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The draft Plan has been modified to clarify the definition of uses to better describe which use parameter is described by the 51 percent.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
	Letter 65 - Walk San Diego, Kathleen Ferrier, Policy Manager	
65-1	The Village Specific Plan "will serve and an excellent example for other cities, particularly on its emphasis of walking, biking, traffic calming and parking modifications within an infill environment to promote higher quality of life and economic development."	Comment noted. This comment does not address the adequacy of the PEIR.
65-2	Supports the City monitoring bicyclists and pedestrians on Camino del Mar.	Comment noted. This comment does not address the adequacy of the PEIR.
65-3	Encourages the inclusion of language about the "improvement of health that will result with this project. Whereas doctors recommend 30 minutes of moderate physical activity daily."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Health benefits of the Plan are noted in the Plan's Chapter III in the discussion of community benefits.
65-4	"In the discussion of transit (page IV-23), please include a policy to ensure signage does not block sidewalk or bus stop access. Ensure the waiting area around bus stops is adequate for wheelchairs."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Bus stop design will be included in the detailed improvement plans completed after approval of the Plan. Conditions for access by persons with disabilities are included.
	Letter 66 - Dwight Worden	
66-1	What is the square footage of the development cap in the Village Specific Plan?	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The development cap in the original draft Plan is 600,000 square feet. This includes the existing approximately 280,000 square feet of floor area. The draft Plan has been revised to include requirements to formally review Plan development intensity at several points. These threshold levels are 400,000 square feet of total floor area or 10 years, whichever comes first; 500,000 square feet or 20 years; and 600,000 square feet or 30 years.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
66-2	What is the role of an overall cap on square footage that can be added in the Plan area?	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The overall cap is considered by CEQA to be the worst case analysis.
66-3	If the FAR limits are lowered, would there be a lower overall cap?	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The overall cap on building square footage for the entire Plan area is independent from the FAR that could be built on each individual parcel.
66-4	What practical effect does the overall cap have on what the Plan area will look like?	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The overall cap would affect the number of trips generated by the uses in the Plan area, the number of parking spaces built in the Plan area, and other non-parcel specific characteristics of the Plan area. When the overall cap is reached, further development or increases in intensity of development would be prohibited without a modification to the Plan. The overall cap would not have an effect on the building character or development potential of each individual parcel until the cap is reached.
66-5	"If there's a cap in place, and if the Plan allows higher buildings on the West side of Camino del Mar, would the properties that are precluded by the cap from having a, higher FAR, still have the right to build higher, to create larger interior spaces, and therefore create the 'canyon' effect we want to avoid?"	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The cap is expressed in terms of floor area in the same way that floor area is measured now; not building volume or mass. The Design Review Ordinance is more appropriate for regulating those interior spaces that may create unacceptable building volumes and masses that might create a canyon or tunnel effect.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
66-6	"If the cap has been reached, what rights does a property owner have to develop their property? Are they precluded from any additional square footage? Is it legally enforceable to preclude a property owner from building up to the default FAR, because other property owners used up the incremental additional square footage provided by the cap? If a property is non-conforming because it already exceeds the new FAR, what FAR would it be allowed if the property had to be rebuilt?"	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. Once the overall cap is reached, the property owner would be precluded from building any additional floor area unless the Plan was amended to allow additional floor area. Except for multi-family housing, the current Municipal Code does not allow a nonconforming structure to be rebuilt, even if it is destroyed by fire or other disaster. Multifamily housing may be rebuilt as long as the nonconformity is not increased.
66-7	"Summarize how the cap relates to the theoretical square footage allowed by the default FAR."	Comment noted. This comment does not address the adequacy of the PEIR. Nonetheless, staff has provided a response as a courtesy to the commenter. The overall 600,000 square foot floor area cap proposed in the Plan is approximately the same as the total floor area of all properties developed to 1.0 FAR.
	Letter 67 - Ann Ray	
67-1	Opposes the one lane with roundabouts configuration. Concerned with how "15th street corner can work with all the traffic demands of pedestrians, beach goers, post office parking, and bikes."	The TIS illustrates that 15th Street at Camino Del Mar will operate at worst case level of service (LOS) D in the year 2030 weekday PM peak hour and better in the AM peak hour. LOS D is an acceptable level of service.
67-2	Concerned increasing FAR and height will bring more congestion.	The commenter's concern that increased FAR and building height will bring more congestion is noted. The maximum development capacity of this Plan has been analyzed in the TIS.
	Letter 68 - Donald Mosier	
68-1	on page IV-19, "the text about bicycle traffic volume appears to conflict with the graphic."	The text now agrees with the graphic.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
68-2	Concerned with narrow sidewalk on 15th Street in front of Del Mar Pizza. Suggests removing the planter to gain a foot wider sidewalk.	The planter in front of the Del Mar Pizza Sidewalk Café on 15th Street was created to accommodate the elevation change between the top of the curb and the edge of the sidewalk that could not be sloped any more steeply. The top of the curb is at the maximum elevation allowed and the sidewalk is sloped to the maximum degree allowed by ADA standards. The Plan has added a strategy to address widening the 15th Street sidewalks as part of the Camino del Mar Capital Improvement Project.
	Letter 69 - Brad Shoan	
69-1	Concerned increased height on west side of CDM would substantially affect ocean views from his commercial property. Encourages maintaining the lower, 14' height on the west side, particularly in the 900 block.	Comment noted. Commercial property views are not protected by the City's Design Review Ordinance and impacts to unprotected commercial property views are considered less than significant.
	Letter 70 - Caltrans, Jacob Armstrong, Branch Chief	
70-1	"The project trip generation is unclear related to SANDAG's trip reduction rates, and the Mixed Use Trip Generation (MXD) Model. The MXD Model should not be used in the event SANDAG's mixed use reductions are used as this would be double counting trip reductions."	The MXD model was not used in conjunction with SANDAG Trip Reduction rates (there was no double counting of trip reductions) to complete the traffic analysis for the Plan. Rather, the SANDAG Trip Reduction method was performed and compared to the resulting MXD model output. The two processes resulted in very similar trip generation.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
70-2	The LOS at the I-5 ramps at Del Mar Heights Road, and Via de la Valle are different when compared to other studies.	The existing conditions for the Plan TIS was developed based on 2011 traffic counts and information provided by the Caltrans Performance Measurement System (see Appendix F). The 2006 I-5 North Coast HOV existing conditions data was based on 2004/2005 counts and data provided by agencies, local jurisdictions or their consultants. Considering there is approximately six to seven years of volume changes that have occurred between the preparation of the I-5 North Coast HOV/Managed Lanes project and the Plan TIS, including a recession that reduced volumes significantly in the region, it is expected that the report volumes and LOS would differ. The One Paseo project existing condition counts are from 2007 (Via de la Valle) and 2009 (all other roadways). The discrepancy between the Plan TIS and the One Paseo Traffic Impact Analysis at I-5 southbound at Del Mar Heights Road appears to be from the One Paseo Traffic Impact Analysis incorrectly assigning signal phases 2 and 6 for both the westbound and eastbound movements, rather than phase 2 for one and 6 for the other. The analysis for Paseo One at I-5 northbound at Del Mar Heights Road uses a loss time that is greater than the default loss times identified for yellow and all red. This has resulted in a worse level of service in their analysis. Based on this review, we believe our analysis is correctly indicating the level of service at these locations.
70-3	"According to Appendix C Traffic Count Data, the existing Peak Hour Volumes appear low compared to Caltrans volumes in January 2008 at two locations."	The traffic counts used for the TIS reflect the most current existing conditions in the area. Additionally, they were reviewed for volume balancing and verified to be consistent.
70-4	"The Synchro Highway Capacity Manual (HCM) Report for Del Mar Heights Rd. and I-5 NB Exit (off) ramps were mislabeled on 'On-Ramp'."	The Synchro Reports for Del Mar Heights Road and I-5 northbound off ramp have been be relabeled accordingly.

Responses to Comments		
Comment Number	**Comment Summary**	**Response**
70-5	"For Traffic Impact Analysis, all state-owned signalized intersection affected by this project shall be analyzed used the Intersecting Lane Vehicles (ILV) procedure per Highway Design Manual (HDM)."	Intersecting Lane Vehicle (ILV) is a Caltrans-only method of determining the intersection operating conditions. These calculations have not been provided. Instead, the nationally accepted Highway Capacity Manual (HCM) method for determining intersection conditions was used to complete the TIS analysis. The HCM method is consistent with the *SANTEC/ ITE Guidelines for Traffic Impact Studies in the San Diego Region* (2000) and is the basis for determining impacts, even for Caltrans-lead studies.
70-6	Supports Plan goals of improving environment for pedestrians, bicyclists, and transit users. Encourages strengthening goals by increasing sidewalk width, increasing bicycle parking, and widening bike lanes on Camino del Mar to 6 feet.	Comment noted. The Plan increases sidewalks from 5 feet to 10 feet, increases bicycle parking both in the public right of way and on private properties and widens the Camino del Mar bike lane to 6 feet.
70-7	"The roundabout alternative seems to offer the greatest advantages, as it would provide for calmed vehicle flow while reducing pedestrian crossing distances and increasing on-street parking."	The configuration of Camino del Mar that includes roundabouts with two lanes of traffic is the one that is proposed in the final draft Plan.
70-8	"The roundabout alternative should consider the FHWA roundabout technical guidance (FHWA-SA-10-006), placing bicycle ramps near the entrances of the roundabouts, and an area that is easily navigable by bicycles."	The two-lane with roundabouts configuration for Camino del Mar will be considered by City Council during the preparation of the detailed improvement plans.
70-9	"To improve lines-of-sights for vehicles exiting parking spaces, back-in angle parking along Camino del Mar is recommended."	This recommendation will be considered by City Council during the preparation of the detailed improvement plans.
	Additional letters received after the May 4, 2012 deadline are not addressed as responses to comments in the Final EIR, but are on file at the City of Del Mar.	

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

May 4, 2012

RECEIVED
MAY 7 2012
City of Del Mar
Planning Department

Kathleen Garcia
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Subject: Village Specific Plan
SCH#: 2011121069

Dear Kathleen Garcia:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 3, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2011121069
Project Title Village Specific Plan
Lead Agency Del Mar, City of

Type EIR Draft EIR

Description Note: Reference SCH# 1988011314.

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.

Lead Agency Contact

Name Kathleen Garcia
Agency City of Del Mar
Phone (858) 755-9313 **Fax** 858 755-2794
email planning@delmar.ca.us
Address 1050 Camino Del Mar
City Del Mar **State** CA **Zip** 92014

Project Location

County San Diego
City Del Mar
Region
Lat / Long 32° 57' 23" N / 117° 15' 50" W
Cross Streets 9th Street, No. of 15th Street along Camino del Mar
Parcel No. Mutliple
Township 14S **Range** 4W **Section** 14 **Base**

Proximity to:

Highways I-5
Airports
Railways NCTD Railline
Waterways Pacific Ocean, San Dieguito River
Schools Multiple 10
Land Use Residential (Multi-family units)
Boutique Hotel
Retail, Restaurant & Personal Services
Office
Civic, Public Park/Plaza

Project Issues Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Other Issues; Toxic/Hazardous; Water Quality; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Cumulative Effects; Aesthetic/Visual; Drainage/Absorption; Coastal Zone; Flood Plain/Flooding; Sewer Capacity; Solid Waste; Water Supply; Growth Inducing

Note: Blanks in data fields result from insufficient information provided by lead agency.

Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; State Lands Commission

Date Received 03/20/2012 ***Start of Review*** 03/20/2012 ***End of Review*** 05/03/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

Subject: FW: Questions re Village Specific Plan

From: RALPH PECK
Sent: Thursday, March 29, 2012 1:03 PM
To: Kathleen A. Garcia
Cc: Scott Huth
Subject: Questions re Village Specific Plan

Kathy - After perusing the proposed VSP, I am starting out with the following 2 questions -

1-1

1. Doesn't Gov. Code 65852. , All such regulations shall be uniform for each class or kind of building or use of land throughout each zone, but the regulation in one type of zone may differ from those in other types of zones, apply to the specific plan? If not, what is the legal authority for not applying? It seems to be a straight-forward requirement by the state for zoning regulations.

2. Aside from the State authorizing the use of incentives for affordable housing and child care centers, what is the authority for the use of incentives for any other purpose?

Thank you

Ralph Peck

PAGE 1

Subject: FW: Del Mar Remodel...

-----Original Message-----
From: ITI Corp.
Sent: Friday, March 30, 2012 6:45 PM
To: Conversations
Subject: Del Mar Remodel...

Just a quick note:

The before and after view of your proposed "revitalization" shows an area where the parking places have been replaced with a walk way and vegetation. 2-1
Ok, I may not be involved with this remodel, in fact, this is the first I have heard of it... But the LAST thing Del Mar needs right now is LESS parking spots! I'm sure you have noticed the number of buildings up for Lease in the Del Mar Village have not become fewer in number. Businesses NEED customers!

Sure the walkways need to be uniform in Del Mar, that will clean things up, make it look contiguous...I like that you have allowed Sabica and other restaurants to use a portion of the side walks for tables...This gives more character to the city. 2-2

Just my two cents,

Derek

1

PAGE 1

Subject: FW: Del Mar village

-----Original Message-----
From: Gregory Beckham
Sent: Monday, April 02, 2012 11:16 AM
To: Conversations
Subject: Del Mar village

I'm so sorry that you dislike our village so much, we as citizen of Del Mar all make sacrifices for the common good, that is what has made Del Mar the golden goose that it is. Please look deeper into your soul and see the light. Commercial development must be limited to preserve our sanity. We host over 2 million visitors a year Isn't that enough? That is more than the island of Bali! To guide Del Mar you must come from the heart not the wallet. Our village has never looked or functioned better than it does today. Show some pride and respect for what we have accomplished. And please learn your history, Del Mar is a residential community, the fair grounds and hotels are the foundation of our public revenue. That is the way we were founded as a community. We simply do not have the space to separate homes from the commercial activity that you are desiring. Del Mar is unique and scared place that we are here to preserve not exploit. Thank you for your work, Gregory Beckham

3-1

1

PAGE 1

Subject: FW: PLAN FOR VILLAGE REVITALIZATION

-----Original Message-----
From: Don Coordt
Sent: Monday, April 02, 2012 2:20 PM
To: Conversations; VIRGINIA LAWRENCE
Subject: PLAN FOR VILLAGE REVITALIZATION

TO: DEL MAR CITY COUNCIL:

AFTER READING SOME OF THE INFORMATION ON THIS PROJECT, I HAVE THE FOLLOWING INPUT:

1. NARROWING (PACIFIC COAST HWY) CAMINO DEL MAR TO TWO LANES FOR 6 BLOCKS: SINCE 4-1
CAMINO DEL MAR ACTS AS AN ALTERNATIVE BYE PASS WHEN THERE IS AN ACCIDENT OR SIMILAR BLOCKAGE ON 5, HOW WILL THE INCREASED TRAFFIC BE HANDLED THROUGH DEL MAR?

2. HOW WILL EMERGENCY VEHICLES, EVEN DURING NORMAL TRAFFIC TIMES OR DURING FAIR AND RACE 4-2
SEASON, RESPOND TO A 911 CALL , ETC. USING ONE LANE EACH WAY(6 BLOCKS) ON CAMINO DEL MAR?

3. I HAVE HEARD YOUR TRAFFIC EXPERT INDICATE THAT MORE TRAFFIC IS HANDLED WITH THE INSTALLATION 4-3
ROUNDABOUTS. IS THAT WHY FOUR ROUNDABOUTS ARE SPECIFIED RATHER THEN ONE AT 15TH AND ONE
AT 9 TH ?

4. WHAT HAPPENED TO THE SUGGESTION OF IMPROVING PEDESTRIAN FLOW AT 15TH AND CAMINO DEL MAR 4-4
INTERSECTION WITH PEDESTRIANS CROSSING INTERSECTION DIAGONALLY FROM ALL 4 CORNERS AT ONE TIME?

5. THE SIDEWALKS SEEM ADEQUATE ALREADY FOR THESE SIX BLOCKS REGARDING WIDTH. WHY WAS THE EXPANSION 4-5
OF LANDSCAPE AREAS AND THE EXPANSION OF SEATING AREAS FOR PEDESTRIANS NOT CONSIDERED USING THE DESIGN CONCEPT WELCOMED BY ENCINITAS? SOME PARKING SPACES WOULD BE ELIMINATED THOUGH THE
EXISTING 4 LANES COULD BE RETAINED OR EVEN 3 OF THE 4 LANES RETAINED. MORE $ ARE BEING INVESTED IN
MODIFYING THESE 6 BLOCKS STREET WISE THEN THE $ INVESTED IN THE NEEDED PARKING GARAGE!

7. PUTTING MORE $ INTO ATTRACTIVE PEDESTRIAN STREET LIGHTING, TEXTURE/ COLORED SIDEWALKS, ATTRACTIVE SEATING 4-6
AREAS, QUALITY LANDSCAPED AREAS AND VARYING WIDTH OF SIDEWALKS THAT CAN SERPENTINE OR BE OFFSET TO ACCOMODATE OUT DOOR FOOD SERVICES WILL KEEP VISITORS AND LOCALS COMING BACK TO DEL MAR AS LONG AS THE PARKING GARAGE IS BUILT.

1

05

April 2, 2012

RECEIVED
APR 2 2012
City of Del Mar
Planning Department

Dear City Council Members,

Sometimes "old folks" are accused of being stubborn about change — change of any type. This is to assure you that many residents of Del Mar, even the old ones, think your "Revitilization. Plans" are quite admirable:

We like the idea of 2nd story apartments along Camino Del Mar that (hopefully) will allow people with low/middle incomes to live in our town. 5-1

We like the round-about concept, although three might be excessive. 5-2

We like the wider sidewalks and the pedestrian orientation focus. 5-3

There is one element that concerns us very much. To allow 26' all along the westside of Camino Del Mar, as well as doing away with sideyard set-backs there, will thwart what you are wanting to achieve: "maintaining traditional low-mass village characteristics." 5-4

Long before the General Plan was voted on, the members of various city boards were worried about the "walling-in" of this strip of one and two-story buildings. At the same

PAGE 1 OF 2

time, they wanted a mixture of architecture, and continuation of the ability to see between the buildings to the ocean and/or the sky above the horizon. The "commercial task force" of the General Plan (1974-75) re-iterated these opinions, and we who worked on this Plan are saddened to see the possibility of a drastic change on the west side.

We realize each new application for re-modeling a down-town shop will have Design Review scrutiny, but won't the passing of the Revitilization Plan compell the DRB to allow each applicant the priviledge of two stories ?.... a domino effect? We feel that 26' is closer to three stories. 5-5

Please consider how we can keep the charm of adobe-style shops (Tricia Smith's law office, En Fuego etc.) and allow a bit of space between shops. It would be too bad if we had to walk to a corner to see the water. This not only affects the people living up the hill, but all the would-be pedestrians enjoying the walk along the main street of our picturesque town. 5-6 5-7

Most sincerely,

Louise Keeling

cc Planning director

PAGE 2 OF 2

Subject: FW: Conkwright: comments re. parking element of DRAFT VILLAGE SPECIFIC PLAN

From: GEORGE CONKWRIGHT
Sent: Tuesday, April 03, 2012 6:10 PM
To: Conversations

Subject: Conkwright: comments re. parking element of DRAFT VILLAGE SPECIFIC PLAN

Dear Mrs. Rock:

Thanks for the invitation to attend the April 16 meeting to discuss Del Mar's DRAFT Village Specific Plan. I'll try to be there, but if not, here's my message in advance:

The VSP proposes to re-vitalize Del Mar and solve the parking problem by:

(1). requiring all new development to construct the required parking as public parking when utilizing the "Del Mar Park Once" parking standards.
(2) requiring existing DMMC land use specific parking ratios be applied to developments where parking is not made available to the general public.
(3) requiring existing development to open private parking to the public when applying the "Del Mar Park Once" parking standards for intensification or change of use

This "Park Once" approach to Del Mar's parking problems may be innovative, but it amounts to socialism . . . take parking from those who have and give parking to those who don't have. The City can probably pass this VSP because there are far more under-parked restaurants in town than under-utilized parking garages. But it won't cause me or any other commercial property owner or developer to deed our private parking to the City. Developers are capitalists. 6-1

Why must a developer deed his private parking to the City in return for a fair ordinance? Unless the City sets reasonable parking standards, developers will simply go elsewhere. No one will buy and develop Del Mar's commercial real estate, pay the property taxes and maintenance, and then grant the use of it's private parking to the City as a public parking garage. Developers can go anywhere in North County, receive restaurant ratios ranging from 1:200 to 1:500, and still own unencumbered land. This "Park Once" strategy is a major disincentive for any future development in Del Mar.

The City's impossible parking standards (1:90 for inside restaurant space passed in 1967 and 1:90 for outside seating passed in 1977) have created a corrupt system. None of the restaurants developed or enlarged after those dates comply with those parking standards. 6-2

The VSP has identified 1201 Camino del Mar as having an under-utilized parking garage, but it doesn't explain that this is because the City has refused to allow 25 percent of the property to be leased. In describing the abundance of on-site parking at 1201 Camino del Mar, the City's 2009 Parcel Survey states:

"It appears that the existing underground parking (at 1201 Camino del Mar) could possibly be integrated into any future underground parking schemes located to the north of the site, creating a "shared use" parking scenario for the entire block."

How can 1201 Camino del Mar have enough parking for the entire block, but not enough for it's own lease space? Like everyone else, I'm eager to see the re-vitalization of Del Mar's downtown, but not at my property's expense. Why not require commercial property owners that are deficient in parking to help fund a public parking garage? Commercial property owners with deficient parking probably wouldn't support that concept; likewise I will not lessen my commercial property's value by donating it for public parking.

The City's planning and design review process has created beautiful residential properties, but that same process failed in developing the downtown. Del Mar's impossible parking standards led to the City granting restaurant uses to properties that were unable to provide parking for those uses; and today these under-parked properties (mostly non-descript old buildings) are not candidates for re-development. It's time to establish objective and realistic parking standards, instead of vesting the Planning Department with more discretionary power to make subjective decisions. I propose the following: 6-3

(1) Revise the 1:90 parking standard for restaurants to a ratio more competitive with other cities. 6-4
(2) Waive parking requirements for outside seating on private property. 6-5
(3) Allow the Urban Land Institute methodology of calculating peak-hour demand to be applied to individual properties. 6-6
(4) Allow curbside parking spaces along a building's frontage to be included as part of that property's parking inventory. 6-7

If anyone would like to discuss these matters, please email me at

George Conkwright

PAGE 2 OF 2

Adam Birnbaum

From: Gregory Beckham
Sent: Tuesday, April 03, 2012 12:12 PM
To: Adam Birnbaum
Subject: LCP-12-1 and LCP-12-2

Dear Adam, Thank you for your hard work. I'll come right to the point, I would never support this attack on our community plan, what in the world is going on? Maybe it is time sell and get out of here before they start destroying the village. Such a sad day I didn't see this coming, the commercial area has never looked or functioned better then it does today. Here is some advice ; how about the city clean-up it's own property. City Hall is the worst looking property in town. Regards, Gregory Beckham 7-1

PAGE 1

1

4/5/2012 08

RE: Inclusion of 1435 Camino Del Mar APN# 300-03-82 in the Village Specific Plan

Dear Members of the Del Mar Planning Commission,

As owners of the subject parcel, we respectfully request that it be included in the Village Specific Plan and removed from the Del Mar Plaza Specific Plan. 8-1

This approximately 12,000 sq. ft. property, located at the southeast corner of Camino del Mar and 15th Street was originally developed in 1985 under the Central Commercial Zone at a 45% FAR. It was later included in the Del Mar Plaza Specific Plan. A second building of approximately 5,000 s.f. was proposed for the area where the parking lot is currently located. This northerly building is so integral to the existing building and the parcel design, that we installed the infrastructure below the parking lot to accommodate it. This included water, sewer and electrical connections, as well as integration directly into the stairway which exists and is attached to the Union Bank building.

The existing structure has been subject to review for compliance with the development regulations of the Central Commercial Zone rather than those of the Plaza Specific Plan. With the assignment of the Village Specific Plan land use designations to the other properties in the Central Commercial Zone, it is appropriate to apply the Village Specific Plan designation and the development regulations to this property as well.

Application of the Village Specific Plan and its development standards, including the build-to and Horizontal Zoning regulations, will allow for development of the site in a manner consistent with the goals expressed in the Village Specific Plan for pedestrian-oriented mixed-use buildings. Application of the Village Specific Plan designation to the referenced property will not alter the requirements, development standards or other provisions of the Del Mar Plaza Specific Plan, as they are applied to the Plaza property at the northwest corner of Camino del Mar and 15th Street (APN 300-03-86).

The second building on the subject site will complete the intersection of Camino del Mar and 15th Street with an attractive complementary structure and a public plaza by the flower stand. Deliveries will be handled from Maiden Lane. Parking will be satisfied off-site and by the existing spaces on Maiden Lane.

The pedestrian experience at the corner will be greatly improved. Parked cars do not belong there, any more than parked cars belonged on the top level of the Del Mar Plaza, for those who remember the gross underutilization of that site before we redeveloped it.

We strongly encourage allowing this part of the master plan for the east side of Camino del Mar and 15 Street to be fulfilled as originally planned. It will make for a considerably better face for the City at its principal intersection.

Respectfully submitted,

Ivan Gayler David Winkler

PAGE 1

09

MEMORANDUM

DATE: April 6, 2012

TO: Scott Huth
Kathleen Garcia

FROM: RICK HOFFMAN

RE: Del Mar Village Redevelopment Thoughts

Dear Scott and Kathleen:

Thank you for your time yesterday and providing me with an education about the process of obtaining approval of a location on Camino Del Mar for Coldwell Banker. I will, as suggested, attempt to work through the exception process in order to obtain approval from the City Council. 9-1

As to our other discussion about the revitalization of the Village District in Del Mar I'm glad to offer some thoughts as they would relate to residential real estate companies and the total area in general.

It seems to me that the asset value of the Del Mar Village lies in its history, appeal to residents, and its overall attraction as a tourist venue. Saying this the revitalization plan will have to balance all of these needs in order to achieve your strategic objectives.

As a native of California I see Del Mar Village much like I see Laguna Beach, Huntington Beach, Carmel, Santa Barbara, Moro Bay and many more uniquely California beach communities. With Del Mar, when you add in the Del Mar Race Track you add in a huge other attraction.

I see the revitalization of the Village planned around a pedestrian experience. This type of experience requires a diverse retail atmosphere. It also, in my view, is better served by smaller store front locations as the big box concept does not fit into the pedestrian experience.

The business mix that would appeal to this pedestrian experience could include many types. Certainly restaurants must have a strong presence. Clothing stores, sporting based shops, art galleries, jewelry stores, spas, and other business categories that can display items of consumer interest would be an enhancement to this Village atmosphere.

I know this is self serving but residential real estate companies with tasteful property displays would fit in the mix. I know that when I visit places I am always taken in by the property information that I see in local real estate offices windows. Maybe you both have had the same experience.

As we discussed relative to the real estate business, the days of large real estate office being located in unique areas like the Del Mar Village are, in my opinion, long gone. With technology as it is today the new model calls for a smaller office that is more consumer centric than real estate agent centric.

PAGE 1 OF 2

For the Del Mar Village I would suggest that the ideal real estate office would be less than 1,500 square feet and would contain a pedestrian display that would attract consumer attention. This reduction in space also helps an area like Del Mar Village as there would be reduced occupancy and therefore less parking requirements.

The example I shared with you for my company is that a Del Mar Village location would be a satellite to our main hub operating at Via de la Valle and Interstate 5. Our Via de la Valle location has abundant parking as well as adequate office space for our agents. In this scenario a Del Mar Village location would be utilized to attract new customers, a meet and greet place for agent and clients, but would not be the primary location for a large population of agents. This concept is further supported by the fact that our support service of mortgage, escrow, administration, and training are all housed at Via de la Valle.

I believe this type of arrangement will develop for most real estate companies going forward. The overarching economic reasons will simply make it a necessity and a good business decision. Face it; retail/storefront is expensive especially when it is used as an office environment.

The mix of business usage while an ideal goal will be hard to accomplish due to existing leases, older buildings and the need for landlords to secure tenants when they have vacancies. It would be an admirable goal to have complimentary business located close to each other. Example, restaurant next to a art gallery next to a clothing store, next to a real estate office, next to a jewelry store, next to a wine shop...I'm sure you get the idea.

These are just initial random thoughts and I will attempt in the future to refine them if you wish.

You are faced with a challenging task that could turn into a real labor of love with the potential for long term meaningful results. I'm sure it would be much easier if the canvas was blank but then the challenge and accomplishment would not be as rewarding.

I hope you find this helpful. Please feel free to call on me at anytime as a resource.

PAGE 2 OF 2

Subject: FW: Del Mar Revitalization plans

From: Lucy Eskeland
Sent: Monday, April 09, 2012 2:26 PM
To: Conversations
Subject: Del Mar Revitalization plans

I am a resident of Del Mar who is interested in the downtown revitalization plan. I looked at the documents and, on the whole, I love it. The City's look will definitely improve- more modern and pedestrian friendly. I like the roundabouts, although I am not totally convinced it will help lessen traffic. Roundabouts are still better than stop signs or stop lights on a busy road. I love the wider sidewalks and the design for town and country parking. I don't mind increasing the height of buildings to 30 feet, as long as it doesn't obstruct views from residential homes and restaurants, nor affects the privacy of surrounding neighbors. Adding more trees and planters will definitely enhance the beauty of the city. It would be great if sidewalks could be extended to where Camino Del Mar splits at Jimmy Durante Blvd. 10-1 10-2 10-3 10-4 10-5

Keep up the good work!

Lucy Eskeland, Ph.D.

PAGE 1

11

Subject: FW: Monday Meeting

From: Tom McGreal
Sent: Monday, April 09, 2012 9:23 PM
To: Kathleen A. Garcia
Cc: Claire
Subject: Monday Meeting

Hi Kathy,

I went to the Annex at 7:00 PM to talk about the Specific Plan, but the Annex was closed. Sorry I missed you.

I thought I would send an email to convey some thoughts. I have an overall sense that Parking in Del Mar is the key to developing a Del Mar Village Specific Plan that will be accepted by the commercial property owners and the residents. I am concerned that without a comprehensive Parking plan the Del Mar Village Specific Plan will not be approved. 11-1

The City needs a Parking plan that covers all 4,000 residents, all commercial owners and all visitors. It makes no sense to me to have a Park Once Plan for the business district, and a Resident Parking plan (TPAC) that calls for paid parking in certain zones (Stratford and the beach area) and no paid parking in the neighborhoods east of Camino Del mar. Our entire City covers on 1.8 square miles. We need one parking plan that encompasses the entire City.

In listening to the commercial property owners at a recent workshop, it appears that business expansion is impeded by the City's parking requirements and the related costs / fees. As a resident of Stratford Court, we watch the parade of cars seeking parking spaces in our neighborhood including workers, contractors, shoppers and beach goers. The availability of parking is a major problem in Del Mar for the commercial owners, businesses and residents. 11-2

A central parking facility that is large enough to address all these needs could be the catalyst needed to make this a win win situation for the City, the commercial owners and the residents. Without guessing how large the facility needs to be, let's simply assume that the central parking facility is large enough to address all parking needs of the City (200 to 400 spaces). In fact, the cost / revenue analysis is easiest to assess using the cost / revenue related to a single parking space.

Using the cost estimate you gave me when we last spoke of $35,000 per parking spot, I have done a quick analysis. If the City issued a bond to fund the parking facility for 30 years at an interest rate of 5%, the monthly amortization of principle and interest would be $187.89 or $6.26 per day (30 day month). This does not address the taxable or tax exempt nature of the bond. 11-3

I was surprised to see that the Specific Plan document (Ch IX-10) indicates that a parking meter returns an average of $3.50 per day. This seems very low and is perhaps related to the method of financing the meters.

I urge the City to more carefully examine the cost, funding alternatives and payback analysis to determine if investment and return gap can be closed. A parking facility that pays for itself over its useful life could be a major breakthrough. It would resolve the parking needs of the City and potentially eliminate the need to assess the in lieu fees / costs that are now impeding business expansion.

These are just my preliminary thoughts. I'd like to discuss this further. Please give me a call at

Regards, Tom McGreal

12

4-11-2012

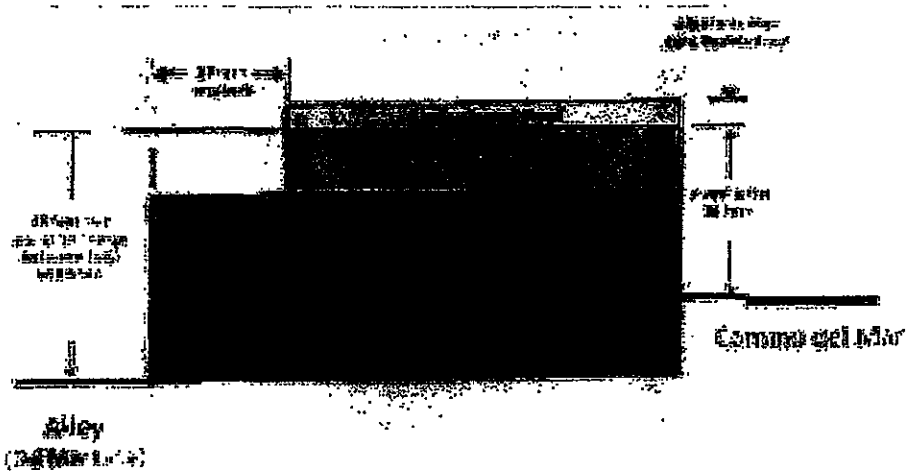
RECEIVED
APR 11 2012
City of Del Mar
Planning Department

To: Kathy Garcia
From: Rick Ehrenfeld
Re: Comments on development standards

1) Rules for "upper level setback" on the west side of Camino Del Mar. I agree that the 20 foot upper level setback does an effective job of eliminating the look of a three story building from the west. I applaud this as a positive step. 12-1

I am concerned that this 20 foot area would be used as a deck for a bar or restaurant, and that the noise from this use could negatively impact the surrounding neighborhood. As a development requirement, I am not convinced this open deck area is preferable to enclosed floor area when trying to control noise and lights from restaurant or bar decks.

I think that this use should be allowed only through the granting of a CUP.



2) Rules for lots with side street frontage, but no CDM frontage. It is my understanding that development on these lots would be limited to a height of 26 feet above the adjoining street. I support this well thought out decision. 12-2

My concern is that if one, or more, of these "side street lots" is combined with a lot with CDM frontage, a very tall building may result. For example: there are three lots on the southwest corner of 10th and CDM – the property lines run parallel to CDM, with the most western lot being the site of the Les Artistes hotel. If these three lots were combined, we would have a worst case scenario - a very tall building very close to the residential neighborhood and a tall structure as viewed from the street. Even if just the two easterly lots were combined Les Artistes would be dwarfed by the height of the new buildings. I would like to see some guidelines spelling out the implications of these lot mergers. I think that maybe the height of buildings on merged lots should be tied to their allowed heights prior to the lot merger.

PAGE 1

13

Subject: FW: Village Specific Plan

From: Russ Broscious
Sent: Thursday, April 12, 2012 8:48 AM
To: Conversations
Subject: Village Specific Plan

Dear Council Members,

I reviewed the brochure that was sent about the Revitalization Plan, but cannot attend the public meetings. I own, since 1968, two properties on 7th St. I am strongly opposed to all the proposed changes for the following reasons: 13-1

1. The coast is a California treasure, to be enjoyed by all. Creating a substantial traffic slowdown will cause intolerable alienation of all who wish travel the coast. Workers in La Jolla living in Solona Beach will be forced to the 5, visitors from other locations will get trapped in this traffic jam. When, and it is When, the 5 has a major accident, there is no alternate bypass for all our "neighbors" stuck on the freeway. El CDM is not Del Mar's, it belongs to all of California. Be a good neighbor! 13-2

2. Driving through Del Mar is slow for all travelers. One person backing out of a diagonal parking place, being real careful and a bit hesitant because there is a SUV or Van beside them, will stop that lane. A two lane road with small diameter circles will never carry close to the traffic the 4 lanes we have now. Small circles mean very slow speeds. What about deliveries? Is your traffic consultant prepared to guarantee with a insurance policy that the traffic through put will remain constant? Of course not! Errors by consultants, as reported in Barron's, is unconscionable. 13-3

3. Buzz words like encourage pedestrian traffic, sounds nice, but really few walk. It's one person per car, yet the state has spent billions on HOV lanes that are mostly empty. More consultants and politico trying to force behavior, it doesn't work! 13-4

4. "Public Participation" means public funds and taxes, and I am opposed to higher taxes for me or town merchants wherein their goods and services must reflect the tax which gets passed on to me. Goods and services in Del Mar are already uncompetitive to the surrounding areas. 13-5

5. I bike a lot in Del Mar. Circles will be difficult and dangerous, lights are best. Diagonal parking is dangerous for bikers and 101\El CDM is a favorite coast bike path greatly enjoyed by thousands. This plan could force most bikers to Strafford Ct., which at some locations is narrow. Try biking up 15th St., diagonal parking west, and narrow lane east uphill because of the "planters"! Maybe you should contact local bike clubs for comments. 13-6

6. What Del Mar Needs: a) Reduce the staff at Del Mar to be in line with what neighboring communities have. b) reduce the taxes on property owners and businesses to improve competition, c) get rid of site specific zoning. The gas station lot is a horrible mess for the town and developers., d) stay away from the 9th St School property, we don't need larger offices, reduce staff. 13-7

Let the community grow without hindrance from the government. Investors, who have skin in the game, coming to the area will make attractive prudent choices, and the simplification of the regulations will cause a nice boom. Grand plans and uniformity are meals for planners and are not palatable for people. Example: Check out the hill side, between 8th St. and 2 blocks south of 4th St.: All done by " subdivision plans developed by planners and engineers" they are okay, but typical Ca. NOW compare the residential areas to the north and south of this "planned area", check out the home prices and desirability. No comparison, the old sections are enchanting, beautiful, true treasures, where would you look first to live! 13-8

PAGE 1 OF 2

1

As usual, Del Mar will have a lot of law suits spin off of this really bad plan. I plan to actively support those suits. Thank you for the opportunity to express my opinions. Russ Broscious

PAGE 2OF2

From: Planning Mail Box
Subject: FW: Comment on Village Plan

From: Maria Weiss
Sent: Thursday, April 12, 2012 1:59 PM
To: Planning Mail Box
Subject: Comment on Village Plan

To Whom It May Concern: I just attending the presentation to Realtors regarding the Revitalization proposal. Many good ideas were presented. Although we have a long way to go, at least we have started. My comment is that as a resident of Del Mar Heights area, I use the Village as my home base for shopping, farmers' market, walking, restaurants, etc. It is my community. However, I have no vote in the issues. As you know, although I have a Del Mar address, my "city" is San Diego for voting purposes. I believe that Del Mar should "annex" the Heights area and not just for zip code reasons. It just makes sense to be a voting member of the community in which we live. Just my point of view. Thanks! Maria Weiss 14-1

No Surprises.....Just Excellent Service!

Maria Weiss, Realtor
858-248-0863
Prudential CA Realty
3790 Via de la Valle
Suite #201
Del Mar, CA 92014
http://www.mariaweiss.com
Mail to: maria@mariaweiss.com

PAGE 1

Subject: FW: feedback on Village Specific Plan

From: Leslie Burcham
Sent: Sunday, April 15, 2012 9:22 AM
To: Planning Mail Box
Subject: feedback on Village Specific Plan

I read the flier about the proposal to change traffic in town. You should be increasing the number of lanes, to make 4 lanes all the way through Del Mar, instead of taking lanes away. There are only 2 ways for motorists to get north and south, Interstate 5 and Camino Del Mar/Old 101. It is extremely important to keep the 4 lanes for the cars and emergency vehicles to get through town. The idea that some traffic circles can increase the flow is simply wrong. Several years ago there was a wreck at the 5/805 merge that blocked traffic going south at 4 in the morning. The blockage was not cleared for over 5 hours. The only alternative was Camino Del Mar. It took the teachers that commuted from up north 7 HOURS to get to the school. If you shut the road down even further the traffic would have tied up for even longer. This is not some small country town where we have the luxury of big wide sidewalks and a slow lazy traffic flow. This is a major traffic necessity and would be extremely dangerous to make it even more difficult for traffic to flow. I know you say the traffic circles would keep traffic flowing but when they have to stop at the stop sign at Coast, and the light at the Hotel, traffic backs up for a couple of miles,no amount of traffic circles south of there is going to change that. I would think you would want the traffic moving instead of sitting and idling. 15-1

regards,
Leslie Burcham

1

PAGE 1

16

4-19-12

SBICCA
DEL MAR ENCINITAS

RECEIVED
APR 19 2012
City of Del Mar
Planning Department

Hi Jen,

Here are a couple of questions/concerns I have regarding the roundabouts. Again, I am in full favor of the revitalization efforts. I am concerned that we are putting all this effort towards building a better Del Mar but end up shooting ourselves in the foot. Is this all necessary and have all the ramifications of these actions been analyzed correctly. 16-1

I am no expert in traffic or emissions or keeping governments, environmentalists and law makers happy. I am a businessman and I do know what will impact my business. I also get very nervous when major decisions are being made on "reports". I think we all could rattle off numerous studies that have not been what was advertised. So as not to ramble here are some questions that would help me support this program.

1. What was Bird Rock's traffic before the installation of the roundabouts? Both lower and higher numbers. Today's volume high and low and the incremental growth from completion to today. 16-2
2. Del Mar's High and low numbers. 16-3
3. Bicycles high and low-how do they impact flow? The bike lane ends and there is not much space to merge. When I am riding in Encinitas, I merge well before the roundabout. Extremely difficult with traffic. 16-4
4. Pedestrians at 15th street and Camino Del Mar-how will that impact traffic flow. Is this factored in to the flow and how many pedestrians did they account for? 16-5
5. What do they expect to happen at peak times? Track getting out, beach people walking and bikes cruising. 16-6
6. How will the increased traffic on Crest and Stratford be handled? This is a problem in Bird Rock according to my friends that live there. 16-7
7. What will we do if the studies are wrong and traffic flow decreases or stays the same and we have an increase in accidents? Or it just isn't what we hoped for. 16-8

Needless to say I am concerned about Del Mar remaining a dining destination. I may seem overly concerned, but this is my livelihood.

Thanks for getting me this info.

Dan Sbicca

PAGE 1

17

Subject: FW: Village Specific Plan EIR Review

From: Hershell Price
Sent: Monday, April 23, 2012 5:11 PM
To: Planning Mail Box
Subject: Village Specific Plan EIR Review

Dear Ms. Garcia,

I am very concerned about the plan to raise the building height limit on the west side of Camino Del Mar to 26 feet plus an additional 4 feet peak facade for equipment or other necessary items that need to be hidden from view. As you might remember, I complained directly to you about this when I was still on the Planning commission. Before approval, it is imperative that at least 3 storey poles are erected on the west side of Camino Del Mar so that our residents and voters can see clearly for themselves the possible height of the buildings that could be constructed after approval of the plan by the voters in November. Those three sites I recommend are as follows: 1) the lot between Bully's and En Fuego, 2) in front of Board and Brew, and, 3) in front of City Hall. It terms of transparency, this would definitely show what we will have to live with in the future if the plan should be enacted by the voters of Del Mar. 17-1

Personally, I believe that the height of structures or buildings on the west side of Camino Del Mar should remain at the present height limitation with the following exception as follows: If 26 feet plus 4 feet for facades is high enough for two-story businesses then it must be true that 13 feet (half of 26 feet) plus 4 feet for facades should be high enough for one-story businesses. Therefore, I propose that the height limit should be raised to 17 feet (13 feet plus 4 feet for facades) to accommodate one-story businesses as they are now. 17-2

1

PAGE 1 OF 2

As for the round-abouts, I like the idea but am concerned that they are located on the only main thoroughfare through Del Mar and would, perhaps, block emergency vehicles and would allow vehicles to easily roll off onto our side streets. One way to keep that from happening would be to reduce the speed limit to 15 miles per hour, or less, on our residential side streets such as Luneta, Stratford Court, Ocean Avenue and others. 17-3

Those are my thoughts and I hope they will be discussed and incorporated into your final EIR Report. 17-4

From: Planning Mail Box
Subject: FW: Input for revitalization plan

From: Warren Spieker
Sent: Monday, April 23, 2012 11:01 AM
To: Planning Mail Box
Subject: Input for revitalization plan

I was impressed with the revitalization plan presentation given to the Friends of Del Mar Parks by Kathy Garcia last week. The slide showing the comparable traffic flows was quite impressive. 18-1

I still have once concern about the roundabout at 15th Street. While the new sidewalks will only take 4 seconds to cross, it is likely that the steady crossing of pedestrians at this hub of our town will cause back-ups at this roundabout. You could conceivably have long traffic stalls with no northern/southern flow due to pedestrian traffic, which I would think could back-up all of Camino Del Mar. 18-2

I support the revitalization plan but strongly encourage there to be a "pedestrian stoplight" at 15th street that will guarantee that car traffic is able to flow through this busy intersection. This would be different than the current pedestrian "notification" lights that were recently installed in that pedestrians would have to wait for a green light to pass (just as they do now at a regular stoplight).

Thank you all for your work on this.

Warren Spieker

CONFIDENTIALITY NOTICE: This electronic mail transmission and any documents accompanying this electronic mail transmission are intended by Continuing Life Communities, LLC for the use of the named addressee(s) to which it is directed and may contain information that is privileged or otherwise confidential. It is not intended for transmissions to, or receipt by, anyone other than the named addressee(s) (or a person authorized to deliver it to the named addressee(s)). It should not be copied or forwarded to any unauthorized persons. If you have received this electronic mail transmission in error, please delete it from your system without copying or forwarding it, and notify the sender of the error by reply e-mail.

PAGE 1

19

Subject: FW: Revitalization

-----Original Message-----
From: Robin Crabtree
Sent: Monday, April 23, 2012 9:22 PM
To: Kathleen A. Garcia
Cc: Scott Huth; Carl Hilliard; Lee Haydu; Terry Sinnott; Mark Filanc; Donald Mosier
Subject: Revitalization

Kathy,
I apologize but Dan and I will be unable to attend the meeting on May 1st.

I did have a question for you regarding south bound traffic on CDM. I recently walked from 25th street to downtown going along 101 or CDM over the train tracks on the old bridge and then had to cross CDM to walk on the east side facing the traffic to make sure I could stay out of the way of racing cars to get to my meeting at Starbucks. The area of CDM just past the train tracks and where Jimmy Durante cars merge onto CDM going south has a terrible area for pedestrians (on both east and west sides). 19-1

So my question is....how are you going to transition CDM from four lanes to two lanes? The path that I walked is walked by so many people on horse race days....couldn't we include pedestrian walkways in the area on both east and west side of CDM? As you go from four lanes to two lanes lets give that land to pedestrians and bike lane. Many people in Del Mar want to walk and we need pedestrian walkways to be completely inclusive. I feel sorry for our residents who live off Jimmy Durante. They have no pedestrian walkways or alternative routes for walking downtown. I believe that is really unfair. All residents should have available pedestrian walkways from their homes along major roads to downtown....thus less cars and less parking!

I don't know how you are transitioning from four lanes to two lanes but as the traffic on CDM coming south from the beach and then merges with traffic southbound off Jimmy Durante I can only envision a terrible bottleneck with backing up the traffic into the beach community. On a warm weekend summer day traffic heading south through the beach community is currently bumper to bumper and crawling! Add the horse races and the four lanes down to two lanes. Recipe for a disaster?? 19-2

I would like to ask you to please include that small stretch of road on the east and west and include a pedestrian walkway. I did review your entire plan but did not see how you are going from four lanes to two lanes. Please share with me the specifics of how the road will be tapered down to two lanes. 19-3

Thank you

Robin and Dan Crabtree
25th Street

1

PAGE 1

Subject: FW: Attn: Ms. Garcia

From: Udo Wahn
Sent: Tuesday, April 24, 2012 12:28 PM
To: City Hall Mail Box
Subject: Attn: Ms. Garcia

Hi Ms. Garcia:

Thank you for your presentation last night at the McGreal residence.

I just wanted to reinforce my family's dismay with the noise made by delivery trucks in our neighborhood during the wee hours of the morning when one can hear a pin drop! We live at 1227 Stratford Court, between 12th and 13th St. 20-1

Large delivery trucks can be heard beeping while backing up, lowering their lift gates, opening and closing their heavy rolling back doors and noisily moving their goods about. All of this many times beginning as early as 4 AM. Our family is awakened by this racket and find it totally unnecessary. Many businesses do not open till well after 7am.
We believe that delivery trucks should be limited to not delivering before 7am and after 7pm all days of the week. We feeling strongly that there should be an ordinance covering this issue and that it be enforced.

Thank you!

Dr. Udo Wahn M.D.

21

RECEIVED
APR 24 2012
City of Del Mar
Planning Department

Memorandum

Date: **April 24, 2012**

From: **Sustainability Advisory Board**

To: **Council Members Don Mosier and Mark Filanc**

Re: **Recommendation from Sustainability Advisory Board – Support for Consideration of Replacing Traffic Signal and Stop Signs within City Limits of Del Mar with "Roundabouts"**

At its March 15, 2012 meeting, members of the Sustainability Advisory Committee (SAB) were asked by Council Members Don Mosier and Mark Filanc to research and qualitatively assess the benefits of replacing traffic signals and stop signs within Del Mar with "roundabouts." Specifically, the SAB was asked to determine whether making a change to roundabouts would increase traffic flow, reduce fuel consumption and reduce greenhouse gas (GHG) emissions. 21-1

The Members of the SAB have concluded:

The escalating rate at which modern roundabouts are being built at North American intersections holds a significant potential for conserving energy, reducing air pollutants and addressing global warming. Two decades of intersection control modeling and software development as well as empirical studies of busy highway intersections document substantial short and long term benefits from installing modern roundabouts. Motor fuel consumption and associated air pollutants are reduced, and the primary greenhouse gas (GHG), CO_2 is significantly cut by employing roundabouts rather than traffic signals or stop signs. Reductions in fuel consumption, and by extension pollution emissions and GHGs, are demonstrated through analysis of empirical data and modeling reported from existing U.S. roundabouts and those under development.

Qualitative examples of both Fuel Use and GHG reductions include:

- One study for Kansas estimated 55-61% GHG reduction at controlled intersections replaced with roundabouts
- A study for Vermont estimated an 8% reduction in state motor fuel use from replacing signals and stop signs with roundabouts at 100 busy intersections
- Studies for Burlington, VT calculated that the City could meet 20% of its GHG reduction goal by replacing 25 traffic signals with roundabouts
- A Study for Hamilton, Ontario found an average GHG reduction of 60% for roundabouts replacing traffic signals

Additionally, the California State Senate is considering the inclusion of "roundabouts" in Climate Bill SB 375:

Recommendation for Senate Climate Bill SB 375

Changes to Section 112(c)(v)(ee):

PAGE 1 OF 2

> "(ee) surface transportation system efficiency improvements, including intelligent transportation systems, other operational improvements, or roadway or intersection infrastructure efficiency conversations [note: this would include language to encourage more efficient intersection design (e.g. roundabouts) that stabilize speeds, reduce congestion, and have associated GHG reduction] to reduce long-term greenhouse gas emissions through reduced congestion and improved system management"

In conclusion, the longer term potential for roundabouts to reduce resource use, including pollution and GHGs, by enabling more energy efficient land uses and fostering increased transit and non-motorized modes has been well documented. Roundabouts are generally acknowledged to be superior in *all* aspects of performance to alternative intersection controls. In addition, roundabouts usually recover their capital costs in a few years through savings to all users through reduced crashes and crash severity, time delay, maintenance, electricity costs, and fuel costs.

Members of the SAB unanimously support the City of Del Mar's consideration of the inclusion/construction of Traffic Roundabouts for the purposes of: (1) More Efficient Traffic Flow, (2) Reduced Fuel Usage, (3) Reduced GHG Emissions and Improved Air Quality, and (4) General Pedestrian Safety, including reduction in frequency and severity of collisions.

In short, roundabouts present a clear example where sustainability and quality of life implications are positively aligned, to the benefit of the Del Mar community.

Respectfully submitted,

Greg Hibbard

Chair, Sustainability Advisory Board

City of Del Mar

PAGE 2 OF 2

4/25/12

RECEIVED
APR 25 2012
City of Del Mar
Planning Department

Claire & Tom McGreal
Stratford Court
Del Mar CA 92014

Dear Hon. Mayor and Members of City Council, and Ms. Garcia,

This is our formal response to the proposed Village Specific Plan and its accompanying documents (hereinafter referred to as "the Specific Plan"). 22-1

First, we thank the Planning staff and the electeds for their efforts in creating the lengthy proposed plan and accompanying documents. It is indeed a huge effort. .

Secondly, we need to say that we are conceptually in favor of the idea of revitalization of the Central Business District, but we do oppose the proposed Specific Plan as presented based upon the reasons that follow.

Our overall feeling is that the Specific Plan does not provide the residents with sufficient certainty about 1) the nature of the future development of the village, 2) the impact on neighborhoods and residents and 3) the benefit that will be derived by the residents of Del Mar.

The owners of the commercial properties in Del Mar will be the largest beneficiaries of the Specific Plan. The relaxed development requirements (FAR, parking and density) will greatly enhance the value of the commercial properties. Increased values could potentially trigger property sales (for gains) rather than development by the current owners. The impact of the higher sale prices will become part of the resulting development costs, which only complicates the cost model for the very business owners we are trying to revitalize. 22-2

Cost to Del Mar

The Specific Plan may also result in substantial long term costs to the City. The degree to which private funds, grants and other sources of money will be a component of the funding is not stipulated in the Specific Plan. The result is that the residents will be obligated to repay any bond debt not covered by these unspecified external sources. Cost limits for the City must be established and specified in the Specific Plan. 22-3

Parking

Parking is being addressed for the Plan Area through the "Park Once" concept, but there is no citywide comprehensive parking component of the Specific Plan. Any acceptable Specific Plan must include a comprehensive parking solution for the City. 22-4

PAGE 1 OF 4

The TPAC plan is not a component of the Specific Plan, but it is being reviewed by the City as the basis for an overall parking plan. As currently drafted, the TPAC Plan is unacceptable. We are a small City that should not be diced into impact zones making it costly and inconvenient for certain neighborhoods and with no such requirements imposed on other neighborhoods. Beach parking is essentially ignored by the Specific Plan with the exception of a new parking garage in the CBD, which is possibly too far away from the 17th Street beach.

Specific Parking Points:

1) The Specific Plan calls for a "Park Once" concept, a good idea, but with no real force or effect. The Park Once concept is dependent upon a number of commercial property owners allowing others to park on their property as if it is public space. This might happen, or it might just be wishful thinking. 22-5

2) While the Specific Plan uses the Park Once concept, in reality, the City is moving in a very different direction. The City's Traffic and Parking Advisory Committee (TPAC) has promulgated a plan calling for paid parking in the beach colony and in the Stratford corridor, which includes the numbered streets from the bluffs to Camino Del Mar (CDM). The TPAC plan calls for no parking restrictions east of Luneta. 22-6

TPAC calls for paid and or permitted parking in the beach and Stratford neighborhoods, with a maximum parking time of 4 hours. This will cause a great deal of distress and inconvenience for residents of those two neighborhoods, as well as cause the residents to have to purchase from the City a permit to park on the street in front of their own homes. We oppose the TPAC proposal as placing an undue burden on the Stratford and beach residents, and creating a situation where residents in the singled out neighborhoods are treated disparately with regard to parking on streets adjacent to their homes.

3) The Village Specific plan calls for the building of a parking structure along the CBD. That sounds like a good idea to us. However, that structure may not be built for 10 years or more. 22-7

When the Planning Commission heard the current TPAC proposal, they asked for a workable solution to be brought before them. We think that the building of a public parking structure, as proposed by the Specific Plan, is the viable solution to the parking problem in Del Mar. It needs to be more than a remote idea such as it is in the Specific Plan. The commitment to build it needs to be the condition precedent upon which all else follows in redeveloping the CBD. In other words, the commitment to building the parking structure should be the first step toward revitalization, and nothing else should go forward until and unless the commitment to build the parking structure is demonstrated.

Traffic

Traffic is an important component of the Specific Plan. The "roundabout" approach may or may not be the right solution, but must be tested to ensure pedestrian safety, access for emergency 22-8

PAGE 2 OF 4

vehicles and more efficient traffic flow. A simulated test (before actual development) is recommended.

As residents of Stratford Court, the "no left turn" rule for 3:00 PM to 6:00 PM has helped keep commuter traffic off Stratford Court. The roundabout will make enforcement of the "no left turn" rule almost impossible as the north and south bound travelers merge around the roundabouts. Testing should be undertaken to determine the continued enforceability of the "no left turn" rule as part of the simulated test. 22-9

Height Limits

The look and feel of the Plan Area will change dramatically under the Specific Plan with development heights on the west side of Camino Del Mar being greatly increased. We run the risk of harming the small village feel that first attracted many residents to the City. Lower height limits are recommended. We believe that the west side of Camino Del Mar should be limited to buildings with no more than 2 stories. Anything higher will interfere with light and air flow. 22-10

Overall Density

Del Mar's commercial district (excluding L'Auberge and the Plaza) now has 280,000 square feet of commercial space. If the plan is passed as currently proposed, the commercial space could grow to 600,000 square feet. We already have lots of traffic congestion and too few parking spaces. What will happen with congestion and the parking dilemna if we more than double the commercial space? The plan as proposed allows way too much density, and the density allowance should be greatly decreased. 22-11

Excessive Number of New Residential Units; 120 Too Many.

While we like the concept of introducing residential units in the CBD, we are opposed to allowing 140 new residences within a 6 block length of downtown. Why not limit the number of new residences to 20: a much more workable number. Creating 140 new residences will have detrimental effects such as exacerbating the already terrible public parking situation, increasing traffic congestion, and create more noise and air pollution, among other things. 22-12

Single Laning of CDM

We are opposed to the single laning of CDM on the bases of public safety. We are not convinced that a fire truck can move along CDM as quickly if drivers are forced to pull into the back-up space of cars parked in a town and country manner. Reason dictates that 2 lanes of cars are better able to merge into one lane, allowing the emergency vehicle to have the remaining dedicated lane. 22-13

-Reverse Angle Parking
If the single laning advocates prevail, we strongly urge that town and county parking be on a reverse angle, making it safer for cyclists, small children, handicapped people and pets exiting a 22-14

vehicle with doors opening to allow them to pass unimpeded (as opposed to exiting the door, and having to move toward the street to close the door, to then pass to the sidewalk.)

-Back striping park stalls at Street side
If the single laning advocates prevail, we strongly urge that oversized vehicles be precluded from parking in most of the reverse angle spaces by back-striping the stalls, to keep the end of the vehicle from overlapping the space required by emergency vehicles. A limited number of stalls could be made available for larger vehicles, and any sized vehicles as well. 22-15

Development Impact Fees

The plan, while it offers a windfall to commercial owners by doubling or tripling FAR, utterly fails to provide for development impact fees. We believe that development impact fees should be imposed to help the city defray the attendant costs of revitalization, such as building the public parking structure. For example, an impact fee of at least $30,000 should be imposed for each of the new residential units to be added to the CBD. (We believe that the City currently imposes a lot splitting fee of $30,000 per new lot, so that would be in keeping with present practices.) 22-16

The City should also use impact fees for some public / resident benefits such as building a public parking structure, or building a civic auditorium, or undergrounding utility lines in the neighborhoods adjacent to the CBD.

Respectfully Submitted,
Claire & Tom McGreal

PAGE 4 OF 4

Subject: FW: Village Specific Plan

From:
Sent: Thursday, April 26, 2012 7:54 AM
To: Planning Mail Box
Subject: Village Specific Plan

Kathy -- First off, my compliments and thanks for the presentation at the Finance Com'ee on Tuesday and especially for the comprehensive Plan and EIR documents. I've spent some time in the last day or so working through them. 23-1

And a heads up -- After the meeting I told Jeff Sturgis I would file comments (to the VSP and to the EIR) as a private citizen to create a placeholder for the financial aspects Brian Hester discussed. This by no means is adverse to the efforts; indeed, I favor going forward. Del Mar will have to be competitive with other opportunities landowners and developers have and a serious evaluation of the FAR of 1 (with limited benefits add-ons) needs to be made in order to incentivize private efforts. A knowledgeable commercial source has advised that "12" is the ROI developers need to see at the threshhold of any commercial project.

I will be at Monday evening's workshop to raise this point briefly.

My question as to whether financial aspects are discussed in the EIR was not idle curiousity. It springs from a meeting I had with a civil engineering expert when tunnels under Camino del Mar were part of high-speed rail concepts. He advised that a then-emerging line of legal attack on the adequacy of EIRs was whether economic impacts were addressed, even though as you noted CEQA does not expressly require that 23-2

Again, my compliments and thanks on your team's efforts.

Jim Eckmann

PAGE 1

Subject: FW: VSP thoughts

From: jim benedict
Sent: Thursday, April 26, 2012 11:49 AM
To: Kathleen A. Garcia
Subject: VSP thoughts

Kathy,

I think the one thought that came out of the finance committee meeting the other night is that the FAR ratio needs to be re-examined. I really think that it can work as stands at 1.0, with the expansion of the language that let's builders get to up to 1.5 by giving 'council discretion' to this action. That would be a simple fix. 24-1

thanks for all your efforts into this task.

jim Benedict

PAGE 1

Subject: FW: Neighborhood Workshops

From:
Sent: Friday, April 27, 2012 4:34 PM
To: Terry Sinnott; Lee Haydu; Carl Hilliard; Donald Mosier; Mark Filanc - Private; City Hall Mail Box; Kathleen A. Garcia; Scott Huth
Subject: Neighborhood Workshops

Dear Honorable Mayor and City Council Members:

I attended the April 2nd City Council meeting and during Workshop on the Village Specific Plan's Draft Program Environmental Impact Report, Councilwoman Haydu stated that 10 homes had been identified for Neighborhood Workshops and that these meetings would be posted on the City's website. I have repeatedly looked for this information on the website and have not found it. I asked Jeanette Brown and she told me that these meetings are not posted because they are not sponsored by the City. 25-1

I'm very concerned that these meetings were never posted as was promised. I was not able to attend the workshop on my street and would have liked to attend another close by. These are meeting with City representatives. City resources are certainly being used to prepare and print the notices that were hung on my door. These workshops should be open to any Del Mar resident that would like to attend. By not allowing access to these meetings, you are creating an air of secrecy around a process that should be as open as possible.

Sincerely,

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

Subject: FW: VILLAGE SPECIFIC PLAN

From: Sally Middleton
Sent: Saturday, April 28, 2012 4:02 PM
To: Planning Mail Box
Subject: Fw: VILLAGE SPECIFIC PLAN

----- Forwarded Message -----
From: Sally Middleton
To:
Sent: Saturday, April 28, 2012 3:59 PM
Subject: VILLAGE SPECIFIC PLAN

My husband and I are the owners of our home at 1426 Stratford Court and full-time residents in the City of Del Mar. After reading extensively, and attending a community meeting on the proposed Village Specific Plan, we need to let you know we give a vote of No Confidence to this proposed plan. We feel strongly, that this plan leans strongly, in favor of the business community over the needs of the residential community and their quality of life. A parking garage for visitors and employees is a project that you should be spending time on developing. THANKS. TED and SALLY MIDDLETON

26-1

26-2

1

H Randall Stoke
Ocean Front
Del Mar, CA 92014

RECEIVED
APR 30 2012
City of Del Mar
Planning Department

April 29, 2012

Mrs. Garcia
City of Del Mar

Enclosed is a copy of my letter to the Council of 11/22/11. It had no traction. I therefore add the following information. One fact omitted is that the traffic to and from the Fair will further overwhelm street capacity. 27-1

There will always be traffic and it will increase. The objective of a Specific Plan should be to direct traffic to and through the Village. 27-2

The Plan proposed emulates 1936 thinking with added effette touches; ie roundabouts, more cars and bicycles. Consider backing out from an angle parking space with an SUV on your right. San Francisco has eliminated angle parking in the beach area and has gone back to parallel parking. 27-3

I have discussed the roundabouts the Staff proposes with an acknowledged traffic expert, dwelling particularly on emergency problems which are certain to occur with the Fair, the Track and the usual heavy traffic. He would recommend roundabouts only on large areas. Del Mar does not qualify. 27-4

Traffic systems have been developed which electronically synchronize signalization that will accommodate emergencies. The enclosed data indicates there will be no additional benefit from roundabouts. 27-5

It is obvious that for the Plan to be successful it will require the passage of a bond issue for parking. The effect of the Council's proposed discriminatory parking tax in the westerly portion of the City will impact the acceptability of the Specific Plan. TPAC's proposal which is being pushed by the Council will allow the Council members and their neighbors to enjoy a tax free, undisturbed environment. 27-6

The westerly area will be taxed for the benefit of the city's general fund. There is no proper nexus for the tax as designed. The Staff proposes that the tax be adopted by Resolution and not Ordinance; thus, not referendable. How clever. This City is not Manhattan Beach. More consideration should be given to those of us who live in the area to be taxed. If adopted we will have been "paying our dues" and will have little or no compunction to pay for a parking structure for those who travel to the Village or who will be coming down the hill.

PAGE 1 OF 9

The pension problems are also a cloud. Recently there was an article in the Del Mar Times about them. The Mayor, when campaigning recently, said the problems will be resolved by a bond issue. Another tax.

From a traffic standpoint the Specific Plan as proposed is structurally inappropriate. The future is too murky to support a bond issue. My nightly prayer is that I will pass along before the Specific Plan becomes reality.

Respectfully submitted,

H Randall Stoke

H Randall Stoke

cc: City Council

PAGE 2 OF 9

For Mary

November 22, 2011

To: The Honorable City Council of Del Mar

Re: Del Mar's Village Specific Plan

27-7

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". 27-8

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. 27-9

Respectfully yours,

HRS

H Randall Stoke

City of Del Mar

Primary Street	1st Cross Street	2nd Cross Street	Average Weekday Traffic Volumes 2006	2007	2008	2009	2010
CAMINO DEL MAR	VIA DE LA VALLE	JIMMY DURANTE BLVD	16500	14900	12800	12900	13700
CAMINO DEL MAR	JIMMY DURANTE BLVD	15TH ST	22200	25700	19000	16700	20500
CAMINO DEL MAR	15TH ST	DEL MAR HEIGHTS RD	24000	24000	22700	21000	22100
CAMINO DEL MAR	DEL MAR HEIGHTS RD	CARMEL VALLEY RD	14700	17400	15500	14600	16200
CARMEL VALLEY RD	CAMINO DEL MAR	VIA MAR VALLE	11000	9900	18700	9100	10600
COAST BLVD	CAMINO DEL MAR	15TH ST	4100	5200	3500	3300	3100
DEL MAR HEIGHTS RD	CAMINO DEL MAR	NOB AVENUE	17100	17900	17500	15900	18500
JIMMY DURANTE BLVD	VIA DE LA VALLE	CAMINO DEL MAR	11500	13600	10600	7600	10800
VIA DE LA VALLE	CAMINO DEL MAR	JIMMY DURANTE BLVD	16100	19500	17200	18400	16400
15TH ST	COAST BLVD	CAMINO DEL MAR	4900	6600	6100	7900	6500

N = Link not counted in that year. Previous year's count carried forward.
E = No actual count. ADT was estimated by the reporting jurisdiction.

PAGE 5 OF 9

City of Encinitas

Primary Street	1st Cross Street	2nd Cross Street	Average Weekday Traffic Volumes 2006	2007	2008	2009	2010
ENCINITAS BLVD	EL CAMINO REAL	CERRO ST	30500 N	28500	28500 N	27600	27600
ENCINITAS BLVD	CERRO ST	VILLAGE PARK WAY	26300 N	26300 N	26300 N	26300 N	26300 N
ENCINITAS BLVD	VILLAGE PARK WAY	RANCHO SANTA FE RD	23900 N	22400	22400 N	20800	20800
GARDEN VIEW RD	LEUCADIA BLVD	VIA CANTEBRIA	11800 N	11500	11500 N	14400	14400
GARDEN VIEW RD	VIA CANTEBRIA	EL CAMINO REAL	11300 N	12900	12900 N	10500	10500
GARDEN VIEW RD	EL CAMINO REAL	WILLOWSPRING DR	10200 N	11300	11300 N	8400	8400
LA COSTA AVE	COAST HWY 101	VULCAN AVE	8200 N	8200 N	8200 N	8200 N	8200 N
LA COSTA AVE	VULCAN AVE	INTERSTATE 5 SB RAMPS	12100 N	13300	13300 N	11400	11400
LAKE DR	SANTA FE DR	BIRMINGHAM DR	5100 N	5900	5900 N	6000	6000
LAKE DR	BIRMINGHAM DR	SEA VILLAGE PL	2400 N	2400 N	2400 N	2400 N	2400 N
LEUCADIA BLVD	COAST HWY 101	VULCAN AVE	13200 N	13200 N	13200 N	13200	13200
LEUCADIA BLVD	VULCAN AVE	ORPHEUS AVE	16900 N	16100	16100 N	15600	15600
LEUCADIA BLVD	ORPHEUS AVE	INTERSTATE 5	24400 N	24400 N	24400 N	24400 N	24400 N
LEUCADIA BLVD	INTERSTATE 5	SAXONY RD	35300 N	36700	36700 N	36400	36400
LEUCADIA BLVD	SAXONY RD	QUAIL GARDENS DR	34300 N	34300 N	34300 N	37400	37400
LEUCADIA BLVD	QUAIL GARDENS DR	GARDEN VIEW RD	34900 N	39100	39100 N	39800	39800
LEUCADIA BLVD	GARDEN VIEW RD	TOWN CENTER PL	28200 N	28200 N	28200 N	28200 N	28200 N
LEUCADIA BLVD	TOWN CENTER PL	EL CAMINO REAL	29500 N	29000	29000 N	29000	29000
LONE JACK RD	RANCHO SANTA FE	JACKIE LN	6300 N	7000	7000 N	6200	6200
MACKINNON AVE	SANTA RE DR	VILLA CARDIFF DR	3900 N	3900 N	3900 N	3900 N	3900 N
MACKINNON AVE	VILLA CARDIFF DR	BIRMINGHAM DR	1900 N	1900 N	1900 N	1900 N	1900 N
MANCHESTER AVE	SAN ELIJO AVE	INTERSTATE 5	7700 N	7500	7500 N	8800	8800
MANCHESTER AVE	INTERSTATE 5	EL CAMINO REAL	26000 N	27400	27400 N	28800	28800
MANCHESTER AVE	EL CAMINO REAL	ENCINITAS BLVD	7400 N	7500	7500 N	8000	8000
MELBA RD	NARDO RD	BALOUR DR	4200 N	4200 N	4200 N	4200 N	4200 N
MELBA RD	BALOUR DR	CREST DR	1800 N	1800 N	1800 N	1800 N	1800 N
MOUNTAIN VISTA DR	EL CAMINO REAL	WANDERING RD	10900 N	9100	9100 N	9200	9200
MOUNTAIN VISTA DR	WANDERING RD	VILLAGE PARK WAY	6400 N	6400 N	6400 N	6400 N	6400 N
NARDO RD	REQUEZA ST	SANTA FE DR	2900 N	2900 N	2900 N	2900 N	2900 N
OLIVENHAIN RD	EL CAMINO REAL	AMARGOSA DR	38500 N	46900	46900 N	39500	39500

N = Link not counted in that year. Previous year's count carried forward.
E = No actual count. ADT was estimated by the reporting jurisdiction.

6-109 Page 39 of 9

City of Encinitas

Primary Street	1st Cross Street	2nd Cross Street	Average Weekday Traffic Volumes 2006	2007	2008	2009	2010
ORPHEUS AVE	VULCAN AVE	LEUCADIA BLVD	2200 N	2200 N	2200 N	2200 N	2300
PIRAEUS ST	LA COSTA AVE	OCEAN VIEW/I-5 RAMP	2200 N	2200 N	2200 N	2200 N	2200 N
PIRAEUS ST	OCEAN VIEW/I-5 RAMP	LEUCADIA BLVD	9700 N	9700 N	9700 N	9700 N	9000
QUAIL GARDENS DR	UNION ST	ENCINITAS BLVD	2100 N	6300	6300 N	6900	6900
RANCHO SANTA FE RD	AVD LA POSTA/CALLE ACERVO	EL CAMINO DEL NORTE	14800 N	13700	13700 N	14000	14000
RANCHO SANTA FE RD	EL CAMINO DEL NORTE	ENCINITAS BLVD	14300 N	13400	13400 N	14100	14100
RANCHO SANTA FE RD	MANCHESTER AVE	EL MIRLO/LA BAJADA	18400 N	18100	18100 N	17500	17500
REGAL RD	REQUEZA ST	SANTA FE DR	4500 N	4500 N	4500 N	4500 N	4500 N
REQUEZA ST	VULCAN AVE	REGAL RD	3000 N	2800	2800 N	2700	2700
REQUEZA ST	REGAL RD	NARDO RD	5700 N	5200	5200 N	5200 N	5200 N
SAN ELIJO AVE	SANTA FE DR	BIRMINGHAM DR	7200 N	8600	8600 N	7800	7800
SAN ELIJO AVE	BIRMINGHAM DR	CHESTERFIELD DR	12600 N	12100	12100 N	11300	11300
SAN ELIJO AVE	CHESTERFIELD DR	MANCHESTER AVE	5400 N	5400 N	5400 N	5400 N	5400 N
SANTA FE DR	VULCAN AVE	RUBENSTEIN AVE	9200 N	9200 N	9200 N	8100	8100
SANTA FE DR	RUBENSTEIN AVE	INTERSTATE 5	20700 N	12700	12700 N	12700 N	12200
SANTA FE DR	INTERSTATE 5	NARDO RD	18000 N	16400	16400 N	15700	15700
SANTA FE DR	NARDO RD	BALOUR DR	15800 N	15800 N	15800 N	14800	14800
SANTA FE DR	BALOUR DR	EL CAMINO REAL	14600 N	14900	14900 N	14500	14500
SAXONY RD	LA COSTA AVE	LEUCADIA BLVD	2600 N	3100	3100 N	2800	2700
SAXONY RD	LEUCADIA BLVD	ENCINITAS BLVD	11500 N	12200	12200 N	9600	8400
TOWN CENTER DR	LEUCADIA BLVD	VIA CANTEBRIA	6000 N	6000 N	6000 N	6000 N	6000 N
TOWN CENTER DR	VIA CANTEBRIA	EL CAMINO REAL	13200 N	13200 N	13200 N	13200 N	13200 N
VIA CANTEBRIA	TOWN CENTER DR	GARDEN VIEW RD	8900 N	8600	8600 N	7300	7300
VIA CANTEBRIA	GARDEN VIEW RD	VIA MONTORO	14700 N	13800	13800 N	13400	13400
VIA CANTEBRIA	VIA MONTORO	VIA MOLENA	15800 N	15800 N	15800 N	14200	14200
VIA CANTEBRIA	VIA MOLENA	ENCINITAS BLVD	16200 N	16100	16100 N	15200	15200
VIA MOLENA	VIA CANTEBRIA	EL CAMINO REAL	4700 N	4700 N	4700 N	4700 N	4700 N
VIA MONTORO	VIA CANTEBRIA	EL CAMINO REAL	4500 N	4500 N	4500 N	4500 N	4500 N
VILLA CARDIFF	MACKINNON AVE	BIRMINGHAM DR	4000 N	4000 N	4000 N	4000 N	4000 N
VILLAGE PARK WAY	MOUNTAIN VISTA DR	ENCINITAS BLVD	6100 N	11000	11000 N	5900	5900

N = Link not counted in that year. Previous year's count carried forward.
E = No actual count. ADT was estimated by the reporting jurisdiction.

6 of 7 PAGE 3 OF 4

City of San Diego

Primary Street	1st Cross Street	2nd Cross Street	Average Weekday Traffic Volumes 2006	2007	2008	2009	2010
KETTNER BLVD	A ST	C ST	5700 N	5700 N	5700 E	5700 E	4600
KETTNER BLVD	C ST	BROADWAY	5100 N	5100 N	4600	4600 E	5000
KETTNER BLVD	BROADWAY	F ST	3500 N	3500 N	3700 E	3700 N	4600
KETTNER BLVD	F ST	G ST	4000 N	4000 N	4000 E	4000 E	3900
KETTNER BLVD	G ST	MARKET ST	3000 N	3000 N	2700	3900	3900 N
KETTNER BLVD	MARKET ST	SEAPORT VILLAGE	3000 N	3000 N	2700	2700 N	5000
KIOWA DR	MISSION TRAILS PARK	LAKE MURRAY BLVD	3100 N	3100 N	4000 E	4000 E	7300
KNOXVILLE ST	ILLION ST	MORENA BLVD	6700	6700 N	6700 E	7300 E	7300
KURTZ ST	HANCOCK ST	CAMINO DEL RIO W	6500 N	6500 N	6500 E	6500 E	3900
KURTZ ST	CAMINO DEL RIO W	ROSECRANS ST	4300 N	4300 N	3900	3900 E	12700
KURTZ ST	ROSECRANS ST	PACIFIC HWY	10400	10400 N	10400 E	12700 E	12700 N
LA CUENTA DR	CLAIREMONT MESA BLVD	TIERRASANTA BLVD	5200 N	5200 N	4800	4800 E	4500
LA CUENTA DR	TIERRASANTA BLVD	LA CUENTA COURT	4700 N	4700 N	4500	4500 E	4500
LA JOLLA BLVD	PROSPECT ST	PEARL ST	8600 N	8600 N	6200	4500 E	4500 N
LA JOLLA BLVD	PEARL ST	NAUTILUS ST	27600 N	27600 N	27600 E	27600 E	27600 N
LA JOLLA BLVD	NAUTILUS ST	TURQUOISE ST	22900 N	22900 N	22000 E	22900 N	22900 N
LA JOLLA BLVD	TURQUOISE ST	LORING ST	18300 N	18300 N	18300 E	19000 E	7800
LA JOLLA COLONY DR	INTERSTATE 5	PALMILLA DR	8300 N	8300 N	7800	7800 E	8500
LA JOLLA MESA DR	TURQUOISE ST	LINDA ROSA DR	8000 N	8000 N	9100 E	8300 E	8300 N
LA JOLLA MESA DR	LINDA ROSA DR	LA JOLLA SCENIC DR (S)	4800	4800 N	4800 E	4900 E	2200
L J MESA/E C TEATRO/MUIR	LA JOLLA SCENIC DR (S)	NAUTILUS ST	2300 N	2300 N	2200 E	2200 E	2200 N
LA JOLLA PKWY	TORREY PINES RD	LA JOLLA SCENIC DR (N)	61200	61200 N	61200 E	61200 N	48100
LA JOLLA PKWY	LA JOLLA SCENIC DR (N)	INTERSTATE 5	62200 N	62200 N	48100	48100 E	48100 N
LA JOLLA SCENIC DR (N)	LA JOLLA PWKY	LA JOLLA VILLAGE DR	5000 N	5000 N	7100 E	5700 E	3400
LA JOLLA SCENIC DR (S)	LA JOLLA MESA DR	LA JOLLA RANCHO RD	3900 N	3900 N	3400	3400 E	6600
LA JOLLA SCENIC DR (S)	LA JOLLA RANCHO RD	NAUTILUS ST	5400 N	5400 N	5700 E	5700 N	14300
LA JOLLA SCENIC DR (S)	NAUTILUS ST	SOLEDAD MOUNTAIN RD	17100	17100 N	17100 E	14300	12400
LA JOLLA SCENIC DR (S)	SOLEDAD MOUNTAIN RD	VIA CAPRI	11800 N	11800 N	11800 E	11800 E	12100 E
LA JOLLA SHORES DR	NORTH TORREY PINES RD	TORREY PINES RD	18700 N	18700 N	14000 E	15400 E	44600
LA JOLLA VILLAGE DR	TORREY PINES RD	LA JOLLA SCENIC DR (N)	40500	40500 N	40500 E	44600	47300

N = Link not counted in that year. Previous year's count carried forward.
E = No actual count. ADT was estimated by the reporting jurisdiction.

Page 8 of 9

TABLE A4

LOCAL STREET DAILY VEHICLE MILES OF TRAVEL (VMT)[1]

Jurisdiction	2003 Distance Miles[2]	1999 VMT	2000 VMT	2001 VMT	2002 VMT	2003 VMT	2002-2003 Change
Carlsbad	198	110,000	112,000	112,000	112,000	139,000	24.10%
Chula Vista	295.4	179,000	198,000	197,000	196,000	207,000	5.60%
Coronado	36.7	26,000	26,000	26,000	26,000	26,000	0.00%
Del Mar	17.1	12,000	12,000	12,000	12,000	12,000	0.00%
El Cajon	134.8	92,000	92,000	92,000	94,000	94,000	0.00%
Encinitas	104.9	80,000	76,000	76,000	76,000	73,000	-3.90%
Escondido	175.9	122,000	122,000	122,000	122,000	123,000	0.80%
Imperial Beach	34.8	24,000	24,000	24,000	24,000	24,000	0.00%
La Mesa	106.8	75,000	75,000	75,000	75,000	75,000	0.00%
Lemon Grove	45.7	32,000	32,000	32,000	32,000	32,000	0.00%
National City	61.8	43,000	43,000	43,000	43,000	43,000	0.00%
Oceanside	293.9	203,000	206,000	206,000	206,000	206,000	0.00%
Poway	141	80,000	81,000	81,000	81,000	99,000	22.20%
City of San Diego	1,897.80	1,423,000	1,338,000	1,337,000	1,330,000	1,328,000	-0.20%
County of San Diego	1,050.50	735,000	741,000	741,000	741,000	735,000	-0.80%
San Marcos	71.7	50,000	50,000	50,000	50,000	50,000	0.00%
Santee	92.8	61,000	63,000	63,000	63,000	65,000	3.20%
Solana Beach	40.4	28,000	28,000	28,000	28,000	28,000	0.00%
Vista	193.8	78,000	78,000	78,000	78,000	136,000	74.40%
Total Region	4,993.8	3,453,000	3,397,000	3,395,000	3,389,000	3,495,000	3.10%

Sources: 2003 Traffic counts used to produce 2004 Traffic Flow Map

[1] For local streets, a rough traffic volume of 700 vehicles per day was estimated.
[2] Road and Street Mileage Reports

6-0630th Page

VMT = Vehicle Miles of Travel
= roadway segment miles x its average daily trips

James K. Eckmann
W. Ocean View Avenue
Del Mar, CA 92014

RECEIVED
APR 30 2012
City of Del Mar
Planning Department

April 27, 2012

Office of the Mayor
City of Del Mar
1050 Camino del Mar
Del Mar, CA 92014

Re: Comment to Village Specific Plan

Dear Mayor Hilliard:

This Comment is supportive of the VSP and at the same time raises an issue for further effort, namely, the Floor Area Ratio in the VSP. This letter is filed as a "placeholder" so that the following issue is not overlooked as we go forward.

Although filing as a private citizen, this Comment is based on information learned at the Finance Committee meeting on April 24th concerning the likelihood, or lack, that a developer or owner would be adequately incentivized to improve commercial property with an FAR of 1.00. The presenter, an experienced commercial real estate developer, said that at the threshold of any project such developer needs to see on the pro forma work-ups a Return on Investment ("ROI") of least 10%. A highly experienced commercial broker has separately confirmed that, saying the ROI should be "12%." I am a member of that Committee. 28-1

We learned at that meeting an FAR of 1.00 will not yield an adequate ROI so as to bring about private development. A sample property adjacent to Starbucks was used as support. Those documents are attached. It is understood those documents were filed publicly in connection with an earlier planning issue.

As can be seen, development of that property becomes commercially viable at an FAR of 1.23 or higher. There are other aspects of viability set forth in that example including "in lieu" fees instead of on-site parking (which fees can be used to fund parking facilities) and height issues as well.

There is no adequate data or other studies set forth in the VSP to show an FAR of 1.00 will incentivize landowners and developers to improve Village properties.

Del Mar will need to be competitive with other opportunities landowners and developers have in that industry and if a market rate ROI cannot be achieved then

PAGE 1 OF 8

three of the eight objectives of the VSP having to do with revitalizing commercial activities and structures simply will not occur. We can adopt the VSP, but developers won't come.

It is my understanding the Planning Department will be exploring this aspect of the FAR issue further. It does not appear to be addressed thus far in the VSP.

Thank you for your attention to this aspect of a Plan I favor.

Very truly yours,

James K. Eckmann

Encl.

PAGE 2 OF 8

Del Mar Finance Committee (FC) Case Study: Proposed FC zoning changes (vs. existing or other new zoning propsed) based on economic viability .

Lot Size: 19,178 Sq. Ft.

				Existing	Developer Old Study	Finance Com. Study
				Under developed	Under amended rules	Under proposed rules
Existing Site		Sq. Footage	Rent			
Existing Building						
2008 NOI	Retail	5015	$ 4.30	$ 258,771.00		
NOI:				$ 258,771.00 NOI		
Old Dev. Study						
	Retail	7,000	$ 4.25		$ 357,000.00	
	Office	6,500	$ 3.50		$ 273,000.00	
		13,500				
NOI:					$ 630,000.00 NOI	
New FC Study						
	Retail	11,520	$ 4.25			$ 587,520.00
	Office	6,150	$ 3.50			$ 258,300.00
	Condo	5,950				
		23,620				
NOI:						$ 845,820.00 NOI
FAR:				25%	70%	123%
Height				15 ft	26 ft	32 ft
Parking					46	20
						34 Offsite
						9 street
						63 Total
Construction Cost:						
Building Shell (Retail)	$ 250.00	Per Foot		$ -	$ 1,750,000.00	$ 2,680,000.00
Building Shell (Office)	$ 250.00	Per Foot		$ -	$ 1,625,000.00	$ 1,537,500.00
Parking	$35,000.00	per stall		$ -	$ 1,575,000.00	$ 700,000.00
Parking mitigation offsite	$20,000.00	per stall				$ 680,000.00 City gets this.
Cost of Construction Condos	$ 425.00	Per Foot		$ -	$ -	$ 2,528,750.00
					$ 4,950,000.00	$ 8,326,250.00
Soft Costs	20%	Hard costs		$ -	$ 990,000.00	$ 1,665,250.00
Permits				$ -	$ 100,000.00	$ 140,000.00
					$ 6,040,000.00	$ 10,131,500.00
Developer Fee , G&A	7%			$ -	$ 422,800.00	$ 709,205.00
Total Cost of Construction				$ -	$ 6,462,800.00	$ 10,840,705.00
Offset Reduction for Condo Proceeds						$ 6,412,500.00
Value		6%	Cap Rate	$ 3,234,637.50	$ 7,875,000.00	$ 10,672,750.00
Land:	$ 168.66	Cost per foot			$ 3,234,637.50	$ 3,234,637.50
Cost To Build:					$ 6,462,800.00	$ 4,428,205.00
				$ 3,234,637.50	$ 9,697,437.50	$ 7,662,842.50
Return on cost:				NA	-6.50%	11.04%
Profit: (Assuming Condo Sales Risk & Carry by Developer)				0	$ (1,822,438)	$ 2,909,908

Page 3 of 8

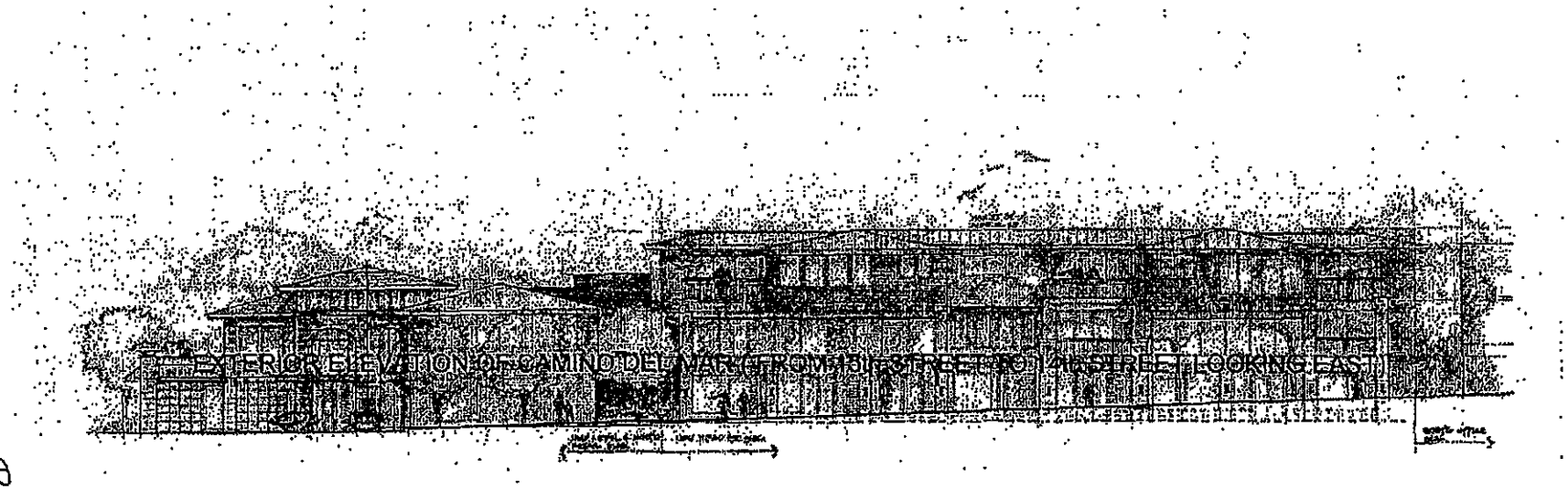
PRICE List Condo Penthouse , Del Mar 14/15 st Project

	Square Footage	Price per Unit	price per foot
A	2,050	$ 2,350,000.00	$ 1,146.34
B	1,600	$ 1,800,000.00	$ 1,125.00
C	2,300	$ 2,600,000.00	$ 1,130.43

PAGE 4 OF 8

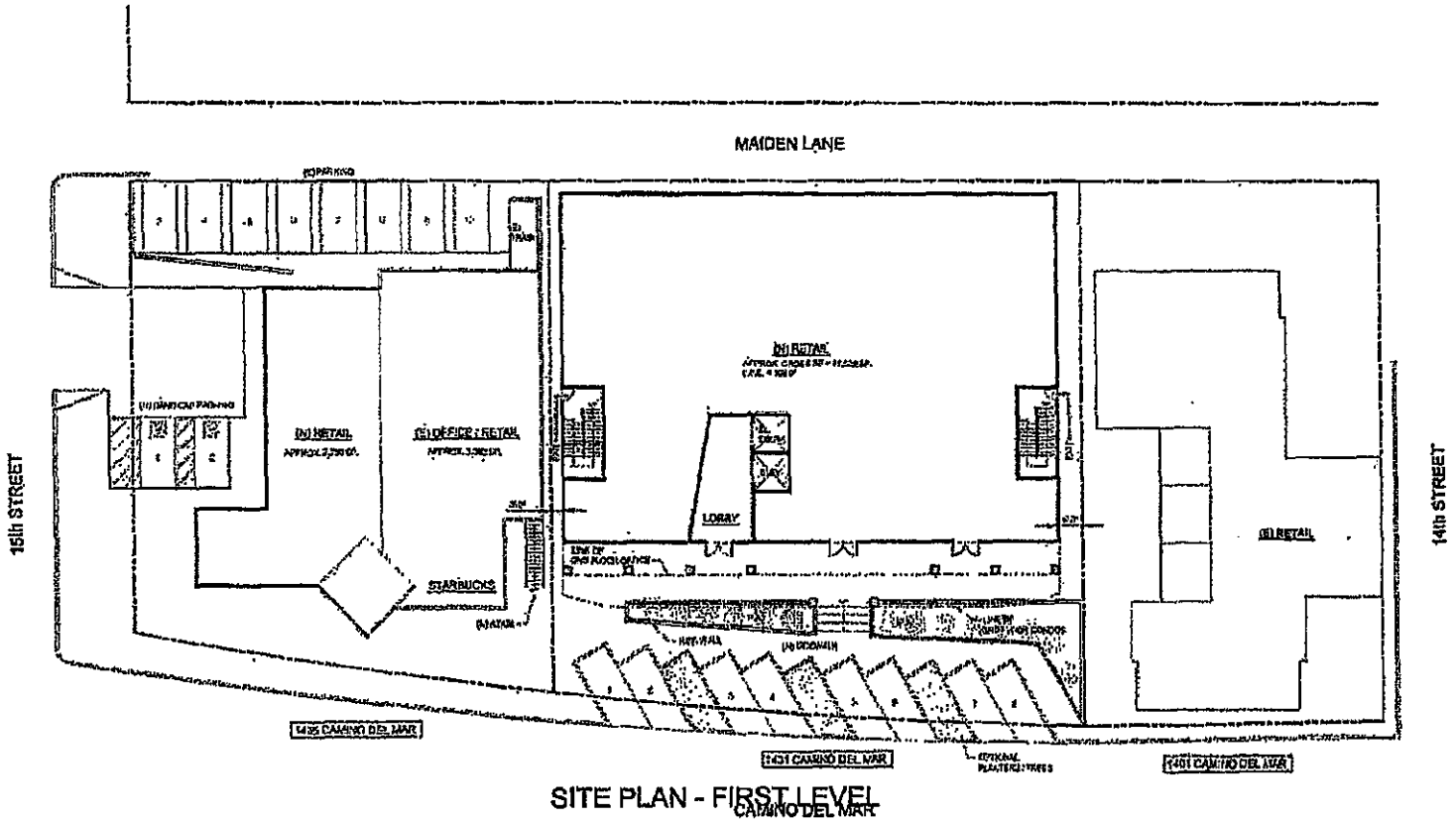
Total:	5,950	$	6,750,000.00
Less Sal	0.05	$	337,500.00
		$	6,412,500.00

Case Study: Del Mar Partnership Property at 1450 Camino Del Mar



8 of 8 3948

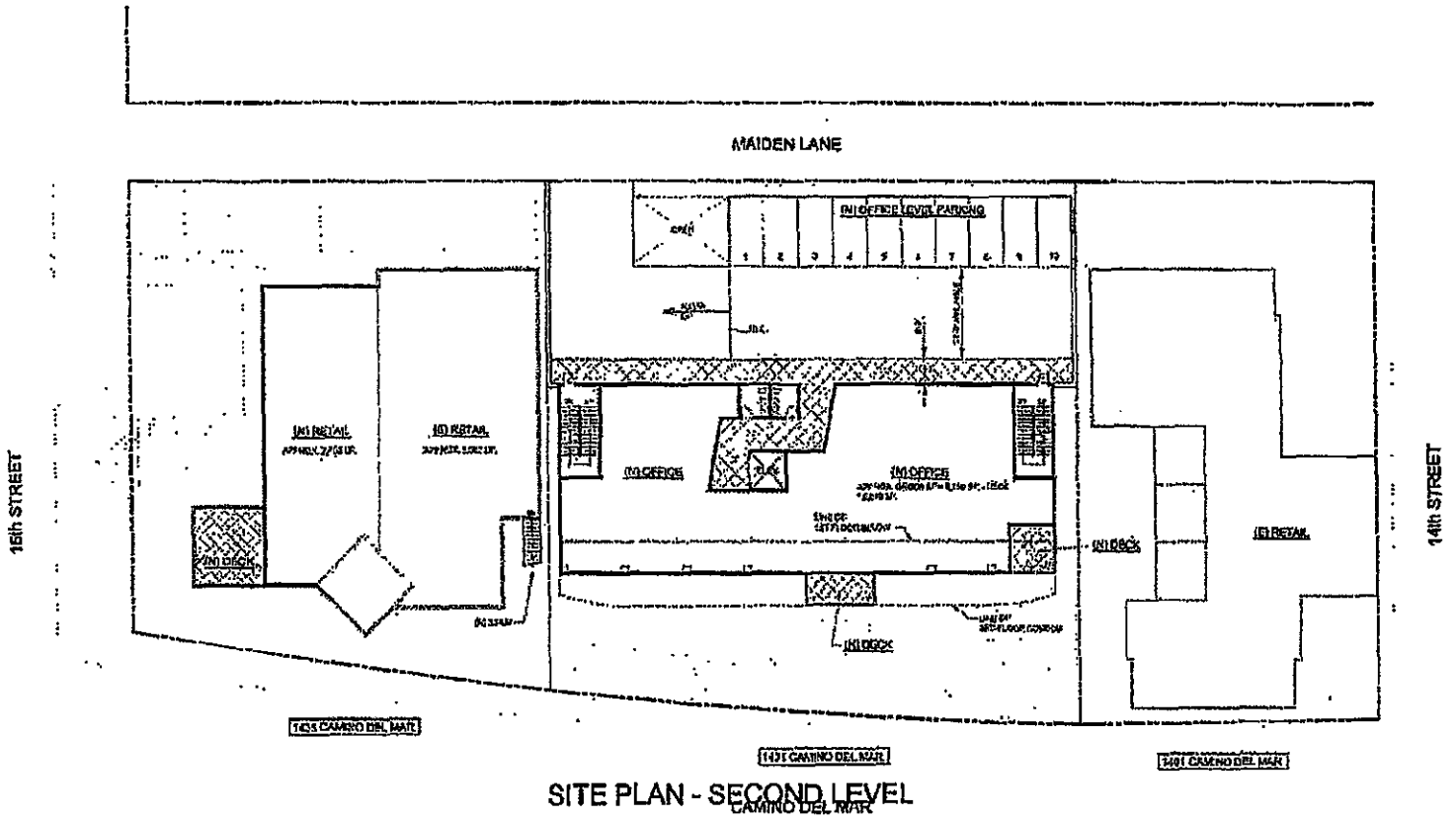
Case Study: Del Mar Partnership Property at 1450 Camino Del Mar



SITE PLAN - FIRST LEVEL

PAGE 6 OF 8

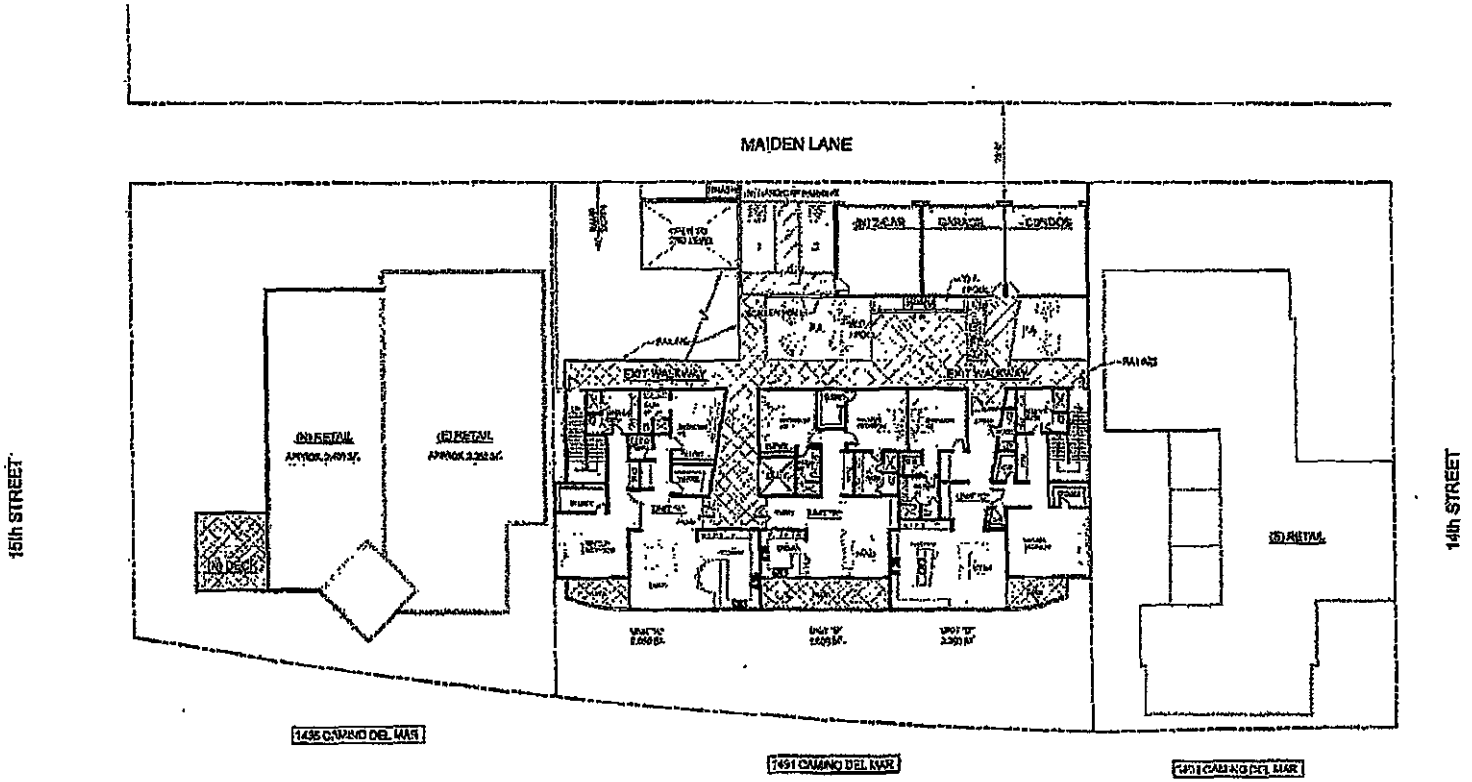
Case Study: Del Mar Partnership Property at 1450 Camino Del Mar



SITE PLAN - SECOND LEVEL

PAGE 7 OF 8

Case Study: Del Mar Partnership Property at 1450 Camino Del Mar



SITE PLAN - THIRD LEVEL

Page 3 of 8

Dr G Richard Wheelock MD
Richard Wheelock Jr
Carolina Rd
Del Mar, Ca. 92014

RECEIVED
APR 30 2012
City of Del Mar
Planning Department

April 29, 2012

City of Del Mar
Del Mar Ca.

To Whom it May Concern,

29-1

Having been commercial property owners and participants in the business community in the City of Del Mar for more than 50 years, we have experienced first hand the many changes that have occurred. Some of these changes have been good and some , well, not so good. One of the biggest mistakes that can be made is to have change without a framework for success.

We are in support of the Village Specific Plan.. This Plan gives the City of Del Mar the framework for real and productive change by enabling the village section of our city to grow in a responsible way. The Village Specific Plan covers a lot of ground. Most everyone will be able to find something in the Plan that they do not like, and perhaps focus on. The hope will be that individuals will look beyond a particular negative impact the plan may have on them and instead look to the plan for its overall impact upon the entire community. Del Mar is in need of revitalization. We feel that the Village Specific Plan points our city in a forward moving direction to create a vibrant core in our city.

G Richard Wheelock MD

Richard Wheelock Jr.

PAGE 1

Subject: FW: Village Specific Plan

From: Frank Chisari
Sent: Monday, April 30, 2012 4:39 PM
To: Planning Mail Box
Cc: Linda Chisari
Subject: Village Specific Plan

Dear Ms Garcia:

I'm writing about the possible narrowing of Camino Del Mar and installation of roundabouts with the intent of improving traffic flow though town and making Del Mar a more walkable village. I fully support those intentions but I am concerned that if, contrary to predictions, traffic worsens instead of improves, spillover and cut through traffic will flow onto Luneta, Stratford, Via Alta and Crest, transferring the traffic burden from our main thoroughfare to our residential streets. Even if traffic flow improves on CDM, the change in configuration will stimulate through-town drivers who aren't aware of the improvement (e.g. out of town Fair and Racetrack visitors) to take side streets anyway. 30-1

The traffic-calming options are stop signs, speed bumps, and chicanes, none of which will prevent drivers from taking side streets, even if it lengthens the drive-time. The residential side streets are lovely, so the drive will be more pleasant. Also, it's make up the time by speeding on the side streets since enforcement is virtually nil. Moreover, each of those options has vocal opponents in Del Mar which will make it difficult if not impossible to reach a consensus. Posting no left turn and no right turn signs on CDM during high traffic time will be resisted by local residents and will only work if enforced in our town where enforcement is almost nonexistent.

I understand that you have suggested that traffic calming devices could be installed on residential streets if spillover is detected. I shudder at that idea given the polarizing experience of the residents of the Crest – Via Alta corridor leading up to the installation of chicanes with the intent of discouraging cut through traffic volume and speed ... a solution that was poorly planned, manipulated politically, pit neighbor against neighbor, and has failed.

If, despite the Crest-Via Alta experience, the Council decides to explore the impact of the narrowing of CDM and the installation of roundabouts, I strongly encourage the Planning Department to recommend the following course of action to the Council: 30-2

1. That the City should monitor traffic in both directions on CDM and its tributaries, as well as Stratford, Luneta, Via Alta and Crest at least 3 times before and 3 times after temporary narrowing and temporary installation of roundabouts.
2. That the traffic study be designed so that statistically valid measurements can be made.
3. That the City should agree to not make the CDM modifications permanent if the traffic increases by a statistically significant (p value <0.01) degree on its tributaries or on Stratford, Luneta, Via Alta or Crest.
4. That nothing be done that would lead the various GPS Navigation Systems in San Diego to identify CDM as one lane in each direction or that will identify its tributaries or Stratford, Luneta, Via Alta or Crest as alternative routes to CDM.

Let's not burden the bike-riding kids and dog-walking seniors on our residential streets with out of town traffic that belongs on Camino Del Mar.

Thank you for considering this request. I look forward to hearing from you about these ideas.

Sincerely,

Frank Chisari
Crest Road

Subject: FW: Village Specific Plan comments

-----Original Message-----
From: Anna Scipione
Sent: Tuesday, May 01, 2012 12:30 AM
To: Planning Mail Box
Subject: Village Specific Plan comments

Hi,
The city web page said to send comments on the specific plan here. So I thought I'd send some. 31-1
I live at Amphitheatre in Del Mar.

I have concerns about the plan and pedestrian safety, bicycle safety, lack of parking, and more traffic on surrounding roads. The village plan seems to want to make slow, continuous traffic on Camino Del Mar.

Your Draft plan document already points out that right now, "at 12th and 14th Streets, the crossings are pedestrian activated flashing signs without an associated stop sign, which can be challenging for the pedestrian. Although these crossings have flashing lights, motorists often ignore or don't recognize the pedestrian and do not stop". 31-2

When there are roundabouts, the traffic will never have any reason to stop in town, and already cars don't stop for the flashing pedestrian crossings. Safety for pedestrians crossing the highway seems to be completely ignored by the plan. Just because the width of the road is smaller, people still have to dash out into traffic that does not want to stop. Human/car conflicts seem like they will be continuously occurring.

It seems to be that crossing at the roundabouts will be even worse. Drivers will be distracted by turning and other cars in the roundabout and not looking for pedestrians on the far side. They will be accelerating to get away from the round part, right into pedestrians. Even with stop signs at 11th street where I have to cross with my dog to get to the ocean, cars barely stop at the stop signs. They're never going to stop for us with roundabouts.

Diagonal parking is a nightmare for seeing bicyclists. No one backing out in a sedan next to a minivan or SUV will be able to see a bicyclist coming until it's too late. Plus I fail to see where the person backing out is going to to back out to, except either into the bike lane or the never-stopping traffic. 31-3

The draft plan seems to indicate that parking is moderately available near 12th street but harder to find near 15th. That already points out that even with not enough parking in town, people are too lazy for the "park once" concept. People don't want to walk 3 blocks to get where they're going. 31-4

I pretty much fail to see how the city is going to pry parking spaces from the hands of the private owners. The liability for those owners if the public parks in their space and the lawsuits that could arise from someone slipping in a puddle or tripping in the dark seems like a huge burden on the tiny shops and offices in town. The village plan seems to rely on these private spaces for the majority of the parking problem resolution. That just doesn't seem business owner friendly. 31-5

As a home owner on Amphitheatre, which is one of the bypass streets for the city (which was not one of the timed routes used in the documents, but could be, as there are only 3 stop signs between the intersections of Del Mar Heights and Crest and Camino Del Mar and 15th st (only 2 stop signs when going south), I fear the side road traffic increase that the roundabouts with single traffic lanes will cause. I would way rather have the 4 traffic lights that the study showed 31-6

would carry the most amount of traffic through town. And make it safer for pedestrians to cross the street. Cars are controlled.
Pedestrians are controlled. Much safer. and my side road is quieter.

I do like the continuous sidewalk. and the parking structure at City Hall. I wish you'd make friends with the fairgrounds and use their parking and make it safe and walkable to get there from town. or put in a shuttle. or a trolley car. something cute. 31-7 31-8

The plan doesn't even mention what happens north of 15th street for traffic. The whole single lane, roundabout design at 15th and to the north seems like it will be a nightmare during racing season. Drunk people staggering about the roundabout at closing time for JimmyO's in the summer... Not going to be pretty. 31-9

I'd vote for more signal lights, more lanes, more control.

Someone did a lot of work on that plan. Sorry I don't like most of it.

Anna

Subject: FW: Upcoming Village Specific Plan Events

To: City of Del Mar

Re: Input on Draft Village Specific Plan
Date: May 1, 2012

32-1

As a resident homeowner in Del Mar for forty years I have been periodically and actively involved in the issues of development in our town. This has included participating in the Del Mar 2000 workshops in 1980 and the Del Mar 2020 in 2000. I also was hired by SANDAG in 1978 to organize and do the technical analysis of Offshore Oil Lease Sale 48, which successfully prevented San Diego offshore oil development, including the Del Mar coastline.

Like so many Del Mar residents, who have watched the continued development of North County cities on both sides of I-5, it has been a relief that our town has resisted those pressures and maintained the small-town, peaceful, ambience that we all love and that draws visitors.

I have participated in some of the recent meetings on the Draft Village Specific Plan and reviewed parts of it. I am thus, duly concerned by the revisions being proposed and have expressed them at a town meeting in February. As I have discussed the Plan with neighbors and considered it more fully, it has only increased my level of concerns, including:

(1) What is the real benefit of increasing the higher building commercial profile on Camino Del Mar (CDM)? Does the City and local businesses truly believe that it will generate more revenues by adding more height? And what is the actual basis for assuming that? What statistically valid surveys and studies have been done in the greater San Diego community and of out of town tourists to indicate this might be effective for downtown businesses, especially when we have seen so many small businesses fail over the last decades (especially at the southern end towards 9th St and CDM).

32-2

(2) How will the height increase affect resident's ocean views all along CDM?

32-3

(3) The potential redevelopment of building heights along CDM will cause extensive disruptions with no clear cost-benefits for the smaller businesses. In fact, many present tenants may be displaced as landlords look to increase their lease incomes with the greater square footage created by the Plan.

32-4

(4) Who will occupy these new spaces? Will they be the kind of retail stores that make Del Mar attractive? Will they be the mass-branded retail stores that could be anywhere and do not add to our town's uniqueness? Will they be non-descript office tenants who add less value to our community (and City coffers) to mainly benefit the building owners?

(5) Just how will Del Mar's unique and "quaint" downtown atmosphere be preserved or enhanced with this Plan? And how will the residents be able to ensure this?

32-5

(6) The north-south round-a-bouts, with the downsizing of the road to one lane in each direction, pose other serious concerns. As I-5 traffic has gotten worse over the years, Camino Del Mar has been a by-pass for commuters going north and created the "wall of steel" that now often starts on Wednesday, often at 2pm. How will the round-a-bouts and two lanes prevent commuters from taking the side streets as they have done in the past? Will there be more CHP to monitor and give fines? How do we know that they will truly deter North

County commuters looking for an alternative route? The La Jolla/Bird Rock round-a-bouts traffic arguments are not equivalent, as
I-5 is too far from the PB/LJ coast road to pull traffic the way CDM does.

(7) To what degree has the City taken into account the massive One Paseo development project on Del Mar Heights Road north of I-5 and it's impact on the City? The proposed 1.85 million square foot project, which is already being opposed by many Carmel Valley residents, will only add to traffic pressures, air pollution, and other associated stresses for Del Mar residents. Has the City hired consultants to look at these cumulative impacts with the proposed Draft Village Specific Plan? Will they be addressed as part of the total assessment of the Plan to the community before the vote? They should be! 32-6

(8) As the US economy is still in the doldrums, and may be for some time, how can we assess whether this development will benefit the current retail stores with all the construction disruption of redoing CDM and/or raising roof heights? The failed development on CDM btwn 9th and 10th streets has already shown some of these pitfalls. 32-7

I must conclude from these concerns that, until they can be adequately addressed and voted on by the community, that my wife and I find it difficult to support the current proposed plan. I would suggest that there are other options that are less disruptive to the special character of Del Mar, and should be discussed by the community (along with many other creative ideas from residents), for example: 32-8

(1) Create more parking spaces. 32-9
(2) Bring the southern end retail from 9th Street north, so that it is more closely integrated into the 13-15th St. active commercial area. 32-10
(3) Develop an integrated CDM look-and-feel street ambience, like in Encinitas that has been so successful.
(4) Develop a viable plan (with costs) for the City Hall property that integrates government use along with other mixed retail and residential uses. Then put that out for interest/bids from developers. 32-11
This would help join the north and south parts of CDM and create an interesting town experience for visitors and residents alike. It could also generate revenues for the City.
(5) Determine how the ball field/playground and Winston School property can be integrated into a larger CDM development plan. 32-12
(6) Provide real sidewalks on the west side of CDM, south of 11th St. 32-13
(7) Offer incentives to landlords so that there can be more cafes and/or restaurants that seem to thrive better than other kinds of retail at the southern end of town. 32-14

Del Mar will always be a small town with a small downtown. That is what has preserved its beauty and prevented overdevelopment. The Plaza and Auberge were the last big debates over downtown development and use (other than 9th Street project that failed to get off the ground with the economic meltdown of 2008). 32-15

The long-term, cost-benefit of significantly altering the downtown requires greater and more careful analysis. City government should be taking an objective view, through surveys and expert consultant input, to present what options will most benefit the community for debate and vote. We must ensure that Del Mar's exceptional small town atmosphere is preserved in ways that benefit local retail interests but not at the expense of our community's historically, irreplaceable character.

Sincerely yours,
Payson R. Stevens
Kamal K. Kapur
7th Street
Del Mar, CA 92014

VILLAGE SPECIFIC PLAN STRATEGY RECOMMENDATIONS FOR IMPROVING THE OPPORTUNITY FOR A FAVORABLE PUBLIC VOTE BASED ON A PROCESS TO INCORPORATE PROPOSED REVISIONS INTO THE PLAN

RECEIVED
MAY 1 2012
City of Del Mar
Planning Department

Dwight Worden; Bud Emerson, Dave Druker

Purpose. The city is proposing a Specific Plan for downtown that would make significant changes to the development rules governing downtown. The draft Specific Plan and accompanying EIR are under review. Considerable divergence of opinion about the merits of the proposed Specific Plan has emerged. Some community leaders believe the plan is heading for defeat at the proposed November public ballot, as currently proposed. Under the circumstances, an effort has been made to identify changes to the Specific Plan that would improve it and increase its chances of garnering community support and of passing with a favorable vote on the ballot. What follows is a brief outline of the strategy to incorporate these changes into the plan with a deal points outline of what the focus of the changes would be. 33-1

STRATEGY. Given the complexity of the Specific Plan and the level of discomfort with it in the community, and the likely hyper-partisan Nov. 2012 election, it is proposed that more time be taken to review, revise, and improve the Specific Plan so it can be improved and placed on a "calmer" ballot, perhaps in the March-June 2013 time frame. It is believed that pushing the matter to vote in November 2012 is too ambitious and likely to lead to defeat of the plan. Accordingly, the proposed strategy is to reschedule the public ballot for a future date and to use the additional time to discuss, refine, and incorporate revisions into the Specific Plan covering the deal points set out below [Not to re-open the entire Plan]. 33-2

It is suggested that the Council create a citizens ad hoc advisory committee to work with Planning to identify plan modifications likely to garner wider support focusing on the deal points below. The committee should include a good cross section of the community, including opponents, skeptics, supporters, and nearby neighbors (This process proved effective in gaining strong community support in the Garden project which passed at the ballot with 80+% of the vote.) 33-3

DEAL POINTS

1. **Financing Plan**. A financing plan needs to be developed and publicly vetted before the Specific Plan is submitted to the voters. The financing plan should address: 33-4

(A) How the economic benefits and burdens of the Specific Plan will be equitably shared between the principle stakeholder groups of (1) the affected business landowners (2) the city in its governmental capacity (3) the residents who live in Del Mar and (4) Del Mar taxpayers.

(B) How the public improvements called for by the Specific Plan will be financed and paid for.

(C) What exactions and fees will be charged for permit issuance for development pursuant to the Specific Plan, how those funds will be expended, and what improvements, exactions and dedications will be required as a condition of development.

(D) What the best estimates are of increased revenues flowing to the city from implementation of the Specific Plan (from property taxes, sales taxes, business license fees, parking fees, and any other revenue sources).

(E) What the best estimates are of increased costs flowing to the city from implementation of the Specific Plan (for capital improvements and for service provision including police, fire, maintenance, planning department, etc).

(F) What the best estimates are of the impacts to property values, both to properties within the Specific Plan area and to properties in adjoining neighborhoods, from implementation of the Specific Plan.

(G) An economic analysis of the financial needs and constraints of redeveloping under the Specific Plan, both for the private owners and for the city, to validate and justify that the FAR, height, and other development changes are needed to achieve the plan goals, that these goals can be feasibly achieved, and that the proposed changes to allow more intensive development are set at appropriate levels to successfully implement the Plan without allowing for more, or less, development than needed.

(H) Any other financial information that an informed voter would want to know in casting a ballot on the Specific Plan.

33-5

2. **A Phasing Plan**. A phasing plan to set out the timelines and parameters for redevelopment of the downtown needs to be included in the Specific Plan. The phasing plan should cover the pacing and location of redevelopment (including the residential units) and of the provision of public improvements and amenities, assuring that public improvements and amenities are brought on-line in a timely manner as redevelopment occurs. Investigate the idea of focusing on two or three blocks in the initial phase, allowing us to learn how the changes impact both downtown and nearby neighborhoods. Changes in subsequent phases could be implemented using what we learn from the first phase.

33-6

3. **Neighborhood Protection Measures**. The Specific Plan needs to include more provisions identifying what the needs and goals of the community are in implementing the Specific Plan. This may require more community discussion to identify precisely what the full scope of these needs and goals is. For each identified need and goal the Specific Plan must set out an implementation strategy for how that need and goal will be pursued and achieved. At minimum, the Specific Plan shall identify those areas impacted by traffic, parking, views, or other impacts arising out of the Specific Plan and how those impacts will be mitigated. Included shall be:

(1) Control of potential spill over traffic and parking from the Specific Plan area into adjoining neighborhoods and the community at large.

(2) Control of noise, light, shading, delivery and service vehicles, trash and recyclables handling, pedestrians walking through residential areas after restaurant closing hours, and other forms of spillover impacts.

(3) Programs for managing parking, including consideration of neighborhood parking permit programs and management of employee parking, to protect adjoining neighborhoods from spillover parking impacts.

(4) Programs for protecting the property values of adjoining neighborhoods.

(5) The establishment of thresholds for each of these impacted areas with identification of mitigation measures that will be imposed if the thresholds are exceeded so that the community can be assured that problems will be addressed if and when they arise.

(6) Provisions to ensure that these basic neighborhood protections cannot be waived or reduced by the city council or other city bodies or staff.

4. **Fourth Street and 15th Street Transitions**. Implement a transition plan to effectively, and attractively, narrow to one lane between 4th and 9th and north of 15th--demonstrate that these transition areas moving from two lanes to one lane will work, including for accessing side streets, and not just jam up at peak flow. 33-7

5. **Mixed Use Housing**. Identification of the precise number, size, and location of proposed residential units in the Specific Plan area. Provisions requiring that, where allowed, second stories on the west side of Camino Del Mar must be committed to residential uses except for exceptional circumstances and must undergo full DRB design and view review. Provisions setting forth incentives for location of residential units in desired locations. Consideration of provisions to allow other (non-residential and/or new second story) development but only on a case by case discretionary basis where specified criteria achieving desired community goals are met. Consider FAR incentives (up to a base FAR of .75 with the ability to go to 1.25). 33-8

6. **Incentives For Local Serving Commercial**. Provisions shall be added to the Specific Plan identifying the types of local serving commercial that the community desires, and building incentives into the plan to encourage these uses. Consider FAR incentives (up to a base FAR of .75 with the ability to go to 1.25).or other benefits to encourage these desired uses . 33-9

7. **Parking Structure On The Church Property**. The Specific Plan shall allow the opportunity for a well designed and planned parking structure to be located on the church property across 15th street from the plaza. 33-10

8. **Measure B**. Measure B shall remain on the books and Measure B votes will be required 33-11

for any future projects that do not conform to a voter approved Specific Plan. Projects that Implement and conform to a voter approved Specific Plan do not require an additional vote, provided that provisions shall be added to the Specific Plan to allow for a public vote on projects larger (in lot size or floor area) than the Measure B thresholds even where they comply with the voter approved VSP when petitions are signed by a specified number of concerned citizens or when a public vote is deemed appropriate by a super majority vote of the city council.

9. **Height On West Of CDM**. Revise height allowed as a matter of right down from 26 and 30 feet as proposed in the current draft VSP, to 14 feet by right with the discretionary ability, where specified community goals are met, to go higher: up 4 feet for architectural and articulation purposes or up to 26 feet for a second story where specified community goals are met. Avoiding wall/canyon effect, retaining architectural diversity and interest, preserving view corridors, and accommodating 2nd story residential in specific locations, are the goals. Option to consider: Existing 2nd stories can remain and if they go residential would become conforming. 33-12

10. **Outreach Re Impacts Of CDM Going From 4 Lanes To 2 Lanes**. Undertake additional outreach efforts to engage, inform, and educate as much of the community as possible on the reasons for the proposal to reduce CDM from 4 lanes to 2 lanes (one in each direction), how that change will impact traffic flow, parking, the ambiance of downtown, and most importantly how it will impact adjoining neighborhoods and the rest of the community. For example, how will the change affect residents traveling to and from work, to visit friends across town, to visit downtown, and how will it affect traffic flow on residential streets? 33-13

Subject: FW: EIR response

From: james emerson
Date: May 2, 2012 9:07:45 PM PDT
To: "Kathleen A. Garcia"
Subject: EIR response
Reply-To: james emerson

1. I would like the EIR to include stronger mitigations regarding negative impacts on nearby neighborhoods. Both diversion and calming measures should be guaranteed in the plan, not based on measurements after the plan is approved. 34-1

2. I would like to see the
EIR consider another alternative: lower height limits on the west side. 34-2

3. I would like to see the plan limit and specify which properties on the west side can be allowed second stories. Two stories all along the west side would create too much of an imposing facade on the character of the pedestrian space in front. 34-3

4. Thirty feet on the west side is too high.

5. Stop light on 15th will interrupt the smooth flow of the two lane roundabout plan. 34-4

6. How can pedestrian and neighborhood car access to CDM and roundabouts be made easier? 34-5

7. What measures can implemented to discourage through traffic from diverting to neighboring streets? 34-6

8. Include more incentives for cafe/B&B uses such as Cafe Secret. This use would attract more visitors from the science and academic areas south of us. This use would decrease auto traffic and increase revenue to city (TOT). 34-7

Bud Emerson

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

From: Barbara Stegman
Sent: Wednesday, May 02, 2012 5:06 PM
To: Planning Mail Box
Subject: Village Specific Plan EIR

Thank you for this opportunity to respond to the DEIR. i am particularly concerned with the traffic analysis which I find to be deficient in several areas

First, and foremost, the analysis only considered traffic at the least busy times of the year (April. October and November), completely ignoring the fact that Del Mar has distinct traffic seasons, as pointed out by the tables presented in the addendum to the letter submitted by the 22nd Agricultural District dated January 23, 2012. While traffic studies cannot be expected to mitigate for a unique peak day (e.g. July 4th), that is not the same as ignoring a condition that exists for something like 100 days. or more, each year in Del Mar. 35-1

Therefore, this EIR needs to examine the effect of increased "summer" traffic volumes on Camino del Mar and other affected streets. In particular, what will happen at the 15th Street intersection? Will the traffic circles be able to handle the increased traffic volume along with increased pedestrian and bicycle traffic? If not, what mitigation measures, if any, are suggested?

Because a significant portion of the seasonally increased traffic volume is generated by the Ag. District, the junction where Jimmy Durante Blvd. joins south bound Camino del Mar should be evaluated to determine how, if, it will function when (if) traffic backs up from the traffic circle at 15th Street. While Stratford and Crest are often cited as possible suffering from the proposed lane narrowing, Jimmy Durante Blvd is often highly impacted by traffic on Camino, making it impossible for residents and business workers to go anywhere at all! 35-2

Bicycle traffic needs to be studied beyond the simple statement that Del Mar has bike lanes. While I assume that the counts provided for bicycles on Camino del Mar are also off-season, they still represent a significant number of riders, and their
safety needs to be considered at traffic circles where drivers veer in and out of the pattern at various points. How do cyclists navigate busy circles where the traffic never stops? 35-3

Pedestrian traffic also needs to be considered. As I understand it,pedestrians will have the right-of-way as crosswalks will have pedestrian activated signals. Considering the crosswalk locations, won't stopping traffic for them back up traffic into the just-passed traffic circle? 35-4

Camino del Mar is frequently host to delivery trucks which generally stop in a combination of the bicycle and curb-most traffic lanes. What will happen to them under the proposed single-lane design? They are certainly wider than the designed 6 foot bike lane, and therefore would impact (block?) the only traffic lane. Are spaces to be set aside for them, as is proposed for buses? I
If so, how does that affect the available parking spaces count? 35-5

1

PAGE 1 OF 2

Because this project has been designed so that only a few of its potential traffic-related aspects can be analyzed here, it is important that it be done right. There will be future studies relating to proposed garages and revamped Specific Plans that will need to build on it. 35-6

Barbara Stegman
Oribia Road

PAGE 2 OF 2

RECEIVED
By PLANNING DEPARTMENT at 11:35 am, May 03, 2012

To: Kathy Garcia
From: Rick Ehrenfeld
Re: City Hall lot - EIR and VSP shadow study

I am concerned that the shadow study's conclusions may not be applicable to the City Hall lot. The City Hall lot differs from the modeled properties in the following ways. 36-1

1) There is no alley between the City Hall lot and the adjoining residences. This alley adds to the distance between the commercial buildings and the residences. The City Hall lot envelope will be setback only 10 ft from the property line. Did the shadow study consider this configuration? 36-2
2) The elevation differential between Camino Del Mar and the residences is more on the City Hall lot than the typical property portrayed in the drawings, based on the topography and the depth of the lot. What was the elevation differential used in the shadow study? 36-3

Based on my calculations – crude and unscientific as they might be – the diagram for the City Hall lot would be different from the model included in the EIR and VPS. The dimensions of the building envelope for this lot would be: 36-4

1. Ten (10) feet between the building envelope on the City Hall lot, and the property line.
2. Five (5) feet between the property line and the residential building.
3. The elevation differential between the CDM and the property line would be around 24 feet, so the building height envelope height 10 feet from the property line would be the 24 foot differential + one story of the building, an additional 14-16 feet, for a total height of 38-40 feet. The portion of the building which is to have a stepback of 20 feet would have a height of the 24 foot differential plus the 26 foot height limit at CDM or a total 50 feet.

If the shadow simulations and modeling are to be applied to this property these figures should be evaluated.

I have included some references from the proposed plans.

4.1.4.4 Issue AGR-4: Light and Glare
The last Threshold, AGR-4, indicates that the Plan would have a significant aesthetic impact if it would result in a new source of substantial light or glare that would adversely affect day or nighttime views. The DMMC Chapter 23.51 protects residents' rights to sunlight. As a part of the Visual Impact Analysis (see Appendix B), a shadow study was completed. Based on calculations and modeling for the longest day of the year, the proposed increase in the height of the building would result in a less than significant adverse change to the shadow pattern on adjacent buildings. Existing conditions currently result in a partial shade pattern on the façade of residential

PAGE 1 OF 2

buildings at 8 a.m.; however, the shade pattern disappears from the façade by 9 a.m. The same situation would occur when the building heights are increased in accordance with the proposed Plan.
Computer modeling was also used to evaluate the shade patterns on Camino del Mar during the equinox and solstice. The models showed an increase in shadow patterns as the building heights increased. During the longest day of the year, shadow patterns formed on the buildings on the west side of the street stretched to the median by midafternoon, but did not shade the entire corridor of Camino del Mar. The proposed setbacks and articulation in the buildings allowed by the Plan would result in more light coming through the buildings to Camino del Mar, and therefore would result in a less than significant adverse change.
Ultimately, future projects would be required to comply with the Scenic View Protection Ordinance that limits shade impacts to residences. Future development projects would be reviewed for compliance with the applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance, the specific development standards contained within the proposed Village Specific Plan and Design Guidelines, and any other applicable regulations. As such, the future development allowed by the proposed Plan would result in a less than significant change to the glare and ambient light into the nighttime sky.

4.1.5 Level of Significance Prior to Mitigation

Scenic vistas in the Plan vicinity consist of ocean views that are partially obstructed by vegetation, buildings, and utilities. The Plan would increase maximum buildings heights along the south side of Camino del Mar and increased allowed density that could potentially impact the existing scenic views of the ocean. The results of the Visual Impact Analysis illustrate the potential impacts to ocean views. Given that future project are required to undergo the Design Review process and compliance with the Design Review Ordinance and Scenic View Protection Ordinance that ensures the protection of views, view blockage impacts (Threshold AGR-1) would be less than significant. The Plan would result in a less than significant impact to the scenic resources in the study area, including the ocean, beaches, bluffs, trees, and historic properties. The ocean, beaches, and bluffs are located outside of the Plan area and would not be physically damaged by the Plan. The Plan would potentially result in tree removal through streetscape improvements. However, tree removal would be minimized and any
removed trees would be required to be replaced in compliance with the Tree Ordinance. The Plan does not make recommendations to remove or modify any existing historic buildings; therefore, there are no adverse changes to the historic buildings. Camino del Mar is designated as a scenic roadway by the Community Plan for its view of the ocean. Residential Primary Living Area views of scenic resources are also protected by the Scenic View Ordinance. As indicated above, Plan impacts to scenic resources visible from Camino del Mar and residential Primary Living Areas would be less than significant. Thus, impacts to scenic resources (Threshold AGR-2) would be less than significant. The changes proposed by the Plan would be pedestrian-oriented, create a uniform
visual environment, and would be of similar architectural style relative to the existing community. Overall, the Plan would improve the visual character and quality. The application of Design Guidelines and the Design Review Board would ensure maintenance or improvement of visual character. Therefore, the proposed Plan would not have a significant impact on visual character and quality (Threshold AGR-3).The shade analysis determined that the increase in height, setbacks, and articulation allowed by the Plan would not adversely impact residential buildings. Also, the proposed building height increase would result in a low adverse change to the glare and ambient light into the nighttime sky. Future development would be required to undergo Design Review and comply with the Scenic View Protection Ordinance that would control shade and light impacts. Overall, shade, light, and glare impacts (Threshold AGR-4) would be less than significant.

4.1.6 Mitigation

No mitigation is required.

Shade and Shadow Analysis on Adjoining Neighborhood

The following diagram illustrates the potential shading of a residential structure west of Del Mar Lane (diagrammatically shown at 26'-0" in height, 10 feet from eastern property line). Shade is cast from the adjacent commercial property designed with a height of 26'-0" from Camino del Mar, with roof articulations shown at an additional 4'-0" above the height limit, and a 20 feet upper level stepback from residential alley, per the draft development parameters.
Shade calculation is modeled at 8:00 AM and 9:00 AM on December 22, the longest day. Note that shade has extended across the alley and partially shades the residential facade. However, by 9:00 AM, the east facing facade of the residential unit is in full sun. This is the same effect that a building that is 14 feet high would have on the adjoining property.

PAGE 2 OF 2

5/1/2012

To: City of Del Mar, attn: Kathy Garcia
From: Alice Scull McNally
1332 STRATFORD CT, DEL MAR, CA 92014

RECEIVED
MAY 3 2012
City of Del Mar
Planning Department

Re:Revitalization
. does not mean larger buildings!

Instead:
Offer more reasons to visit Del Mar!!! 37-1
by:
PLENTY OF PARKING

.underground structure at city hall or undeveloped old gas station property
.encouraging and subsidizing retail and galleries in which to browse
.entertainment
.making the most of the village CHARM.

Keep up appearances: 37-2
. TAKING BETTER CARE of what we have,
THRU
. quality MAINTENANCE
.WORKMANSHIP and MATERIALS
.more through STREET SWEEPING
.and TRASH RECEPTACLES

Bring people into town by offering: 37-3
TRAIN /COASTER SERVICE
.shuttle service from train to heights
. KEEP FOUR LANES OPEN ON CAMINO DEL MAR
. NO PARKING PERMITS!!!

Lets take a lesson from our neighbors 37-4
in SB and Enc.
. which offer more and the
parking is free.
SINCE OUR parking fees JUST BREAK EVEN. WHY ISN'T IT FREE?

Alice Scull McNally

PAGE 1

Subject: FW: Comments to EIR

From: Hershell Price
Sent: Thursday, May 03, 2012 12:48 PM
To: Conversations
Subject: Comments to EIR

Dear Kathy,
Please make the below comments part of the official responses to the EIR for the Village Specific Plan. They are as follows:

The word "Village" always makes me think of the small European villages scattered about France and Italy where most of the buildings have peaked roofs that everyone likes. So, it thinking about our Village Specific Plan and the look of our own village as we progress into the future, I believe there should be a requirement inserted into the Plan that "requires" all future structures to have sloped rooflines such as the Watkins building on 15th Street, the Del Mar Library and the Davidson building on 13th Street. This "requirement" would allow for more view corridors within the village and make our business district a real village that tourists would want to visit. 38-1

Hershell Price

Subject: FW: Village Specific Plan

From: Bertha Leone
Sent: Thursday, May 03, 2012 1:42 PM
To: Planning Mail Box
Subject: Village Specific Plan

I recently reviewed the Village Specific Plan and watched a recording of the April 30th meeting. The VSP reflects a significant amount of work by its authors. I'd like to thank everyone involved for their effort. 39-1

In general, I like many of the concepts of the plan. Still, I have some concerns that I would like to share with you.

A major concern is with the conversion of Camino Del Mar to one lane in each direction with roundabouts. While I am hopeful that the design will meet its objective of improved traffic flow, I have concern for the potential for drivers to take alternate routes through residential streets when this change is implemented. 39-2

The VSP states that qualitative measurements will include "maintaining traffic volumes below capacity on residential streets." It is not clear if this monitoring is intended only for residential streets within the VSP area, or if there will be monitoring of traffic on other streets that could potentially be impacted.

I live on Crest Road, south of Hoska. I don't know what the "capacity" of Crest Road is, but I would really not like to see any more traffic volume than we currently have. As you know, Crest Road is often used for thru-traffic as an alternative to Camino Del Mar. Should this change be implemented, traffic on Crest Road (and other streets in the village) needs to be monitored for impact, and there needs to be a backup plan that can be quickly implemented to reduce traffic volume (not just attempt to calm the speed) in the event these changes do impact the residential streets.

A second concern is with the safety of the roundabouts. I recently drove through a roundabout on Santa Fe in Encinitas, and nearly had an accident. I can imagine that thru traffic will move at a pretty consistent pace during rush hours, and wonder about the difficulty of access from the side streets into the roundabouts. The concept of yielding is often lost when motorists are intent on getting to their destination quickly. I am reminded of the numerous occasions when I have seen motorists on Crest, approaching the chicanes from opposite directions, play "chicken" to see who can get the right of way first. 39-3

A third concern is the increased height of buildings on the West side of CDM. Having recently viewed the latest construction in downtown Encinitas, between A and B Streets and E and F Streets, I am opposed to any building height over two stories. I would prefer to see rooflines that vary in height (some single story and some two story) and design, so that we can still see a significant amount of blue sky, sunshine, sunsets and the ocean nearby. In my opinion, building heights between 26 and 30 feet from 9th to 15th street will not retain the village character as we know it. 39-4

Thank you for "listening."

PAGE 1 OF 2

Best regards,
Bertha Leone

PAGE 2 OF 2

Subject: FW: Working Draft

From:
Date: May 3, 2012 4:00:52 PM PDT

Subject: Re: Working Draft

Bud, Dwight, and Dave,

I've just finished reading your draft proposal of how the community might successfully go forward with the VSP, and am very impressed with how well you've articulated the issues that the working group has discussed. I did attend the April 30th workshop, and while suggestions were made, there was no evidence that the council/planners would make any changes. Living on the south end of town as I do, I'm quite concerned about the transition from two-lane to one-lane traffic at 9th street--I think there is a good opportunity to make the transition to one-lane at 4th/Del Mar Heights intersection and head off some of the spillover into the neighborhood. As the Plan stands now, I would find it hard to vote yes on it until more thorough and explicit details are included, among which are those we've discussed (and your draft articulates) including standards addressing the west facing buildings on the west side of CDM, traffic goals, development time lines, and funding. 40-1 40-2

Sarah Dubin-Vaughn
On Wed, 2 May 2012 22:44:47 -0700 (PDT) james emerson
writes:

> Friends,
> Dwight, Dave, and I have prepared a working draft from our deliberations for your consideration/discussion and for City Council consideration. We think there is an increased chance of achieving consensus among ourselves and in the community if these items are addressed and if the time frame is relaxed somewhat. We welcome your reactions and we encourage you to use any or all of this to try to convince the Council that it is worth the effort to keep the window open for awhile longer so we can find the sweet spot between revitalizing our downtown and protecting nearby neighborhoods. If enough voices are heard, we hope the Council will view this as a constructive process that could avoid a polarized election campaign in November. 40-3
>
> ---
> **From:** james emerson
> **To:** james emerson Dwight Worden
> <

<

Sent: Monday, April 30, 2012 12:41 PM
Subject: VSP 3 Items

Friends,
>Attached are Dwight's notes from 4/25 meeting
>Workshop tonite at 6 and written comments due by friday
>Based on out library discussions, Dwight Worden, Dave Druker, and I are working on a draft proposal to Planning and Council suggesting some changes in the VSP in both content and process. Will send draft to all of you for review soon.

To: Interested Parties
From: Dwight Worden
Re: Report on meeting of citizens April 25, 2012 re: Village Specific Plan
Date: April 26, 2012
Here is a brief summary of the straw votes taken at our meeting yesterday regarding issues related to the Village Specific Plan. Note: people were allowed to vote for more than one alternative to see which options had the most support.
1. HEIGHT LIMIT ON WEST SIDE OF CAMINO DEL MAR
Discussed and reviewed: Existing and VSP proposed limits, original Community Plan intent, view issues and DRB rules, "canyon effect", fact approx 70% of existing buildings exceed 14 feet (are non-conforming), stepbacks/setbacks, view from CDM and alleys, articulation to 30 feet, 3 story versus 2 story, justification as accommodating residential units and potential affordable units, per VSP 2nd story allows but does not require residential, practicality of actually building to the max, DRB and view review apply, ability of DRB to reduce from max, theoretical max build out change (under height and FAR as proposed in VSP) from about 280,000 s.f. to about 600,000 s.f. Much discussion on all these issues.
In Favor: 7 Keep the current rule: 14 feet above CDM
In favor: -0- 26' with options to go 30' for articulation (the VSP proposal)
In Favor: 8 14' with some discretionary ability to articulate (up to an additional 4 feet) and to go higher (up to 26') on some buildings
2. FLOOR AREA RATIO
Discussed and reviewed: Current .45 FAR, VSP proposed 1.0 plus up to 1.5 with EPBs, about 40% of existing buildings have FAR in excess of .45 (are non-conforming), Stratford building is 2.0+, Cedros Design District is about 1.0. Carmel CA is greater than 1.0, what the new FAR would be used for, how much FAR incentive is needed, how much value owners would receive from FAR increases and how public would share/benefit in that value, and other related issues.
In favor: 4 Keep the current .45 FAR

In favor : 6 .45 base FAR of right, ability to go to .75 with Exceptional Public Benefits (EPBs)
In favor: 7 .75 FAR of right
In favor: 7 .75 FAR of right, ability to go to 1.0 with EPBs
In favor: 5 1.0 FAR of right
In favor: -0- 1.0 FAR of right, ability to go to 1.5 with EPBs (VSP proposal)
Question: What is the average FAR on CDM so we can see how much change, on average, under the various FAR increases would occur over the status quo.
3. TRAFFIC AND ROUNDABOUTS
Discussed and reviewed: (1)Number of lanes, (2)roundabouts, and (3)parking are all interrelated; traffic volumes and flows: now capacity of CDM about 16,000 ADT, capacity under VSP (single lane each way with roundabouts) about 26,000-designed to accommodate traffic from VSP; impacts of regional traffic, fair traffic , races, rush hour, and other traffic; single lane each way would accommodate wider sidewalks, streetscape/landscaping, more on street parking, better pedestrian environment; discussion of impacts to emergency vehicles of going one lane each way--will work; controlling cut through to Stratford (now controlled by no left turn rules)--would require no right turn rules from roundabouts, but how to allow through east west traffic? Why bike lanes stop at roundabouts; signal, or on demand ped. lights, at 15th, cross walks adjacent to roundabouts, and related issues.
In favor: 6 One lane in each direction
In favor: 4 "As is" two lanes in each direction
In favor: 6 Roundabouts as proposed in VSP
In favor: -0- Status quo and trade some stop signs for signals
A question to be answered was: Why do bicycle lanes stop at roundabouts? Consensus was they should continue through the roundabouts absent a good reason.
4. NEIGHBORHOOD PROTOECTIONS
Discussed and reviewed: VSP calls for discretionary CUP for alcohol service after 11 pm and for outdoor amplified entertainment; more detailed protections included in the Garden Plan; concerns about noise, recyclable handling, light, music, people walking to cars at closing, parking, and other spillover issues
In favor: 6 More protections for spillover impacts to neighborhoods than what is currently proposed in the VSP. [Note: This vote was taken late and some people had left. There were only about 8 left at the time of this vote]

41

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

To: Kathy Garcia
Re: EIR and VSP comments on parking garage/structure on City Hall lot
From: Rick Ehrenfeld

A parking structure is referenced in both the PEIR and the VSP draft. I do not know the current status of the parking structure proposal. I have listed some of the references that I found in the documents, and would appreciate your direction to others.

VSP
Municipal Parking Lot - A parking lot or structure operated by the City of Del Mar, or designee, offering free or paid parking on a short or long-term basis.
....
Placing meters in the 200 spaces anticipated for Public Parking structure could generate an additional $250,000 per year, for a total of $600,000 per year.

PEIR
- Additional land uses to include boutique hotels and parking structures
- Encourage a parking shuttle. With the completion of a proposed parking structure at 11th Street and Camino del Mar (City Hall site), a joint public/private partnership should be explored to operate a shuttle between the parking structure(s) and the business establishments.

I am concerned that the parking structure on the City Hall property has not received the proper environmental impact analysis. This structure would create an increase in traffic, noise and air quality impacts with CO and particulate matter from vehicles. The "anticipated" 200 spaces in the public parking structure may be the current concept, but the EIR study needs to include a potentially larger capacity. Many questions remain unanswered. 41-1

It would seem that the area with the worst potential air quality impacts would vary depending on whether the structure would be open-sided (naturally ventilated), or totally enclosed (parking garage) requiring exhaust fans and ventilation. Noise from the structure would also be different, given the two options. As the current plan is unclear as to the nature of the parking structure, both options should be studied in the EIR. 41-2

For example, if the parking structure were to be enclosed, there would be exhaust fans. An enclosed structure of this type needs to be studied as a fixed point source with a discharge of pollutants. The greatest impacts from the exhaust vent(s) might occur at a nearby building if the vent(s) are exhausted above the rooftop of the garage, or at pedestrian height if the vent(s) are near ground level. There may be noise from the fans themselves.

If an open-sided parking structure is constructed, it is clear that the greatest potential pollutant concentrations would be immediately adjacent to the structure. The noise and light impacts from this "open-sided" structure are different from those of an enclosed structure and should be evaluated. 41-3

Any parking structure will result in increased intensity of use in this area and the surrounding neighborhood would suffer from the induced traffic. I would like to see an analysis of this impact included in the EIR. 41-4

The study should evaluate the potential cumulative impacts from vehicle emissions of the vehicles inside the structure and those entering and exiting the structure. Any pollution impacts from the parking structure must include mobile sources from increased vehicular traffic, whether on a road or in a parking structure. 41-5

There has been some talk of including residential units on the City Hall lot, the air quality impacts on these units should be studied. 41-6

PAGE 1

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

RANCH & COAST
PLASTIC SURGERY

PAUL E. CHASAN, M.D., F.A.C.S. · VINCENT P. MARIN, M.D., F.A.C.S.
CERTIFIED AMERICAN BOARD OF PLASTIC SURGERY

May 2, 2012

Kathleen A. Garcia
Development Director
1050 Camino del Mar
Del Mar, CA, 92014

Dear Mrs. Garcia,

As a business owner in Del Mar, I am writing to you in support of the village specific plan. Currently, the Operating Room has a lack of any new development in the central commercial corridor and appears old and tired. With new development occurring at the Del Mar Highlands shopping center and Flower Hill, there are so many new stores and excitement that any retail business in the downtown Del Mar area will suffer. 42-1

My wife and I were recently at the main shopping area of Bird Rock where a similar specific plan was implemented. I was impressed with how well the traffic flowed, how much new development had been done, and the overall activity in the area. Not too long ago Bird Rock looked very similar to Del Mar. A huge issue in the downtown Del Mar area is parking and lack of an attractive sidewalk area for people to shop. In fact, my wife's store, Pebbles by the beach, gets most of her customers from my practice and from L'auberge, but not from random people who are strolling the streets looking to shop. 42-2

Del Mar has so much potential, but is being held back by a small and very vocal group of citizens who resist any change. I believe that the village specific plan will bring Del Mar more activity for the retail stores and restaurants, and be of significant benefit to the businesses, the residents, and visitors. 42-3

Sincerely,

Paul E. Chasan, M.D., F.A.C.S.

RECEIVED
By PLANNING DEPARTMENT at 7:09 am, May 04, 2012

43-1

I have resided in Del Mar for the past eighteen years and have followed the progress (or lack thereof in some folks' minds) of this small town in the midst of mass development around it. As Carmel Valley and North City West have boomed and become these limitless suburban plots with dense traffic, massive plazas and frustrating impacts upon our little town, I have been relieved to realize that we have managed to keep a fairly quiet profile, despite such challenges as rush hour traffic diversions into our streets. The daunting issue of Paseo One becoming a reality just up the hill from Del Mar is truly a very disturbing one. The thought of such dense urban development in what has mostly been a suburban community seems preposterous and the devious work of developers, with the results being a quantum loss of lifestyle for north county residents, and particularly to those of us who live right down the hill from this development. Yet, despite these outside issues that face all of us, Del Mar has the opportunity now to resist this kind of overbuild and to take a more conservative approach to the redevelopment of its downtown core. We are a quaint little beach community, who have managed to survive the great influx of population along this coastline and even the boutique retail profile has managed fairly well in these past few decades in our small downtown area. This is changing now and what happens in the future will pretty much determine how our lives will be impacted for the long term in this village. Will we be able to preserve the peaceful, ambience of this community if we overbuild our downtown and create high profile buildings all along our Camino? I for one believe this would be the beginning of irreversible and damaging change to our community. I believe we need to look at what attracts people to our village in the first place. Why is this little village so irresistible to the outside world? I strongly don't believe that it is Banana Republic, which, let's face it, is a box store concept (albeit a small one) which exists in virtually every larger plaza across America. And I don't believe it is the boutique retail stores, although these may give some more affluent folks something to do on a gray sky day. It is clearly the quaint little village, nestled by this gorgeous seaside that is the draw. The

PAGE 1 OF 4

parks which still exist and yes, the coffee houses and restaurants are important, but the beach is the elemental ingredient.

Why then, are we so confounded to create something bigger? I do not believe that the boutique retail model will continue to support as many retail stores as already exist and I think it is equally naive to believe that we can attract 'basic services' stores to this 'high rent' little strip of retail. The prices they will have to charge will keep even the wealthiest of local residents away. Pretty soon we won't even have our own post office, which ultimately is an acknowledgement of these changing times. Sadly this gives way to even more UPS & Fedex delivery trucks weaving in and out of our narrow lane roadways, making their loud zooming noises, drowning out the noisy leaf blowers that are supposed to be a thing of the past now in Del Mar.

Here, then, are my concerns with this Village Specific Plan:

1) What actions, if any, has the City of Del Mar taken regarding the proposed massive One Paseo development project on Del Mar Heights Road? This 1.85 million square foot project, opposed by many Carmel Valley residents, will add significant traffic, pollution, and urban stress to our already encroached upon community. This issue must be part of the City's assessment of the Village Plan, as it will have an immediate impact upon our community if it is built. 43-2

2) What are the benefits of increasing the higher building codes for the commercial profile on Camino Del Mar? Does the City have any evidence that this will generate more revenues by adding these additional feet to the heighth? And what is basis for this assumption? 43-3

Have any studies been done to demonstrate that this will work? Has the City reached out to any commercial developers to see if this recommended FAR is even of interest to them? Has there been any effort to poll out of town visitors to Del Mar to see what they feel is the reason they come here? 43-4

PAGE 2 OF 4

3) What control will there be when traffic begins to divert onto Stratford Court at the beginning of the round-a-bouts, given the narrowing to one lane and unlikelihood that these roundabouts can compete with the overuse of Camino del Mar which we are already witnessing? Will there be more Sheriff patrol cars needed to monitor this and issue fines? Clearly the roundabouts in Bird Rock in La Jolla are not comparable to our situation as no one diverts from the I-5 onto La Jolla Blvd, it is simply too circuitous of a route. All traffic in Bird Rock is clearly headed to closer destinations, whereas many of the vehicles diverting onto Stratford Court are headed as far north as Oceanside. We have a much more serious traffic issue than seems to be addressed in this Village Plan. 43-5 43-6 43-7

4) How will the height increase affect resident's ocean views all along CDM? Is it really possible to referee these resident's concerns with the concerns of developers/commercial space owners when we are talking about the most contested issue in Del Mar, the scenic views of landowners? 43-8

5) Redevelopment of these building heights will create great disruption with no clear cost-benefit analysis for the small business owners. And it is likely that many of these small business owners will be driven out by this construction upheaval or by the resulting rent increases. 43-9

Given these concerns, I simply cannot support the Village Plan and will oppose this plans implementation without considerable more thought and research into its feasibility. There are certainly other options to consider, and I do support addressing many of these other issues which already exist in Del Mar, including: 43-10

1) Work with individual property owners along Camino del Mar to create incentives for those properties which do not lend themselves to the overall aesthetic of the village, and incentivize the owners to make improvements to make their properties more appealing and complimentary to the village ambience. 43-11

PAGE 3 OF 4

2) Creation of more parking for the village, preferably underground, and accessible from the Camino directly. 43-12

3) Creation of a more uniform and aesthetic look to the Camino landscape, much like Encinitas and other communities are now accomplishing. 43-13

4) Redevelopment of the City Hall property employing a mixed use concept which would offset costs of the rebuild and offer a more inviting street appeal to this property. 43-14

5) Offer incentives to landlords so that there can be more cafes and/or restaurants that seem to thrive better than other kinds of retail along Camino del Mar. 43-15

The cost-benefit of significantly altering the downtown requires greater and more careful analysis. City government should be taking an objective view, through surveys and expert consultant input, to present what options will most benefit the community. It does not appear that the current work being done reflects this kind of professional input. We need to safeguard our exceptional small town character and be sure that the commercial interests are balanced in ways that benefit everyone. 43-16

Sincerely,

Drew Cady
Stratford Court
Del Mar, CA

Subject: FW: Village Specific Plan

From: Ricardo Simons
Sent: Friday, May 04, 2012 1:14 AM
To: Planning Mail Box
Subject: Village Specific Plan

As you go up higher and higher on the west side of Camino del Mar (which I personally dread and which the citizens advised against in 1974), please keep in mind a few words from the afore-mentioned 1974 Citizen's Proposed Revision to the Del Mar General Plan (available in a tasteful blue binder in a special section of the Del Mar Library), to wit: 44-1

"*On the west side of Camino Del Mar, an important design element should be to promote the ocean as a backdrop by making it visible to shoppers at street level via "see-through" window schemes and strategic spacing between buildings."*

"Building density should be in harmony with the preservation of ocean views and the atmosphere of open space."

And:

"*Establish strong architectural controls to assure harmonious commercial development in keeping with the* ***pedestrian scale*** *and* ***village character*** *of the community."*

Good luck.

- Richard S. Simons
Chairman, 1974 Commercial

Task Force

11th Street

45a

Al Tarkington
11th Street
Del Mar, CA 92014
May 3, 2012

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

Del Mar City Council
Del Mar, CA 92014

Re: Village Specific Plan

Dear Council Members and Staff:

I have attended three meetings and have briefly scanned the Plan documents at the Del Mar Library. A thorough review was not possible for me with the May 5 deadline. I have several concerns. 45a-1

First, it is obvious that many hours were involved in the planning and preparation of the Draft Village Specific Plan. I hope you will allow myself and others additional time to review the Plan and comment on it.

I may have overlooked it, but I did not see an economic impact report. The plan calls for significant improvements that must be paid for. Is there a projection of these costs and an offsetting projection of the source(s) of funds to pay for the improvements? 45a-2

The Plan calls for a substantial increase in floor area ratios and in height limits. The number one question should be, "What is the benefit to residents?" I personally am not swayed with *new* benefits to commercial property owners. 45a-3

Finally, as a resident west of Camino Del Mar, I have concerns with any modification of existing traffic patterns and the potential effects on residents in my area. 45a-4

As the Village Specific Plan is now written, I would have difficulty supporting it. 45a-5

I hope you will continue to encourage and support further dialogue on this very important issue.

Sincerely,

Al Tarkington

PAGE 1 OF 2

May 3, 2012
City Council, City of Del Mar

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

RE: Village Specific Plan & Environmental Impact Report
Dear Council Members,

I am taking this opportunity to give you a few of my impressions concerning the Village Specific Plan and the EIR. 45b-1

My impressions are that the content of the document(s) are much too extensive for a private citizen to read, comprehend without someone responding immediately to innumerable questions and very time consuming. Therefore not many citizens are going to read it. For that reason I am grateful for both Kathy Garcia and Adam Birnbaum for their many presentations and time answering those innumerable questions. I wonder how many of Del Mar's residents attended one or more presentations.

Del Mar citizens are some of the most involved and well informed in the county about both local and regional issues affecting Del Mar. Yet, I find that neighbors and shop workers all seem unable to decide with conviction what they like and don't like about the VSP. Roundabouts seem OK and then people question how easy it will be to cross the street. The mixed use in the commercial area to include residential sounds worthwhile for both renters and building owners. But there is no guarantee that building owners will want to build them unless they receive your offered increase in FAR. I support the current height level of 14 feet and current .45 FAR. I do like a mixed use concept with open spaces like the building just south of Starbucks with large open area for seating and view corridor. 45b-2

The EIR has not assured me that the citizens living on streets neighboring Camino Del Mar will not be adversely effected by the roundabouts, more outside eating, more building and more traffic. Additionally, I would want to make a complete circle and then a right turn on 11th Street between 3p-6p if I was driving north on Camino Del Mar. Others think this will again impact residents on Stratford Ct. 45b-3 45b-4

A lot of work still needs to be done on this plan. At this time I have not talked to many who would support it on a ballot vote. It includes too many aspects, some that seem in conflict with others. Perhaps if the ballot measure was broken into a beginning, middle and final stage and presented on several ballots over time, residents would be able to understand what they are voting for or against. 45b-5

Thanks for your consideration of these comments,
Stephanie Tarkington
11th Street
Del Mar, Ca. 92014

PAGE 2OF2

Subject: FW: Revitalization Traffic Plan

-----Original Message-----
From: kipp downing
Sent: Friday, May 04, 2012 9:33 AM
To: Kathleen A. Garcia
Cc: Conversations
Subject: Revitalization Traffic Plan

To Whom It May Concern,

here are the questions i have as the owner of Pacifica Del Mar and Pacifica Breeze Cafe on the Revitalization Traffic Plan

-what will the traffic impact of the roundabouts be on Crest Road, Stratford, Luneta, Coast Blvd and other neighborhood streets? 46-1
-where were the models actually located that this computer generated plan is based upon? 46-2
-what will the economic impact be on the city during construction due to lost sales tax revenue? 46-3
-what will the economic impact be on small businesses during the construction due to lost sales? 46-4
-has an accurate pedestrian traffic count been taken during the peak summer months for all intersections where roundabouts are being considered? 46-5
-has an accurate bicycle traffic count been taken during peak summer months for all interesections where roundabouts are being considered? 46-6
-how will the pedestrian traffic commingle with the automobile (and bicycle) traffic at the roundabouts? 46-7
-how will the roundabouts impact delivery truck traffic to restaurants and other businesses? 46-8
-how will the roundabouts impact the traffic patterns of tour bus traffic in the city? 46-9
-how will the narrowing of the streets and roundabouts impact the mass exodus from the Del Mar Racetrack after the races? 46-10
-how will the construction schedule be phased and how long will it take? 46-11
-will the city consider constriction during off-hours to avoid business disruption? 46-12
-which restaurants are considering additional investment in sidewalk cafes? 46-13
has a survey been done of surrounding zip codes that patronize the Del Mar business community to gauge the impact of the construction of roundabouts on the future business activity and future traffic patterns in Del Mar? 46-14
-what if roundabouts don't work? are we stuck with this problem forever? 46-15
-what are the results of just going with traffic lights all the way instead of roundabouts from the standpoint of longterm improvement in cars/day? 46-16
-is it really worth it from a parking standpoint to do all this to add 6 parking spaces/block at the expense of one lane each way on camino del mar? 46-17
-what are all of the options such as metered parking at Paul Chasen's lot in the old Wells Fargo space that increase parking? what is the net increase in parking of that? more than 60 spaces? 46-18

thank you for your consideration.

yours,

Kipp Downing - Pacifica Restaurants

47a

May 4, 2012

CITY OF DEL MAR
MAY 4 2012
PLANNING DEPARTMENT

TO: Planning Department
City of Del Mar

FROM: Ann Gardner
Via Latina
Del Mar, CA. 92014

COMMENTS ON DRAFT VILLAGE SPECIFIC PLAN AND DRAFT EIR

There is lots to like in the Draft Village Specific Plan, and I have some concerns. My comments are organized in part around the Worksheet used at the March 30 Workshop. 47a-1

Streetscape and Parking: I support Alternative 3 to narrow Camino del Mar to two lanes with roundabouts. 47a-2

Issues: Del Mar has too few public transit options. I believe "inadequate public transit" should be added/emphasized as an issue. The VSP would benefit from more emphasis on adding more public transit options rather than emphasizing only additional parking for cars. 47a-3

Solutions and Strategies: In the VSP at 4.5.2 (Transit Implementation Strategies) change words like "accommodating" and "maintaining" to "encouraging" or "establishing new" public transit options. For example, a city contract with incentives to create a shuttle route with stops along Del Mar Heights that would carry people to and from the Del Mar Heights neighborhoods to downtown Del Mar and the beach. The shuttle could take Del Mar residents to the Von's and CVS to shop and then pick up families/teens going to the beach, shopping in the revitalized downtown or even attending a DMVA event at the Plaza. If DMCC can create a shuttle service for residents, why can't the City?

Add information that addresses sidewalk design to create an even more inviting pedestrian environment. The draft drawings (e.g. Figure IV-3) seem to present only a cement-square type pattern. How about designs that use mosaic tiles, agate, colored paving, etc? It doesn't have to be as funky (their words) as Solana Beach's drawings for their "Place Making" but surely not as dull as poured cement. The alley plaza just south of the Stratford Court building could surely be brightened up. Sidewalks that invite lingering and looking would add to the pedestrian environment and encourage more lingering and shopping at local establishments. 47a-4

VSP: Add the sidewalk design to 4.2.2 on page IV-8 and on IV-9 include sidewalk design along with benches in descriptive paragraph under "Camino del Mar Street Furniture;" add information about shuttle at 4.5.2 (Transit Implementation Strategies) add Shuttle Service between Del Mar Heights and downtown Del Mar and the beach.

Figure IV-5 showing new "plazas" created at corners. Is that an exaggeration? Will there really be plazas at our street corners with benches and tables, etc. By the way this would be a terrific place for sidewalk designs (plaza or not!). Still, please clarify the word plaza. 47a-5

Development Parameters I have concerns regarding the increased bulk and height proposed in the draft VSP. It is hard to imagine, for instance, a Plaza at twice the FAR that it is now, or voters approving a Garden Project at twice the FAR. I suppose the existing restaurant patios at the Plaza that add to the open feeling and inviting architecture would all be permanently enclosed. This is hard for me to imagine as I find even the current temporary "enclosures" objectionable. Approval of the temporary enclosures also highlights the pressures staff and elected officials come under to modify voter-approved plans and another reason I support smaller increases in FAR and height limits. Smaller increases (actually we are talking double the FAR) provide more assurance that low intensity scale will continue to define village character. 47a-6

After the workshop and some further thought I have generally come to conclusion that I would support allowing additional FAR beyond the proposed 1.0 ONLY for residential units (second floor) and residential retail (first floor). Although our workshop table agreed to *nothing* over 1.0, I was influenced by Mosier's question about enough residential incentive with only a 1.0 FAR and in hindsight I would have brought up downtown residential as an exception possibility.) The other exceptional public benefits listed in the VSP are vague, and should be assumed to be part of an acceptable development, i.e. sustainable features, semi-public realms and enclosed parking. These feel like a give away at the expense of maintaining our human scale, ocean-side community character.

Allow 26-foot height on West side of Camino del Mar only when public views are protected AND with roof articulation. I do NOT support the extra four feet on either side of Camino del Mar for roof articulation suggested at 5.2.3. There is plenty of roof articulation on east side with the 26-foot limit and should continue to be part of design review consideration. Also, I recommend we limit the second stories on the west side to only residential units or to development that would move office space up *in exchange for* residential-retail space at the street level. 47a-7

I believe the strategy related to Design Review should be to "*Strengthen* Design Review for all Village projects with view protection from residential *and public (i.e. library)* areas *and side streets east of Camino del Mar.* 47a-8

Proposed Metrics: Add a New Downtown Design Review Ordinance and Identify/Draw Protected View Corridors in the VSP.

Community Benefits and Implementation

Issues: It is not clear that the benefits of the proposed VSP outweigh the proposed increase in bulk, and the new 30-foot height on both sides of Camino del Mar. 47a-9

Solutions and Strategies: Must include more aggressive measures to protect village character including views from public streets, particularly those side streets running east to west from neighborhoods east of Camino del Mar and provide the desired results of residential units downtown, fewer offices on the street level and more residential retail.

EIR Findings: There is insufficient evidence to support the EIR finding that there are no significant unmitigated impacts based on the Design Review Ordinance and/or review by a Planning Director and City Council. All of these are subject to development pressures and unpredictable appointments/elections. For example, the former Planning Director and City Council decision to allow intrusive sidewalk cafes on 15th St, in clear conflict with the community's pedestrian-oriented, ocean-view goals. Another example is the approval of a very private, exclusive medical office in the center of the downtown community in clear conflict with the community's horizontal retail policy. The impacts of the Specific Plan might be mitigated with a DRO customized for the downtown area, identified view corridors drawn on zoning maps, limiting second stories to only exceptional benefits such as residential units and of course eliminating the extra four feet for roof articulation which we would already get even in the old DRO. 47a-10

Also, the EIR is required to present reasonable alternatives. Unfortunately the Reduced Development Potential Alternative to reduce the build-out from 600,000 to 500,000 sq. feet lacks specificity and does not make for voter confidence in the process. Do the figures (500,000 versus 600,000) include the bonus square ft. for exceptional benefits and how exactly will the lesser build-out be accomplished? Would there be a smaller basic FAR, i.e. less than 1, or does it mean the extra .5 FAR would be eliminated? Would some properties get to maximize development while others would not, after the first 500,000 are built? Kind of a first come, first serve basis? In other words, what would we get for 100,000 fewer feet? There is no information. This is unfortunate because I believe more voters would support a reduced alternative over the "No Project" alternative, plus it is a deficiency in the Draft EIR. 47a-11

A CUT TO THE CHASE ALTERNATIVE: Allow up to a 1.0 FAR for Public Benefits* identified in the Specific Plan and an additional FAR for residential units. The additional four feet in height would be available for the residential units only, and only with protection of views. 47a-12

VSP: 5.2.3 Building Height Implementation Strategies, bullet 3 first sentence, add side streets and public facilities, e.g. the Library and public plaza, in the Plaza. 47a-13

* residential retail, residential units, public spaces including local theatre/playhouse/ music academy

5.4 Modify Floor Area Ratio as suggested above 47a-14

5.5 Modify Exceptional Public Benefits Implementation Strategies as suggested above. 47a-15

VSP.350 Beginning on page VI-28 Horizontal Policy: Given the proposed increase in FAR and assuming the applicant is taking advantage of the new Specific Plan, this section seem irrelevant. For instance A.1 exception: Frontage Building space is set back from street frontage 25 feet or more. The applicant applying for an FAR increase would be required to Build To Line therefore eliminating the setback and therefore the exception to the Horizontal Policy. 47a-16

Also, if it is true that the new VSP will take precedent over the existing three Specific Plans, would the Plaza be able to replace existing retail space with office space using the exception allowed for store frontages that are at 36 inches or more from the street level? It may seem unreasonable that a Planning Director or City Council would approve the whole second floor converting to office space but this exception *could* be used to replace *some* of the retail spaces. I believe the spaces adjacent to the "public plaza" at the end of the beautiful walk on the second level are vulnerable because, unfortunately, the owner has been unimaginative in providing resident-oriented retailers in the spaces adjacent to the "public plaza." This was not always true (former owners supported the concept of public plazas) and it was a great gathering spot for locals. Now, I put the word public plaza in quotes because it no longer is one. It is another reason why I do not support giving extra floor area to a developer for providing a "public realm" as outlined in 5.5.

Thank you for all the opportunities you are providing for providing more public information and input. It is appreciated and more and more people are getting involved in the conversation. I feel the official responses to the drafts documents with the May 4 deadline and further community meetings are a good start toward a successful resolution. 47a-17

Ann Gardner

+See page 5

From: Ann Gardner
Sent: Friday, May 04, 2012 1:15 PM
To: Conversations
Subject: DRAFT VSP AND DEIR

Dear Planning,

Please amend my comments submitted this morning to replace OR include "scenic vistas" for "ocean views" where specified in my May 4, 2012 memo. 47b-1

Thanks,

Ann Gardner

Gardner
PAGE 5

5/31/12

48

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

Comments on Specific Plan:

Just a note... - PARKING ISSUE

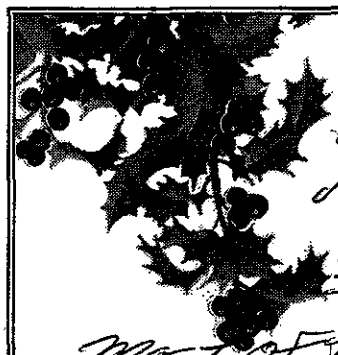
1. Why not have meters on main thoroughfares - Camino Del Mar, Coast Blvd. and skip neighborhood short streets in BEACH AREA. 48-1

2. Double Standard - Build Life Guard center (millions) to attract more people and yet reducing 2 traffic lanes to one, increasing congestion Roundabouts - Eliminates in Cardiff. 48-2

3. Lack of enforcement of existing laws, Power blowers, littering (no tickets ever issued in December), cyclists & motorists running Stop Signs every day, cell phones use, while driving - Baby carriages in Bike lanes, etc. - Major accidents waiting to happen - with City liable? 48-3

4. Willing to pay annual fee but shouldn't the cost be shared by all Del Mar or at least proportionately - Count Traffic Signs & Speed Bumps on hill Streets compared to Beach area - Continue 48-4

PAGE 1 OF 3



Just a note...

5. Aren't Restaurants required to provide parking for at least some of their Employees. Most of them park on our Neighborhood streets from 10. A.M til 9. P.M Daily - And yet the Restaurants charge $4.00 for their customers to park plus a tip. STRANGE,

48-5

Money is the problem and enforcing the existing laws could be a partial answer. - Can the City employees be enabled to give more than parking violations? - The Surfers & Bikers contribute nothing to our COFFERS and yet represent about 50% of our Traffic if not more. - Surfer litter Daily - We pick it up as do our Neighbors.

48-6

We will pay our share but shouldn't it shared equally by visitors & locals & we provide Bike lanes, Life guards, policing and clean up - for people

PAGE 2 OF 3

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

Just a note...
who give little in return.
other than arrogance. Not
all of course, but many
too many
our thanks to those who
trying to solve this dilemma
but lets make it a little for those
of us who put up with the
problem on a Daily Basis.

48-7

Ann Woolley PAGE 3 OF 3
19th St
Del Mar, CA 92014

NANCY L. STOKE
COAST BOULEVARD
DEL MAR, CA 92014

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

May 3, 2012

Honorable Mayor and City Council Members
Planning Department Staff
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Re: Comments on Village Specific Plan

Dear Elected Officials and Staff,

There are several items in the draft Village Specific Plan that I would like to have clarified for the benefit of the community as we face the task of making the decision as to how to vote on the proposed Plan in November 2012.

49-1

Appendix F – Traffic Impact Study by KOA Construction
Table 1-1 identifies three Circulation Alternatives
Where Signals are the intersection control, only 2 intersections are affected and capacity is 30,000 ADT
Where roundabouts are the intersection control, 4 intersections are affected and capacity is 25,000 ADT

Page 39 states "Signals allow for a greater level of control of traffic flows… When properly programmed and timed, traffic signals provide increase capacity on a given roadway…" It further states that "As seen in Table 4-6A and 4-6B, all intersections in the study area are calculated to operate at an acceptable LOS D or better."

Page 45 states "…under the Two Lane with Roundabouts circulation alternative, Camino del Mar roadway will be reduced to two vehicular travelling lanes with a total capacity of 25,000 ADT." And later it states "…enables the roadways bounded by roundabout intersections, greater operational capacity…" It further states "all roadway segments in the study area are calculated to operate at an acceptable LOS D or better except for the following:" and then goes on to list thirteen roadway segments that are not calculated to operate at an acceptable LOS D or better.

Table 9-4 lists 8 roadway segments along Camino Del Mar that will have a lower LOS rating with the Roundabouts option vs the Signals option
Table 9-5A lists 4 intersections at AM Peak Hour that will have greater delays and lower LOS ratings with the Roundabout option vs the Signals option and only 1 segment that will be improved with Roundabouts
Table 9-5B lists 4 intersections at PM Peak Hour that will have greater delays and lower LOS ratings with the Roundabouts option vs the Signals option
Table 9-6 lists 8 roadway segment conditions along Camino Del Mar that will have greater delays and lower LOS ratings with Roundabouts vs the Signals option
Table 9-7A lists 4 intersection conditions at AM Peak Hour that will have a lower LOS rating with the Roundabouts option vs the Signals option and at only 1 intersection is the Roundabouts option the better option
Table 9-7B lists 5 intersection conditions at PM Peak Hour that will have greater delays and lower LOS rating with the Roundabouts option vs the Signals option

Page 2
May 3, 2012

Specific Plan 4.3 Vehicular Circulation
4.3.1 states Camino Del Mar is "...the only continuous north-south through street in the community. Del Mar is highly dependent on Camino Del Mar's functionality."
4.3.2 states "...the anticipated traffic along Camino Del Mar is projected to rise to 26,000 vehicles per day..."

Please address why the Plan selects the option that: 49-2
-Increases capacity on roadways bounded by the roundabouts (our residential streets)
-Has lower capacity than is available via other options
-Impacts more intersections (via physical changes ie: construction cost) than is available via other options
-Creates more segments of roadway calculated to not operate at an acceptable LOS D or better than is available via other options
-Creates roadway segments and intersections that will have more delays and lower LOS rating than is available via other options

Please explain the statement in the Plan on page IV-14 section 3 that states "...Roundabouts present the desirable alternative for Camino Del Mar's intersections, both today and in the future." There is no data to support this statement, and in fact the data in the Traffic Impact Study contradicts this statement in relation to traffic delays and LOS ratings. 49-3

Please address why Table IV-2 in the Plan says the Roundabouts option will have vehicle capacity of 22,000-26,000 ADT which is in conflict with the marketing materials being used and section 4.3.2 referenced above. 49-4

Please explain how our Fire Dept. and emergency vehicles are supposed to travel along Camino Del Mar from 15th St to 9th St when the traffic is backed up in the only available lane and there is no other way to travel along this route. I'm less concerned about the ability of the large vehicles to navigate the roundabouts than I am their ability to navigate the roadway when other vehicles are on the road and there is no place for cars to pull to the side to get out of the way.

As for the building heights proposed in the Plan, I cannot make a favorable decision until I see story poles that show me what the building height options will be. Please install <u>now</u> story poles at the lot south of Bully's Restaurant and at at least two other sites that are deemed to be eligible for increased height above what is there now. We are all conditioned to expect to see story poles at proposed residential development, and we deserve nothing less for this proposed commercial/residential development. 49-5

It is my personal opinion that this whole process is flawed due to its dependence on a 1976 Community Plan that has never been updated nor affirmed by the community since it was written. Many things have changed in the community and the region since 1976, and it would have been much wiser to start with a community affirmation of the Community Plan. It was a very forward thinking Plan in its time, and to affirm that forward thinking and add to it with updated thinking would have been a smart thing to do. From there you would have had much greater support of the proposed Village Specific Plan. Unfortunately we are instead hundreds of thousands of dollars down the road on this current process, with very little community interest/input from other than a handful of residents. I pity the merchants who have to make a go of their businesses when the chosen option is the most expensive, most disruptive, and fails to provide the highest possible roadway capacity. 49-6

Thank you for the opportunity to comment on the proposed Plan and its supporting documents.

PAGE 2 OF 2

Subject: FW: Draft EIR of the Del Mar Village Specific Plan

From: John Giebink
Sent: Friday, May 04, 2012 11:52 AM
To: Planning Mail Box
Subject: Draft EIR of the Del Mar Village Specific Plan

Comments on the Draft EIR for the Del Mar Village Specific Plan from John and Mary Giebink.

Our comments on the Draft EIR for the Del Mar Village Specific Plan deal primarily with the Residential Neighborhood Protection Implementation Strategies (3.8.2) although the Traffic Circulation element (4.3.3) is related. 50-1

The Del Mar Village Specific Plan will have a major effect on the quality of life in the adjoining residential neighborhoods. Overall the Draft EIR offers the impression of minimizing that impact and it inadequately deals with the myriad of severe problems that it will bring about.

The Design Guidelines for the Specific Plan are not delineated and the 2 examples cited in the document are not inclusive of all the concerns that must be addressed 50-2

It is not clear that the "Upper Building Levels" will be (or even can be) stepped back sufficiently to avoid a looming presence. 50-3

The statement "require controls on the night time use of outdoor restaurant terraces or decks immediately adjacent to residential users" is vague and these controls would be difficult to define and impose. 50-4

There is nothing to take into account and ameliorate the increased noise and nighttime traffic that would result from the bars and restaurants. 50-5

The EIR does not address the effect of the increase in traffic on Camino Del Mar that will result from increased traffic flow supposedly occasioned by the use of roundabouts. 50-6

If roundabouts are implemented on Camino Del Mar, there is no way that the enforcement of the prohibition of left turns during peak traffic hours can take place. 50-7

Reducing Camino Del Mar to two lanes will result in a massive shift of traffic to adjacent streets through residential neighborhoods. The EIR addresses this issue by saying "it won"t happen." 50-8

The statement " Implement additional traffic calming measures on residential streets if increased traffic impacts warrant" is vague to the point of being meaningless.

The specific plan basically notes that there will be parking issues, but does not meaningfully address them. 50-9

John and Mary Giebink
Stratford Court
Del Mar, CA 92014

RECEIVED
By PLANNING DEPARTMENT at 12:43 pm, May 04, 2012

RALPH T PECK JR
- 11TH ST.
DEL MAR, CA 92014

51

5/4/12

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

Following are my comments on the EIR for the proposed Del Mar Village Specific Plan –

Visual Impact – The proposed redevelopment of moving all of the properties to the front property line is, in my opinion, contrary to the Community Plan. When the C.P. was adopted, it was discussed and agreed to that various setbacks was a more desirable, and open feeling for the City. That is one of the main features that makes Del Mar unique. Look at the Plaza – all of the stores are not lined-up in a row. Success of retail depends on merchandise offered, price and service! Not lined-up in a row. 51-1

The proposed increase to 30' on the West side of CDM is also contrary to the Community Plan, which requires "low-density, small scale" development. Today, both sides of CDM are allowed to develop 2 stories, which is what is required by State law (one story is already below CDM). But, look at the 3 story buildings on the West side today in the 1100 block and 1400 block of CDM. If 3 stories are now permitted, why can't we have 4 stories on the West side (28' plus 8'-10' below CDM)? What would be the visual impact on residential properties west of the Specific Plan area? 51-2

Traffic Impact – The proposed changing Camino Del Mar to one lane each way, with roundabouts is nothing new, and has been highly objected to over the years by a majority of residents. Why? In spite of professional studies, it is only logical that it won't work in Del Mar! Residents adjacent to the roundabouts in Bird Rock and London, report that roundabouts are ridiculous, with many reported accidents. Uncontrolled traffic logically is hazardous to everyone, including pedestrians. The alternative of the present 4 lanes, with synchronized signals more easily handles 51-3

the traffic that comes through town, providing more safety for pedestrians and all vehicles. It is inconceivable how pedestrians would be able to transverse the 15th St intersection with a roundabout!

Noise Impact - The proposed use of allowing public parking on all private parking lots would have detrimental effect on adjacent residential areas. Private lots are not generally used in the evening hours, so a proposed increase in restaurant/bar use would also increase the evening and late night hours of use of those adjacent parking lots, with accompanying late night noises of those patrons, disturbing the right to quiet enjoyment by the residents. This also applies to the public street use. The Community Plan does not envision the commercial area to be a restaurant row/party area. In fact, the C.P. doesn't include that activity south of 13th St. 51-4 51-5

Parking Impact - State Law requires the Specific Plan to include ALL of the specifics for facilities to be provided to handle the increased development, but this Plan doesn't include ANY specifics for parking lots or structures to handle the increased parking required by the proposed increased development. 51-6

Land Use Impact - Adding 140 residences seems like another issue contrary to the Community Plan. When the C.P. was adopted, one of the reasons was to adopt a plan that would not allow the great increase in apartment development that was taking place at the South end of town. Now, we are supposed to add 140 apartments into the heart of the Village, the Commercial Area??? Why there? The State may require an increase in affordable housing, but in today's environment, why is it necessary, or desirable to include them on a 2 story in the small area zoned for Commercial, when we already have housing right over the back fence of the businesses? Some believe that is not a compatible Land Use. 51-7

Project Alternative - In my opinion, the No Project/Adopted Community Plan Alternative is the option that most closely resembles the adopted Community Plan. **Obviously,** that alternative would not include all the new (Socialist) regs, the new DRB regs, but would allow for uncompleted sidewalks to be completed, would keep CDM as 4 lanes (with option of replacing the "stop signs" with synchronized signals, thus providing for the most traffic and safety protection for pedestrians), and the possible increase in the FAR to the level it seems to be agreed to as the ACCEPTALBLE NORM FOR REDEVELOPMENT INCENTIVE. 51-8

These are my comments, to date, for your consideration.

Ralph Peck

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

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

May 3, 2012

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

RE: Comments on the Draft Specific Plan

To Whom It May Concern:

I'm against having 30 foot buildings on the west side of Camino Del Mar. These structures will block views, sunlight and ocean breezes. These taller buildings will create a tunneling effect in the Village and fundamentally change the character of Del Mar. I'm not talking only about the visual character. Del mar is a unique, cozy, quiet beach community. If the plan is implemented, it will become a generic, concentrated urban center, just what SANDAG wants. But is that what the residents of Del Mar want? 52a-1

Furthermore, I have little confidence that the Design Review Board will protect residential views. The criteria that the DRB will use to evaluate view blockage and visual character haven't been specified. These criteria will be, in any case, highly subjective, and the DRB could easily fall under the control of developers and commercial property owners. 52a-2

Additionally, while I am supportive of increasing FAR, I have serious concerns regarding increased FAR for many of the exceptional public benefits listed in the Specific Plan. Residential units are not an exceptional public benefit. Inclusion of a single very low income apartment should not justify a 40% increase in the size of a building (actually 200% versus what is currently allowed). 52a-3

Developers will easily take advantage of the added FAR allowed under EPB and will build to the 1.5 maximum. This will result in buildings over 3 times larger than what currently exists. 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 despite mitigation measures. This is not appropriate in a fragile coastal environment. 52a-4

Development could still be encouraged with much more modest changes that wouldn't have as negative impact on the Village. City representatives have stated that commercial property owners have little incentive to develop existing structures which already exceed 14 feet and 0.45 FAR. This could be addressed easily by grandfathering existing height and FAR. I've never understood the logic that because we have some buildings that already exceed current limits we should build more. 52a-5

City representative have also stated that 14 feet buildings don't allow modern retail stores with high ceilings. So why not increase the height limit to 16 or 18 feet? Second floors aren't needed to encourage retail. In fact, second floors will likely discourage retail development. Developers aren't going to put in ground floor retail space with high ceilings when second floor apartments can be sold for millions of dollars. The money is going to go into the apartments and the retail space will likely be far from modern. 52a-6

I'm supportive of revitalizing downtown. However, it needs to be done in a sensible way that maintains the character of Del Mar and protects our environment. I urge you to reconsider including 30 foot buildings on the west side of Camino del Mar and 1.5 FAR in the Specific Plan. 52a-7

Sincerely,

Mark Stuckelman

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

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

May 3, 2012

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

RE: Comments on Draft EIR

To Whom It May Concern:

Please find below my comments on the Village Specific Plan Draft EIR

Air Quality

Table 4.2-6 in the EIR says that air pollution will more than double in Del Mar as a result of the Specific Plan. An arbitrary and inappropriate standard is used to conclude that this increase in air pollution is not significant. 52b-1

1. SDAPCD Rules 20.2 and 20.3 only apply to large, stationary sources of pollution such as factories and power plants. It is completely irrelevant to the mobile sources of emissions that will be the main source of increased air pollution in Del Mar.
2. SDAPCD Rules 20.2 and 20.3 apply uniformly in San Diego County. Increased air pollution that that may not be significant in an industrial area in Santee may very well be significant in a dense coastal community such as Del Mar. A higher standard should be applied here.
3. The thresholds specified in SDAPCD Rules 20.2 and 20.3 are not for determining if an increase in air pollution is significant. In fact the word "significant" does not appear in either rule. It's simply a threshold for requiring additional information and analysis.
4. A doubling of air pollution would be considered highly significant in any elementary statistics course.

Noise

Why did the EIR not estimate and address the increased noise, beyond that created by traffic, from new apartments, restaurants and bars? I'm talking about noise created by people entering and leaving buildings, parking their cars, talking on the street, having parties in their apartments with the windows open, etc. As anyone who has stood in front of Jimmy O's, En Fuego or Sbicca on a Friday night can attest, noise can be significant from a single establishment. Multiplied by the scale of the Specific Plan, it appears that the additional noise could be unbearable to residents living adjacent to the Village without violating current noise ordinances. This needs to be addressed in the EIR. 52b-2

Views and Character

Section 4.1.4.1 of the EIR concludes by saying "the Plan impact at this location is considered moderate and would be less than significant." However, the firm that was hired to make this determination appears to have a different opinion. In Section 7.2 of their report, which is included as Appendix B, they state: 52b-3

> With the implementation of Design Review Board review, the use of story poles, setbacks, stepbacks and corner lot 45 degree chamfers on corner lots, the significant impact on scenic vistas can be lessened but they would remain significant after mitigations.

How did the EIR come to a different conclusion than the hired expert?

In Section 4.1.4.1, the EIR deems the impact on private residential scenic vistas to be less than significant based on creating strong measures in the Design Guidelines for the Design Review Board to assess views and protect these primary views from significant interruption by Village development. What are these measures? What criteria are used to determine significance? How can the EIR possibly conclude that view blockage will not be significant without knowing what these measures will be? There is also a cumulative effect here that needs to be addressed. While one project may not be deemed to significantly impact a view in itself, three less than significant projects, approved at different times, could result in a significant impact together. How will this piecemeal impact be prevented? 52b-4

Thirty foot high, 1.5 FAR buildings on the west side of Camino Del Mar will block sunlight and ocean breezes and create a more enclosed feeling for pedestrians. This will change the character of the Village. The EIR claims that the visual character will be improved by newer buildings. This may be true, but it's difficult to make that determination if we don't know what those buildings are going to look like. This seems like a huge leap of faith at this point. Given this uncertainty, it is critical that Section 4.1.4.3 address the impact of the Plan on sunlight and creating a more enclosed feeling (i.e. tunneling effect). 52b-5

Water Quality

Section 4.8.4.2 says that the Plan would create increased runoff pollutants, but that this would be mitigated through several storm drain system implementation strategies. However, in a scenario where Camino Del Mar remains 4 lanes, the most impactful of these mitigating measures would not be possible and a second would be very difficult to implement. Increased runoff pollutants would therefore not be mitigated. This was not properly addressed in Section 9.5.2.8. What would the increased level of pollutants in runoff be without mitigation? 52b-6

Sincerely,

Mark Stuckelman

3

PAGE 5 OF 5

Subject: FW: Livable Streets in Carlsbad, CA

From:
Date: May 4, 2012 12:43:05 PM PDT
To: "Kathleen A. Garcia"
Subject: Fwd: Livable Streets in Carlsbad, CA

Good afternoon Kathleen,
Bryan is familiar to your engineers, he can advise you of a few tweaks to your Camino Del Mar design that will give a big payoff shortly after the project completion.

My recommendations are:
Since there are two distinct types of bicyclists,
a) fast road riders,
b) families, social cruisers and locals dropping into their favorite haunts.
Putting Sharrows on Camino Del Mar will allow the road riders to zip through without having to constantly merge in and out of traffic when passing slower bikes or parking cars. That will allow the speed of traffic to remain steady at 25mph and help prevent cars from exceeding 30mph. A pathway at the same level as and next to the side walk will allow slow bicyclists to stop, shop, enjoy the cafes without interfering with the flow of traffic on Camino Del Mar. These slow cyclists are more akin to pedestrians most of the time. Families will be safer with the children protected from traffic by the parked cars.

53-1

53-2

Paul Nevins,
Board member, San Diego County Bicycle Coalition
VP North County Cycle Club
League of American Bicyclists certified instructor
Member, City of Oceanside Bicycle and Pedestrian Committee
Member, City of Encinitas Bicycle and Pedestrian Advisory Committee

---------- Forwarded message ----------
From:
Date: Fri, May 4, 2012 at 12:16 PM
Subject: Fwd: Livable Streets in Carlsbad, CA
To: Kathleen Cannon

This is an issue people are really getting interested in. Dick will be the only candidate speaking about this type of community improvement. The majority of the funding comes from Federal funding currently being held hostage by the Keystone pipeline. Both the Dems and GOP are on the wrong side of this one.

---------- Forwarded message ----------
From: **Bryan Jones**
Date: Fri, May 4, 2012 at 7:53 AM

PAGE 1 OF 2

Subject: Livable Streets in Carlsbad, CA
To: Bryan Jones

Today at the Pedestrians Count 2012 Conference in LA, I am honored to release the City of Carlsbad's newest video *Livable Streets in Carlsbad*. (The link is below is available for a sneak peek) I am also honored to be a guest speaker on Walk SanDiego's panel on Overcoming the Barriers and Obstacles to Complete Streets. This conference is unique in that it is the only event of its kind focused solely on pedestrians and it provides an opportunity for advocates, practitioners, and researchers to come together to share best practices, ask and answer questions, work to integrate data across fields, and to continue building a solid foundation for improving the pedestrian environment. Yesterday I heard great presentations from some of the most respected people in the industry and I look forward to today's sessions. Just as the conference's slogan states, "Making all communities walkable for all people" Carlsbad is focused on creating an exceptional community by providing choices in transportation that include walking, biking, driving, and public transportation. Livable Streets is an important part of creating a sense of place welcoming to everyone. In January 2012 our city council made Livable Streets a top priority. We are excited about the opportunities implementing livable streets will bring to enhancing the quality of life in Carlsbad for all those that live, work, and play in our great city.

By the way, Happy May is Bike Month as well!

I want to thank our talented communications team at the City of Carlsbad for creating this exceptional video to help tell our story in Carlsbad. We hope you will enjoy it and share it with others.

http://www.youtube.com/watch?v=AS9VFpVWTB8&feature=youtu.be

Bryan D. Jones, TE, PTP, AICP
Deputy Director
Transportation Department
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008
www.carlsbadca.gov

SANDAG

RECEIVED
By PLANNING DEPARTMENT at 2:13 pm, May 04, 2012

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

April 30, 2012

File Number 3330300

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

Dear Ms. Garcia:

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

Thank you for the opportunity to comment on the 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 and its Sustainable Communities Strategy (2050 RTP/SCS), are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth principles. 54-1

Overall, the San Diego Association of Governments (SANDAG) supports your efforts to create a pedestrian-oriented environment in the DM-1 Town Center Smart Growth Opportunity Area identified on the Smart Growth Concept Map, and to ensure that the transportation analysis reflects that priority.

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

Specific Comments

DEIR – Del Mar Village Specific Plan Comments

1. 3.0 Project Description – 3.3.3.4 Transit – a. Bus Transit: First paragraph states, "Currently, bus headways are at half-hour intervals, but are planned per the 2050 RTP to increase to 15-minute intervals." Per the 2050 RTP, by 2020, headways for local bus services in key corridors will be 15 minutes and by 2035, 10 minutes. The planning horizon goes to 2035 and should consider the 2050 RTP's headways during this time period. 54-2

2. 4.14 Transportation/Traffic – 4.14.1.4 Other Mobility Systems – a. Public Transit: This paragraph states that Figure 4.14-6 has six bus stops, but only four are shown. It appears this figure does not include the entire project area. Also, there is no existing transit ridership analysis included. Please consider the recommendations in the *SANDAG Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs.* 54-3

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

3. 4.14 Transportation/Traffic – 4.14.1.4 Other Mobility Systems – b. Bicycle: The information mentions the SANDAG *Regional Bicycle Plan's* reference to the Coastal Rail Trail and recommended Class I bike path. Please consider incorporating these improvements into the Del Mar Village Specific Plan. Figure 4.14.-7 does not include the entire project area. The analysis should include existing bicycle ridership. 54-4

4. 4.14 Transportation/Traffic – 4.14.1.4 Other Mobility Systems – c. Pedestrian: Are the distances indicated in Figures 4.14-8 and 4.14-9 "as the crow flies" or street network defined? Please consider using a street network with a five-minute walking radius. Consider including the Pedestrian Master Plan as an attachment to the DEIR for reference. The analysis also should include pedestrian trips. Additionally, the pedestrian maps do not include the entire project area. 54-5

5. 4.14 Transportation/Traffic – 4.14.2 – Impact Significance Thresholds: TRAF-2 – While SANDAG has opted out of the state Congestion Management Program, this does not eliminate a congestion management process requirement. SANDAG has included Technical Appendix 20 within the 2050 RTP as a tool to comply with the federal process. Please update the paragraph at the bottom of page 4.14-25 and throughout the DEIR as necessary to reflect this process. 54-6

6. 4.14 Transportation/Traffic – 4.14.4 – Impact Analysis – Trip Generation: The information as it relates to the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates and the MXD Model are not clearly expressed. Please see additional comments below that should be addressed in the Traffic Impact Study (TIS) appendix. 54-7

City of Del Mar Traffic Impact Study (TIS) Comments

1. Pages 6-7 – Project Trip Generation: This table provides unclear information related to SANDAG's trip reduction rates and the MXD Model. Please consider separating this information into two tables for Existing and Proposed project. Also, consider adding the SANDAG reduction rates and MXD Model reductions alongside the columns for each driveway trip generation. Each land use trip generator should have an identifiable transit, mixed use, and/or MXD Model reduction value. 54-8

   As this table and information are currently displayed, it is difficult to understand how the MXD Model is being used and how this relates to the other SANDAG reductions. The MXD Model should not be altered in any way and should only be used as its original form. In addition, the MXD Model should not be used for land uses other than residential. Lastly, the MXD Model should not be used in the event SANDAG's mixed use reductions are used, as this would be double counting trip reductions. Please provide further clarification to address these comments.

2. Page 99 – Pedestrian Analysis: see comment 4. above for c. Pedestrian. 54-9

   Pages 105-111 – Bicycle Analysis: see comment 3. above for b. Bicycle. Also, please consider incorporating a street network analysis for the five-mile bicycle radius rather than the "as the crow flies" Figure 7-7: Consider expanding upon the Del Mar Community Transportation Plan within the TIS. 54-10

   Pages 112 and 113 – Transit: see comment 2. above for a. Public Transit. 54-11

Draft Village Specific Plan

Chapter IV Mobility

- Page IV-4 – Figure IV-2: Consider using a street network buffer rather than the "as the crow flies" buffer. 54-12
- Page IV-6 – Average Pedestrian Counts: Consider incorporating into the TIS DEIR. 54-13
- Page IV-19 – Average Daily Cyclist Counts: Consider incorporating into the TIS DEIR. 54-14
- Page IV-21 – Bus Transit: See above comment for transit regarding 2050 RTP transit headways. In addition, please include the Rapid Bus service (Route 473 with 10-minute headways) planned for the Del Mar corridor by 2030 connecting from Oceanside to the University Towne Centre area. 54-15 54-16 54-17
- Page IV-23 – Shuttle: Consider the 2050 RTP LOSSAN corridor improvements for the COASTER. This includes the San Dieguito Bridge and Double Track and Del Mar Fairgrounds seasonal platform that will be built by 2030. Also, consider this in the DEIR TIS.
- Page VII-9 – Table VII-4 Proposed Parking Provisions: The 2050 RTP includes a tunnel for the LOSSAN corridor in Del Mar. In the event development of an underground parking structure is constructed, this structure should not preclude a future rail tunnel.

Parking:

We strongly support the City's recommendation to develop a comprehensive Parking Management Plan. A comprehensive parking plan that addresses both public and private parking will reinforce the goal of *a pedestrian-oriented district in which the influence of the automobile on the character and function of the area is minimized.* The following SANDAG resources are available to support this effort: *Parking Strategies for Smart Growth,* as well as the final draft of *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities (*Parking Strategies section). The City may want to consider including a demand-based approach to parking pricing. This would assist with ensuring the City's goal of a 10 percent parking vacancy rate for premium on-street parking spaces and would improve access to businesses by discouraging long-term street parking. This also would help to eliminate the problem of cruising for parking spaces, which congests streets and pollutes the air. We also support the concept of shared parking among land uses with different peak periods and suggest that the City consider allowing shared onsite parking to satisfy the parking requirements for each use. Allowing for shared parking arrangements can significantly reduce the amount of additional land needed for parking, creating more opportunities for mixed use, creative site design, and landscaping. 54-18 54-19 54-20

Vehicle Trip Reduction Strategies:

To reduce the traffic impacts associated with new development, the City may want to consider establishing a regulatory framework for including Transportation Demand Management in the development review process for the Specific Plan area. We encourage the City to establish peak hour non-single occupancy vehicle mode share goals and to require or incentivize developments to meet or contribute toward meeting those goals. This could be accomplished through a Trip Reduction Ordinance (TRO) and/or development standards that require developers to provide amenities and or incentives that encourage occupants to use alternative modes of transportation. A TRO can reinforce the following city goals and objectives: 54-21

- *Create land use and development standards incentives that will result in an attractive and vibrant, pedestrian-centric, mixed-use commercial district for Del Mar that will be both a destination and a commercial, cultural, and community resource for residents.*
- *Promote the use of alternative forms of mobility not dependent on fossil fuels, including the installation of electric vehicle charging stations in parking structures; the provisions of bicycle racks; and the accommodation of golf carts, scooters, and motorcycle parking.*

Additional information on trip reduction strategies is available in the "Site Development" section of *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities.*

Bicycle Encouragement:

We applaud the City for including bicycle infrastructure and amenities in the Specific Plan and would encourage consideration of the use of bike corrals or a bike station in addition to, or in lieu of, bike racks. The addition of supportive programs such as bikesharing can increase mobility, reduce vehicular traffic, and assist the City with meeting their sustainability goals. 54-22 54-23

If bike racks are chosen, we suggest that not only the design of the racks complement the existing street furniture, but the rack design should be the best possible in terms of the functionality of the rack. Racks can be too short, narrow, thick, round, not deep enough, etc. If the rack does not work well, its use will be minimized and potentially frustrating to users as the bike to be locked up slips, leans, and falls. 54-24

Also, please evaluate the potential for using the best possible bicycle facilities (on-road) within the plan area and consider for use the variety of innovative methods that continue to emerge. Green bicycle lanes, bike boxes, and bike detection loop pavement markings are a few examples. For innovative, best practices in bike facilities please consider the recommendations in SANDAG's *Riding to 2050 San Diego Regional Bike Plan's Bicycle Design* Guidelines section entitled Standard Designs of Bicycle Facilities. For bike racks and parking, consider the recommendations in SANDAG's *Riding to 2050 San Diego Regional Bike Plan's Bicycle Design* Guidelines section entitled Bicycle Parking. 54-25

General Comments

Other Considerations

We appreciate the opportunity to comment on 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;* (4) *Parking Strategies for Smart Growth;* (5) *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs;* (6) *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities; and (7) Riding to 2050, the San Diego Regional Bike Plan.* These publications can be found on our Web site at www.sandag.org/igr. 54-26

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or Susan.Baldwin@sandag.org or Ron Saenz at (619) 699-1922 or Ron.Saenz@sandag.org.

Sincerely,

Susan Baldwin

SUSAN BALDWIN
Senior Regional Planner

SBA/RSA/dsn

Subject: FW: Specific Plan for Del Mar

From: louise keeling
Sent: Friday, May 04, 2012 2:57 PM
To: Planning Mail Box
Subject: Specific Plan for Del Mar

Dear Planning Dept. and City Council Members,

Thanks for letting us forward our opinions on the Specific Plan. I was surprised recently that the Planning Department didn't have a copy of our 1974-75 General Plan and hadn't read the copy in the Del Mar Library. I gave them one of my copies in April and they have used some quotes from it in their Specific Plan, including " a focus of major retail and office activity into an economically viable, pedestrian-oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential fabric of the community." 55-1

I'd like to quote some OTHER statements from this document in the "Commercial Land Use and Character" section that may have been overlooked. From page 94:

"Refreshing views of the ocean, trees, and vegetation should be preserved by limiting construction on some or all of the remaining (building sites) in the downtown area of Camino Del Mar.

and page 95 of the same section

"Building density should be in harmony with the preservation of ocean views and the atmosphere of open space.":

Also , page 96 of the same section:

"As one specific item, we recommend that new construction on the west side of Camino Del Mar be limited to one story above the street level. This would preserve the view seaward from east of Cam. Del Mar. The west side down-grade will still permit a second, lower floor which could face westward.....On the west side of Camino Del Mar, an important design element should be to promote the ocean as a back-drop by making it visible to shoppers at the street level via "see-through window schemes and strategic spacing between buildings. LOT LINE CONSTRUCTION ON THE WEST SIDE OF CDM SHOULD BE PREVENTED BY INSTITUTING SIDE YARD REQUIREMENTS. ....(page 97, "to preserve the existing low density a bulk ordinance ratio consistent with the average existing uses should be established. "

Thanks for your patience in reading these quotes. Some proponents of the new Specifc Plan (many of whom don't live in Del Mar) urge NO Floor area ratio in the downtown area, and no side yard set-backs between buildings. This idea turns against the above quotes which many of the residents cherished from our original General Plan. Newer residents also are nervous about losing the charm that exists now in downtown Del Mar. I

Our vision too was having some small apartments on existing 2nd stories, or at least limiting those to the East side....this to bring lower-income people to our community, not necessarily those who could afford expensive "condos". 55-2

Unfortunatly, those of us who are genuinely worried about the Visual Impact of the new Specific Plan, may feel we must vote against it if it comes to an" up or down"
vote, even though there are parts of the plan we are pleased with. We admire so much the hard work that has gone into this new plan....Cathy and others have been easy to work with and are sincere in their efforts to be "fair" to everyone.

May I add a few suggestions that might satisfy some people. ....another email after this. I send good wishes,, Louise Keeling

Subject: FW: an addition to previous message

From: louise keeling
Sent: Friday, May 04, 2012 3:56 PM
To: Planning Mail Box
Subject: an addition to previous message

Dear City Council Members and Planning Dept.

Consider this a P.S. to my previous message. Just a few hopefully helpful suggestions that some of us have discussed:

If all else fails, could an effort be made to have the owners of the more charming one-story structures, and those who have the low-slung tiled- roof two-story buildings (now lower than 26 feet) be persuaded to enter in to an Historical Building zone of some kind.? I think many community members would be willing to contribute to a fund to establish this. 55-3

And, wacky as it sounds, in lieu of a large parking lot at 11th street...(.pretty far from the stores for some people), could we construct several smaller lots through-out town...similar to the Chiquita Abbot lot. These could be covered with flat solar panels and shrubbery, hiding the ugliness of a parking lot, allowing wonderful views from the side-walks, and satisfying any "green energy" program Del Mar is looking into. 55-4

Thanks for your patience,
Louise Keeling

MadisonMarquette

RECEIVED
By PLANNING DEPARTMENT at 3:10 pm, May 04, 2012

May 4, 2012

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

email planning@delmar.ca.us

Re: Del Mar Draft Program Environmental Impact Report and Draft Village Specific Plan

Dear Planning and Community Development Department:

Please accept this letter in response to the draft documents referenced above for the City of Del Mar, California in reference to Del Mar Plaza.

I have met with Adam Birnbaum, with the City of Del Mar and he presented the highlights of the project. As a result, please accept this letter as Del Mar Plaza's initial support of the "Revitalization Plan, and its request that any of the improvements or restructure of ordinances that provide businesses favorable allowances compared to the current Specific Plan are adopted for Del Mar Plaza as well. 56-1

While options outside of the Del Mar Village for shopping and dining continue to increase, it is vital that Del Mar Plaza is provided with leniency in the restrictions it is currently encumbered to combat the decrease in customers it has encountered over the last several years. 56-2

I look forward to working together with the City of Del Mar on this plan. If you have any further questions, please contact me at 858.876.1165 or Michael.Hull@MadisonMarquette.com.

Sincerely,

Madison Marquette Retail Services, Inc., Agent for
Del Mar Plaza GLL BVK Properties 2007, L.P

Michael Hull
Vice President of Management Services

1555 Camino Del Mar, Suite 315B, Del Mar, CA 92014 Telephone 858.876.1163 Fax 858.876.1164 www.MadisonMarquette.com

MAY 4, 2012

TO PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE
CITY OF DEL MAR
1050 CAMINO DEL MAR

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

RECOMMENDATIONS AND PARTIAL EVALUATION TO
THE DEL MAR REVITALIZATION PLAN

The "Village Specific Plan" as presented is not a Specific Plan but rather a Study or a Proposal with few specifics now available to be analyzed or evaluated. While the 375 pages are filed with consultants reports bought and paid for by the City and City Staff reports and evaluations that agree with the premises proposed by the City 57-1

While the City staff notes concerns by Business Owners, Property Owners and Voting Citizens the hard questions on basic issues are unanswered; real parking lay outs on Camino Del Mar, timing and commitment on the proposed 200 parking on the City Hall Site, the impact and access on the Ally on the West side from the proposed five blocks of continuous parking under two story buildings, (Phase two / the Private Realm.) The City Hall site is the Sixth Block. The Construction Mitigation and Timing for the Camino Del Mar Street Improvements. The Proposed Parking restrictions adjacent to CDM. 57-2 57-3 57-4 57-5 57-6

The usual response to hard questions is it is being studied or too expensive to be done at this time. What is available is not inspiring, the proposed CDM Street layout has 15 pedestrian crossings, 9 major and 6 minor, across the continuous two lane traffic lanes and conflicts of parking space size and required back up lanes differ with currant City Standards. 57-7

The "Village Specific Plan" is broken down into the Private and Public Realms, both of which are to be passed together to work according to the City; why does have to? With the City acting as Developer over Private Property in the "Private Realm" There are no checks and balances on the Developer by the City since the City assumes both roles. unlike the Plaza and Hotel Specific Plans Add to this the proposed "Village Specific Plan" is only a "Study" to be interpreted and implemented only by the City, with no oversight and for the next 50 years. Once implemented, like the Community Master Plan only the City has the power to change anything through City Council Resolutions. 57-8 57-9

This has far more reaching implications for the entire City than either the Plaza or the Hotel Specific Plan. More input, time and study should be done.

Carl Reinholz
Private Property Owner / Camino Del Mar

Subject: FW: Draft Village Specific Plan

From: Tina Benedict
Sent: Friday, May 04, 2012 10:56 AM
To: Adam Birnbaum
Cc: Jim; Tina Email
Subject: Draft Village Specific Plan

Adam,

Thank you for coming out to our house and presenting the Draft Village Specific Plan. You gave a very comprehensive report. 58-1

Both Jim and I are in favor the the plan as presented, with the exception of the proposed FAR of 1.0. We believe Property Owners/Developers will require a minimum FAR of 1.5.

Thank you,

Tina and Jim Benedict

59

Don Ellis, M.D.

RECEIVED
By PLANNING DEPARTMENT at 3:59 pm, May 04, 2012

May 4, 2012

Honorable Mayor Hilliard and Del Mar City Council
1050 Camino Del Mar
Del Mar, CA 92014

Re: Draft Environmental Impact Report

Dear Honorable Mayor and City Council,

The Environmental Impact Report for the Village Specific Plan appears to raise issues of negative impact and then simply dismiss them as insignificant. In my opinion, strong bias is allowing issues of significance to be glossed over and ignored. 59-1

Specifically the diminished aesthetics, diminished air quality, increased greenhouse gases and increased noise, increased traffic and increased solid waste which will result from the dramatic increase in building size do not appear acceptable. Common sense indicates that a doubling or tripling of building size will be significant no matter how significant is defined. 59-2

Specifically, the acceptance of the proposed traffic plan as adequate and with insignificant negative impact appears to be a denial of logic. Traffic flow cannot possibly be adequate as proposed but even if it were and the expected increase of overflow traffic to neighborhood streets did not occur- it is implausible that pedestrian crossing of Camino Del Mar will be safe and unlikely that it will not severely disrupt traffic flow. 59-3

Specifically, I am strongly opposed to "mixed use" with residential units in the Commercial Zone, despite substantial socialist rhetoric to the contrary. On several occasions Del Mar residents have had the enjoyment of their residential property disturbed by patrons of commercial businesses, particularly late at night. Although "mixed use" is in Vogue, we should learn from our prior experiences, not repeat the same mistakes- residential units in the Commercial Zone seems like a poor choice for Del Mar. 59-4

Thank you for your consideration of my opinions.

Sincerely,

Don Ellis, M.D.

11 th Street, Del Mar, CA 92014-0538

60

Ed&Rolande Fyfe

Ocean Ave., Del Mar, California 92014 •

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

May 4, 2012

City of Del Mar
1050 Camino Del Mar
Del Mar, California 92014

Re: Public Comment on Draft Village Specific Plan

We have reviewed the Draft Village Specific Plan. We have discussed the plan with our neighbors in our immediate area, and **no one supports reducing Camino Del Mar to one-lane in each direction.** 60-1

The following are our comments based upon living at the above address for more than 12 years:

1. **We strongly oppose the "Two-Lane Option on Camino Del Mar"**

   The City's traffic study indicates that maintaining four lanes and replacing 4-way stops with traffic signals will move traffic through the village at the same rate as two lanes and turnabouts, and both options will move traffic faster than current conditions. **Maintaining Camino Del Mar's four lanes is clearly the more reliable option for the City.**

   This is a poor, short-sited plan to gain only 50 plus parking spaces for downtown. This does not begin to address our true capacity needs now and into the future, and will not turn around our true lack of parking or our "get you with a parking ticket" regional reputation. 60-2

   The City's traffic planning and management **must facilitate working Del Mar residents who commute**, visitors to Del Mar who generate sales tax revenue that is vital, and service vehicles. It is impossible to accommodate these vehicles and not accommodate the vehicles of commuters just passing through. 60-3

   Most importantly, our beach is a jewel. More and more people come to our beach each year, and the volume of beach-goers will never diminish, only increase. **You must FINALLY ADDRESS people coming to the beach who want to spend an entire day with us that includes the beach, shopping and dining.**

Traffic volume will remain at current levels and increase over the next 30 years, as will parking demand, therefore: 60-4

2. **We strongly support the construction of one or more underground parking structures with retail above ground:**

   Since the City must maintain Camino Del Mar's four lanes, one or more new parking structures will provide the additional parking capacity needed now and into the future. The vacant lot where the gas station used to be is an excellent location for an **UNDERGROUND STRUCTURE WITH RETAIL ABOVE GROUND.**

3. **We strongly oppose "Park Once"**

   We support a simple parking policy such as **"After 6pm Parking"** that opens all office/commercial parking in the village to the public after the business day has ended. 60-5

This is a simpler approach than "Park Once" and signage and advertising would be easier. The Park Once plan shifts the burden of parking to residents -- just build a parking structure.

4. **We strongly support a simple – residents only – on-street parking permit**

A simple on-street parking permit is needed for residents only. 60-6

An annual parking permit to be purchased only for a resident who shows valid proof of residency and a lack of physical parking at the premise. A permit(s) is tied to a property's lack of parking, not a resident's need.

A permit(s) is issued only to residents who meet both of the above conditions. If one space is available on site, and one more is needed on the street: only one permit could ever be issued for said property. If the property has no physical parking, as some do in the downtown area, a maximum of two permits could be issued per property for on-street parking.

Locations where residents could display this on-street parking permit can be defined and limited. It can be determined that permits must be adhered to vehicles or simply displayed along with the length of time vehicle could occupy the same space. Again, permits would be defined from the property officially being registered with the City and its lack of parking, and current occupant(s) validation on an annual basis. We believe that people would pay up to $100 or more a year for such a permit.

5. **We support trees and planters on Camino Del Mar**

Trees are beautiful, provide shade and habitat, and hide bad architecture and poorly maintained properties, and we have both in Del Mar. 60-7

By themselves, trees will create the consistent line, height and depth down each side of Camino Del Mar that is desired. We also support new planters for their visual appeal and ability to capture storm water, and suggest the City look into curb-cuts to divert storm water. We believe that most, if not all, planters shown in Camino Del Mar's two lane configuration can be installed **without reducing Camino Del Mar to two lanes.**

6. **We Oppose Two Story Development on the West Side of Camino Del Mar As Shown**

We strongly support business attraction and retention. 60-8

While the text in the City plan indicates setbacks on corner lots along Camino Del Mar, the renderings in the plan either 1) do not show the setbacks on corner lots, or 2) show that the setbacks need to be larger. We are also concerned about the ability of the City to control architecture and design, based on home designs approved over the last 10 years. Rather than focusing on this development, we would suggest the City focus more on economic development strategies and collaboration with the owners of commercial properties to attract desirable stores to Del Mar and retain them. High commercial rent has forced out local, one-of-a-kind boutiques and created a village of national and regional chains. Del Mar offers a limited shopping experience. If that experience is not unique, it will not be attractive to residents and visitors. 60-9 60-10

We know businesses that left our community, two in particular, and are highly successful in our neighboring community because the City failed in business retention, and failed to help these two business stay in Del Mar!

We want a "village feel" to remain in our community.

Finally, we sincerely hope all these meetings and talk, and input will take place and not be shelved like many other plans that have been discussed, checked out and paid for with nothing ever been done.

Ed & Rolande Fyhr

61

Michael and Lisa Uhrhammer
Stratford Court, Del Mar, California 92014 ●

May 4, 2012

RECEIVED
MAY 4 2012
City of Del Mar
Planning Department

City of Del Mar
1050 Camino Del Mar
Del Mar, California 92014

Re: Public Comment on Draft Village Specific Plan

We have reviewed the Draft Village Specific Plan. We have discussed the plan with our neighbors in our immediate area, and **no one supports reducing Camino Del Mar to one-lane in each direction.**

The following are our comments based upon living at the above address for more than 12 years:

1. **We strongly oppose the "Two-Lane Option on Camino Del Mar"**

   The City's traffic study indicates that maintaining four lanes and replacing 4-way stops with traffic signals will move traffic through the village at the same rate as two lanes and turnabouts, and both options will move traffic faster than current conditions. **Maintaining Camino Del Mar's four lanes is clearly the more reliable option for the City.**

   This is a poor, short-sited plan to gain only 50 plus parking spaces for downtown. This does not begin to address our true capacity needs now and into the future, and will not turn around our true lack of parking or our "get you with a parking ticket" regional reputation.

   The City's traffic planning and management **must facilitate working Del Mar residents who commute,** visitors to Del Mar who generate sales tax revenue that is vital, and service vehicles. It is impossible to accommodate these vehicles and not accommodate the vehicles of commuters just passing through.

   Most importantly, our beach is a jewel. More and more people come to our beach each year, and the volume of beach-goers will never diminish, only increase. **You must FINALLY ADDRESS people coming to the beach who want to spend an entire day with us that includes the beach, shopping and dining.**

Traffic volume will remain at current levels and increase over the next 30 years, as will parking demand, therefore:

2. **We strongly support the construction of one or more underground parking structures with retail above ground:**

   Since the City must maintain Camino Del Mar's four lanes, one or more new parking structures will provide the additional parking capacity needed now and into the future. The vacant lot where the gas station used to be is an excellent location for an **UNDERGROUND STRUCTURE WITH RETAIL ABOVE GROUND.**

3. **We strongly oppose "Park Once"**

   We support a simple parking policy such as **"After 6pm Parking"** that opens all office/commercial parking in the village to the public after the business day has ended.

   This is a simpler approach than "Park Once" and signage and advertising would be easier. The Park Once plan shifts the burden of parking to residents -- just build a parking structure.

4. **We strongly support a simple – residents only – on-street parking permit**

   A simple on-street parking permit is needed for residents only.

   An annual parking permit to be purchased only for a resident who shows valid proof of residency and a lack of physical parking at the premise. A permit(s) is tied to a property's lack of parking, not a resident's need.

   A permit(s) is issued only to residents who meet both of the above conditions. If one space is available on site, and one more is needed on the street: only one permit could ever be issued for said property. If the property has no physical parking, as some do in the downtown area, a maximum of two permits could be issued per property for on-street parking.

   Locations where residents could display this on-street parking permit can be defined and limited. It can be determined that permits must be adhered to vehicles or simply displayed along with the length of time vehicle could occupy the same the same space. Again, permits would be defined from the property officially being registered with the City and its lack of parking, and current occupant(s) validation on an annual basis. We believe people would pay up to $100 or more a year for such a permit.

   Please note: We have parking on premise where we live. This is not a permit we are advocating to benefit ourselves, but for our neighbors and friends. This has been going on informally on our section of Stratford, a car cannot occupy a specific space for more than 72 hours or a notice is placed on the windshield requiring the vehicle be moved.

5. **We support trees and planters on Camino Del Mar**

   Trees are beautiful, provide shade and habitat, and hide bad architecture and poorly maintained properties, and we have both in Del Mar.

   By themselves, trees will create the consistent line, height and depth down each side of Camino Del Mar that is desired. We also support new planters for their visual appeal and ability to capture stormwater, and suggest the City look into curb-cuts to divert stormwater. We believe that most, if not all, planters shown in Camino Del Mar's two lane configuration can be installed **without reducing Camino Del Mar to two lanes.**

6. **We Oppose Two Story Development on the West Side of Camino Del Mar As Shown**

   We strongly support business attraction and retention.

   While the text in the City plan indicates setbacks on corner lots along Camino Del Mar, the renderings in the plan either 1) do not show the setbacks on corner lots, or 2) show that the setbacks need to be larger. We are also concerned about the ability of the City to control architecture and design, based on home designs approved over the last 10 years. Rather than focusing on this development, we would suggest the City focus more on economic development strategies and collaboration with the owners of commercial properties to attract desirable stores to Del Mar and retain them. High commercial rent has forced out local, one-of-a-kind boutiques and created a village of national and regional chains. Del Mar offers a limited shopping experience. If that experience is not unique, it will not be attractive to residents and visitors.

   We know businesses that left our community, two in particular, and are highly successful in our neighboring community because the City failed in business retention, and failed to help these two business stay in Del Mar!

   We want a "village feel" to remain in our community.

Respectfully submitted,

Michael and Lisa Uhrhammer

Subject: FW: Village Specific Plan comment

-----Original Message-----
From: Ann Dempsey
Sent: Friday, May 04, 2012 4:13 PM
To: Planning Mail Box
Subject: Village Specific Plan comment

To the Planning Commission and City Council of Del Mar,

I do not want to see the limit of 14 ft. on the west side of Camino del Mar raised to 30 ft. There seems to me to be no overwhelming benefit to the town to justify changing the Del Mar General Plan. Raising the height limit does only that. It will not guarantee low cost housing or stores that cater to the residents. That height limit in the General Plan was put in for a reason - to give visitors and residents views of the ocean which is so close. To wall it out with condos and offices seems a mistake. 62-1

I support the roundabouts proposed for Camino del Mar. But I feel there should be firm plans in place for structures to control traffic on residential streets if the roundabouts and one lane each way traffic plan should cause traffic to short cut through the neighborhoods. These would include the following: 62-2

Traffic circles in the middle of Crest, Amphitheater and Luneta
A chicane at the northwest corner of Van Dyke and Via Alta
Allow parking on the south side of 15th street west of Carolina Rd. and east of the rock gutter.

I appreciate all the work and effort that has gone into this plan. I think it will be supported and can be successfully accomplished without changing the height limit on the west side. 62-3

Ann Dempsey

1

From: al corti
Sent: Friday, May 04, 2012 4:03 PM
To: City Hall Mail Box; Carl Hilliard; Terry Sinnott - Private; Mark Filanc; Lee Haydu; Donald Mosier; City Manager Mail Box; Kathleen A. Garcia
Subject: Comments to the Specific Plan and Related EIR
Attachments: Final EIR Comments 5-4-12.doc

Honorable Mayor, Council and Staff,

Thank you for your efforts in bringing this Specific Plan to us.
Complete, accurate, on time and on budget. No small feat and you should be commended.
Please accept my suggestions and concerns as attached as constructive and in the spirit of getting something done. 63-1

I along with hundreds of others in the Community support your efforts of the Village revitalization and will continue to do so if you remain on schedule. Bring it to us for a vote in November 2012!

I view that we are in in the red zone and am confident that as a team we can get this ball across the finish line and be a win for all of Del Mar.

Respectfully yours,

Al Corti
The CortiGilchrist Partnership, llc

COMMENTS AND RECOMMENDATIONS TO THE DEL MAR VILLAGE SPECIFIC PLAN AND RELATED ENVIRONMENTAL IMPACT REPORT

BY
AL CORTI
MAY 4, 2012

Residents and Property Owners, Honorable Mayor and Council Members and City Staff of Del Mar,

The City of Del Mar is at a critical juncture in implementing a Specific Plan for the Village of Del Mar. Creating a Specific Plan for the downtown area was a goal and objective stated by the City forefathers in 1976 and as amended in 1985 and was voted overwhelmingly by the general public.

While most of the goals and objectives set forth in that plan have been successfully implemented, the goal to create a specific plan to preserve and enhance the Village of Del Mar and make it a "more pedestrian oriented environment" or to "focus major retail and office into one economically viable pedestrian oriented and attractive area" has not come to fruition.

Over the last 36 years there have been many public meetings, initiatives, committees, public outreach and studies to determine what and how to fulfill this very important goal for the City of Del Mar. Some of the more pertinent and comprehensive public efforts to implement this goal have been: the Del Mar 2000 study in 1982, Del Mar Street Scape study in 1996, Parking Master Plan study in 2000, the Long Range Planning study in 2003, the Revitalization Plan for Del Mar Village study in 2004, the Kennedy Smith study in 2007 and the Form Based Code study in 2010. I would estimate that over a $1,000,000 has been spent over the years in this regard. Yet as a community, as leaders and staff of Del Mar, we have failed to implement the vision of the Community Plan to date. I hope that we not fail in this effort again.

The Del Mar Village Specific Plan of 2012 as presented is a culmination of all that came before us. This Specific Plan finally gives us a road map for a contiguous sidewalk in downtown and a road design which will slow traffic through Del Mar and improve the current failed Camino del Mar. It provides viable options for the commercial properties and in a manner which will encourage redevelopment, infill our vacant lots and fit harmoniously into the residential fabric surrounding it. It will increase the revenue stream to the Del Mar general fund via increased property tax, sales tax, parking revenues, transient occupancy taxes and development fees. Most importantly, it will give us a downtown we can frequent safely and with great pride. It is difficult to say that today but fortunately we have the opportunity now to make it all right with the implementation of a Specific Plan for Del Mar.

I have many comments of both concerns and recommendations to the Specific Plan and EIR and provide them as constructive ideas to help expedite the village revitalization and alleviate the fears of those that are afraid of change. Before I elaborate on the specifics of those comments though I want to thank all of you for taking the time and effort to participate in another extensive study to implement our City goals. I want to especially thank this City Council for listening to the community at large and giving us the opportunity to vote on this very important issue. My only request is that we not put this decision off again to another day or another study. You have given us the most comprehensive study to date with viable options along with the pros and cons of each option and they are before us. We only need to review them, digest them and vote what we truly believe is right for Del Mar.

You have provided me with objective information and enough to cast my vote with confidence. Please do not let another effort fail again by delaying the process.

While it was a challenge, I read the entire Village Specific plan and EIR and reviewed all the appendices. With that, I provide my comments for your thoughtful consideration.

Open Space- it appears that we now have a mechanism and and even an incentive to property owners to provide more public areas for art or landscape and sidewalk improvements. They are long over do. Downtown Del Mar is unsightly, unsafe and outright difficult to navigate today. I am glad that we are attempting to fix this problem. I would recommend that more incentives be provided to those property owners that can provide public benefits to the community. 63-2

Public Views-along with the private view protections that makes Del Mar so special must be protected. I like the fact that the Specific Plan identifies these view corridor protections but I think the Plan needs to go a step further to assure the Community that they cannot be compromised in the implementation of orderly development. 63-3

Traffic- I now understand why the traffic backs up every time there is an event at the Fairgrounds or the Friday rush hour overflow from I-5. Camino Del Mar as designed today is broken, it cannot handle the traffic. Logic says that if you try to put 18,500 cars through a road which can only handle 15,500 cars, it will come to a halt and send some of the impatient drivers through our residential neighborhoods. It needs to be fixed regardless of revitalization. 63-4

Please refine the design and initiate the funding mechanism to get it done as soon as possible. I have confidence that just like the reconstruction of the Torrey Pines Bridge that we can improve Camino del Mar with little public funds from Del Mar's reserves or from any increased taxes to our Community. The sooner we make the applications, the sooner we can fix the problem.

Two Lane with Roundabouts Option- seems like a no brainer to me that if a road design can be implemented which will increase capacity by more than 65% to 26,000 cars while providing safer intersections, more area for sidewalks, more area for public amenities,wider and safer bike lanes, more public parking which will be safer and convenient than what we have today, that we would embrace it and implement it as soon as possible. 63-5

There is some skepticism that this 2 lane with roundabouts can actually handle more cars then the current plan and I suggest that you provide us with more proof that it works. I accept the recommendation since I equate the road capacity issue to my garden hose. I know I can get a lot more water through a smaller garden hose with uninterrupted flow then I can through a larger garden hose with 4 or 5 kinks. This analogy is also helpful regarding what happens with my hose with kinks...it leaks and sprays water (cars) all over the place. 63-6

I also recommend that the traffic engineers study how to discourage and prevent traffic into our residential neighborhoods along Camino Del Mar who are not residents to Del Mar but those that are just going through. It appears that the chicanes on Crest and speed bumps on Stratford and the no left turn from 3PM to 6PM efforts has helped alleviate the problem to some extent. Please try to design more safeguards to help this existing problem. 63-7

Mixed Use-my view is that there is a significant need in Del Mar for more housing such as apartments and smaller condos. They would provide an opportunity for many of the workers in our City to live and work, for our children to remain in Del Mar when they enter the work force and leave the home (perhaps there is a self serving element in this comment in that I for one do not want them back into my house and cannot afford to get them started on a home of their own in Del Mar but would love to have them close if they so desire...and they do) and the addition of this use to the Village will help fulfill a state mandated requirement that more residential product of this type be planned for in Del Mar. 63-8

In regard to the location for this product, I can think of no better area of the City to plan for this residential component then the downtown area. The mixture of uses will add vibrancy and activity to our downtown which will only help it to succeed, flourish and make it a safer environment. Where else is a better option? 63-9

I also feel that the Specific Plan does not provide sufficient incentive for the addition of the residential component. I would encourage that further incentives be provided for all added residential units in the Village not just affordable housing. I would also suggest that if a property owner does develop residential that for every unit they get approved, they pay a fee into the City's affordable housing fund which will also help the City fulfill it's lawful requirements. 63-10

Mixed-use is another no brainer. It puts what we need, where we want it and in a manner which harmoniously fits into the community. 63-11

The only concern is that the approval of this component be regulated carefully. The DRO should be strengthened to ensure that the property owners in the immediate vicinity of the residential component be protected from the potential negative impacts. 63-12

FAR- the current FAR of .45 is ridiculously low by any commercial standards. In my opinion, it is the single biggest deterrent from developing in the village or redeveloping a property in downtown. Most of the properties currently in downtown exceed the .45 requirement by a large margin which makes it inequitable to property owners who cannot get the approval today. Most quaint little village communities, many which I hear from neighbors that they like such as Carmel by the Sea, Cedros, downtown Encintas or Coronodo are all between 1 and 1.5 FAR. If we want commercial development to occur, then we need to make a change to raise the FAR and not have an FAR which is a disincentive to develop. 63-13

I want to thank you for the information within the Specific Plan and EIR which provides the statistics of the existing FAR for all the properties in our downtown. I recently walked the Village from one end of town to the other and recognized that most of the buildings in our downtown which are more attractive, architecturally interesting, in good repair and well tenanted are those that exceed an FAR of.45. Conversely most of those that are .45 or less are unsightly and contribute little to our community.

The property owners who are currently at an FAR of .45 are disadvantaged in that they cannot get approval to build what the others have and as a result nothing new gets built nor is there any financial incentive for the property owners to improve their property. This is a vicious cycle in that decay will win over betterment for the community. 63-14

The increase to 1.0 is significantly better then what we have today will encourage redevelopment and I support this recommendation. However, I would suggest that more incentives be identified allowing up to a maximum FAR of 1.5 with or without a residential component in return for more public benefits.

FAR of 1.5 is still very compatible with the 2 story limitations if designed properly. In this regard, I emphasize again that the DRO needs to be strengthened to assure the community that any and all projects with a second level will not impact public or private views nor cause a privacy issue to neighbors. I vote to encourage development that we want, where we want and with the assurance that it gets done properly. I believe the Specific Plan coupled with the DRO can deliver this objective.

Public Benefits- The Community has weighed in again and wants better and more services in our downtown. They have identified better architecturally designed buildings, more affordable residential opportunities, contiguous sidewalks, safer streets, less traffic in our residential area, more public parking, more public amenities and areas for public use. These are all identified in the original Community Plan but not yet provided. If we can devise a plan which can fulfill our original goal as well as the current desires, then we will have received significant public benefit and sufficient from my perspective. Public benefits need not, nor should be geared to benefit the interests of a few or a small minority but the Community as a whole. 63-15

This Specific Plan does a good job of identifying those that benefit the Community and providing incentive to the property owners to provide them.

I would encourage that the plan be strengthened to provide enough and more incentive if necessary to deliver on these benefits.

Welcomed public and private property improvements which invoke much community pride is another public benefit which is hard to measure but the related increase of sales tax revenues, property tax, TOT, parking revenues amounting to almost $1,000,000 annually is measurable and significant. 63-16

Del Mar's revenue stream to provide the wanted and needed services we all want are always under budget constraints. This Specific Plan benefits this community in that it stops further decay and enables us to increase our general fund coffers! I only hope that when it is realized that it is spent wisely and for the benefit of the entire community.

Height Allowance of 26 feet-the Community plan does not limit heights to the west side of Camino del Mar to 14 feet. It says that buildings in the village area should "limit the height of structures to preserve view corridors while encouraging low mass intensity structures". It appears to me that the Specific Plan is doing exactly that but being even more specific as to how it can be done and by strengthening the language that view corridors must be protected. 63-17

Many of the buildings today in downtown such as the library, Union Bank and the Donaldson buildings are great examples of quality design in a 26 foot envelope and which is not detrimental to the Community. From my perspective, I want more of them if they do not impact a view and less of the "boxy, squatty" 14 feet in height buildings currently on the west side of Camino del Mar.

I believe the DRO does a great job of making sure that we get buildings that do not have a detrimental impact on the neighbors and we should continue to rely on it. To alleviate the concerns of those that the DRO is not clear enough or strong enough in this area, I would recommend that we address it in the review of the revisions of the DRO and modify it if needed to provide the Community with the safeguards it deserves. 63-18

I think worth mentioning is that all of our residential areas are allowed to build to 26 feet and much of it is. As I walk down these smaller neighborhood streets with 26 foot high houses on both sides, I do not feel like I am in a canyon nor shaded from the properties. Actually, I think it is beautiful and the reason I live here. Perhaps our residential values continue to rise because of this fact while the properties on Camino del Mar do not.

View Rights of the Village Property Owners- the commercial properties on Camino del Mar currently do not have the same view protection rights as the residential neighborhood and in my opinion it should not be extended to them regardless of the use proposed. To be more specific, if residential uses are allowed on the second level of an approved plan in the commercial area, it should not be given the same rights as the residential areas to the east or west. First of all, they do not need them since they sit higher then the residents to the west and on a practical basis their views would not be affected. Secondly, it is a provision of approval. Therefore, if they do not like the provision, they do not have to build the second level. 63-19

More importantly, the property owners to the west of Camino del Mar have view corridor protections to the west and have a reasonable understanding if and how they potentially block view corridors of their neighbors to the east of them. To provide view protections to any of the properties along Camino del Mar would cloud what can or cannot be done by these residents to the west of downtown and diminish their property potential and values. This is not right and cannot be allowed.

Design Guidlines- I welcome the idea that design guidelines are specifically required in the Specific Plan area. This is a major improvement to the standards today in that we have none and that the DRO basically tells you what you cannot build, it does not require specific design. Perhaps, this is why we have many buildings along Camino del Mar, approved through the DRO, which are not compatible with the neighborhood or what the Community envisions. This Specific Plan will change this to the betterment of all. 63-20

To me, it is simple, the specific plan guidelines assures the Community that we will get quality designs consistent with our vision while the current zoning can only comment to any design that comes before them.

I vote for more guidelines of what we want and strict reviews through the DRO to assure the Community that they comply.

Parking- Our current zoning requires more parking then needed for the uses preferred and then precludes the general public access to them. Seems idiotic and problematic to me and perhaps explains why we have some of the parking problems, both real and perceived. 63-21

We need more public parking in the right place and less parking spaces that the public is not allowed to use. They need to be well designed and located on the south side of town to spur development south of 14th Street. I believe the City Hall property is a prime location to create a significant pool of convenient and safe public parking and also be a catalyst to fix an eyesore and embarrassment to the City of Del Mar and provide the City Hall and related civic plaza that our residents and City workers deserve.

I think the sooner we move the redevelopment of the City Hall process along, the better for the community. It could be the catalyst to get other development to proceed in the immediate area and provide the Community the parking they want and need. It is a public benefit! 63-22

Put more public parking there and it will decrease the need for workers, visitors or shoppers to park on Stratford or any of the side Streets neighboring Camino del Mar. It too would generate parking revenue and increased sales tax revenue. Another no brainer.

Parking Ratios- I concur that the parking ratios as proposed in the Specific Plan are more than adequate to satisfy the parking needs based on the densities proposed. I would encourage us though to look at even lower requirements, one which is more compatible with the Smart Growth guidelines and downtown mixed use village requirements. In my opinion, a ratio average of more than 3 per thousand square feet of development area is a waste of precious Del Mar land. 63-23

In a true mixed use development plan as proposed in this Specific Plan which promotes walk ability, good parking management and well located public parking, it can be satisfied with a ratio of 2.5 to 3.0. Instead of more concrete and asphalt that will be underutilized, we can get more public space, plaza areas, landscaping, sidewalks, benches etc. etc.

We need to be designing more for the pedestrian and less for the vehicle.

Paid Parking- it is problematic. It discourages shoppers and visitors and creates unsightly pedestrian obstacles. I would encourage us to minimize parking costs along Camino Del Mar and implement best practices in parking management. I also am confident that human nature to overstay our time allotted at a public parking space coupled with our competent traffic enforcement officials that parking revenues will increase. Couple these revenues along with in lieu parking fees would significantly help pay for these public spaces. 63-24

Measure B-nothing has been developed since it was initiated. Perhaps it is ill serving the Community. The Specific Plan provides the Community with all the protections we sought from Measure B and will encourage development. 63-25

Conclusion- Thank you for the Specific Plan and all the information it provides. It gives me the vision and it allows me to make an educated and independent decision on the recommendations as proposed for our downtown. 63-26

I look forward to the completion of the final draft of the Specific Plan in the next few months. A Specific Plan which addresses our concerns and suggestions and the one that best allows Village Revitalization to occur and fulfill a major objective of the Community Plan and every study initiated by the public since.

I look forward to the initiative in November 2012 and truly hope that we not fail in this effort again.

Subject: FW: Dwight minor comments on VSP

From: Dwight Worden
Date: May 4, 2012 5:36:08 PM PDT
To: "Kathleen A. Garcia"
Cc: Adam Birnbaum , Bud Emerson
, David Druker
Subject: Dwight minor comments on VSP

Kathy and Adam:

Here are couple of minor comments on the VSP. I am continuing to read through it:

1. Where things are measured based on lot size, like FAR, what is counted as the "lot"? Don't some of these lots go to the center of the alley, or perhaps to the center of side streets or even CDM? What if a lot is burdened by an easement in favor of an adjoining lot--which lot gets "credit" for that area in computing lot area for FAR and other purposes? What if a road or alley easement is on the lot? If a lot has an authorized encroachment onto adjoining property, public or private, does it get "credit" for that area in computing FAR? If it has an authorized sidewalk cafe is that area counted? 64-1

2. Where certain encroachments are permitted into CDM without an encroachment permit, how about adding a condition that they require review if they are proposed to be permanently affixed and clarifying that they remain subject to a removal order from the city. I don't think the city can, or should, grant a non-revocable right right to encroach on public property, and depending on the location, some pretty substantial and potentially permanent encroachments could be proposed. Sidewalk encroachments have in the past, generated significant controversy and reassuring the community that these will be reviewed if they are substantial and are always subject to removal would be a good thing, even where they are in the relatively small area proposed to allow them without encroachment permit.. 64-2

3. Where the VSP addresses uses it talks about requirements for cultural uses (page 153), personal service uses (page 156), and retail uses (page 157) and in each case there is reference to a requirement of 51%, but it does not state 51% of what? Does it mean 51% of the total Floor area? Of the retail floor area? Of the gross revenues? Net revenues? Of the number of sales transactions? 51% of the products on site? Other? I'm not sure what it should be, but it shouldn't be left ambiguous. 64-3

Best,
Dwight

WalkSanDiego
740 13th Street, Suite 502
San Diego, CA 92101
Tel: 619-544-WALK
Fax: 619-531-WALK
wsd@walksandiego.org
www.walksandiego.org

May 4, 2012

RE: Comments on City of Del Mar Village Specific Plan

To Whom It May Concern: –

WalkSanDiego would like to offer these comments on the Ctiy of Del Mar's Village Specific Plan. We appreciate this opportunity to comment. 65-1

WalkSanDiego commends the City of Del Mar for development of the Del Mar Village Specific Plan. It will serve as an excellent example for other cities, particularly on its emphasis of walking, biking, traffic calming and parking modifications within an infill environment to promote higher quality of life and economic development..

We are pleased to see the City monitor the number of bicyclists and pedestrians on Camino del Mar Road. We hope this will continue once the Village Specific Plan is implemented to provide an example to other regional cities of the increases in these modes. 65-2

Whereas there is much mention of quality of life for Del Mar residents, WalkSanDiego encourages the City to also include language on the improvement of health that will result with this project. Whereas doctors recommend 30 minutes of moderate physical activity daily, many San Diegans do not achieve this. The traffic calming components planned for this project. 65-3

In the discussion of transit (Page IV-23) , please include a policy to ensure signage does not block sidewalk or bus stop access. Ensure the waiting area around bus stop is adequate for wheelchairs. 65-4

Thank you again for this opportunity to comment. Please contact me with any questions.

Kathleen Ferrier, AICP

Policy Manager

Subject: FW: VSP Question about caps

From: Dwight Worden
Date: May 4, 2012 11:47:58 PM PDT
To: "Kathleen A. Garcia" , Adam Birnbaum

Subject: VSP Question about caps

Kathy and Adam:

A local resident has asked questions about the development CAP in the VSP. I assumed (perhaps incorrectly) that the roughly 600,000 s.f figure for build out was just an estimate of what the square footage would be if all properties built to the max, and not that this figure would work to limit development otherwise allowed. Anyway, here are the questions, and I am hoping you can shoot me a quick answer. 66-1

Many thanks. By the way, the more I read the Plan, the more impressed I am with the good work you both have done.

Best,
Dwight

I'm unclear about the effect and role of the maximum S.F cap concept:

- *What is the role of an overall cap on square footage that can be added in the Plan area?* 66-2
  - *If the FAR limits are lowered, would there be a lower overall cap?* 66-3
  - *What practical effect does the overall cap have on what the plan area will look like?* 66-4
    - *If there's a cap in place, and if the plan allows higher buildings on the West side of CDM, would the properties that are precluded by the cap from having a, higher FAR, still have the right to build higher, to create larger interior spaces, and therefore create the "canyon" effect we want to avoid?* 66-5
  - *If the cap has been reached, what rights does a property owner have to develop their property?* 66-6
    - *Are they precluded from adding any additional square footage?*
    - *Is it legally enforceable to preclude a property owner from building up to the default FAR, because other property owners used up the incremental additional square footage provided by the cap?*
    - *If a property is non-conforming because it already exceeds the new FAR, what FAR would it be allowed if the property had to be rebuilt?*
  - *Summarize how the cap relates to the theoretical square footage allowed by the default FAR* 66-7

- *Current S.F. =X*
- *S.F. limit per the cap =$X+?$*
- *Theoretical S.F. if the default FAR were built out throughout the entire area*

Subject: FW: Upcoming Village Specific Plan Events

From:
Sent: Thursday, May 03, 2012 7:59 PM
To: Webmaster
Subject: RE: Upcoming Village Specific Plan Events

City changes:

67-1

I am totally against the one lane round abouts for our city! I just can not see how 15th street corner can work with all the traffic demands of pedestrians, beach goers, post office parking, and bikes (of which I have heard over 900 bikes can go Thur on a Sat. morn). Increasing the FIR and height is only bring more congestion. Its not a solution it only adds to the congestion.
Ann Ray

67-2

From: Donald Mosier
Sent: Friday, March 23, 2012 1:08 PM
To: Kathleen A. Garcia
Subject: Specific Plan comments

Kathy,

68-1

I am really impressed with the document as I read through it. I am up to page 99 of the pdf file, page IV-19. On that page, the text about bicycle traffic volume appears to conflict with the graphic. I suspect the colors were switched for northbound vs. southbound in the figure, but it could be that the text is wrong.

That this is the first minor problem I have seen is amazing, and it is a minor point that has no real impact on the plan adoption.

68-2

My only flinch was seeing the narrow sidewalk on 15th Street in front of Del Mar Pizza. I was on the Council when that project was approved, and I tried to get that design changed after it was already constructed. I think we need to take out the plantings along the curb and get back a foot wider sidewalk.

Congratulations on a good job.

Don

--
Donald Mosier
Councilmember
City of Del Mar

69

Village Specific Plan Comment

FROM: Mr. Brad Shoan, owner of 915 Camino del Mar

Per telephone conversation with K. Garcia

69-1

Mr. Shoan expressed his agreement with all aspects of the Plan with the exception of the increased height on the west side of Camino del Mar. As a commercial property owner, his building would be substantially affected if the ocean views were lost from his commercial suites and the three outdoor decks. He urges City Council to maintain the lower, 14-foot height on the west side, in particularly in the 900 block.

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
www.dot.ca.gov

Flex your power!
Be energy efficient!

May 9, 2012

11-SD-5
PM 34.13
Del Mar Village Specific Plan
DPEIR / SCH #2011121069

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

RECEIVED
MAY 9 2012
City of Del Mar
Planning Department

Dear Ms. Garcia:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Draft Program Environmental Impact Report (DPEIR) for the Del Mar Village Specific Plan (SCH #2011121069). Caltrans has the following comments:

- The project trip generation is unclear related to SANDAG's trip reduction rates, and the Mixed Use Trip Generation (MXD) Model. The MXD Model should not be used in the event SANDAG's mixed use reductions are used as this would be double counting trip reductions. Please provide further clarification to address these comments. 70-1

- The Level of Service (LOS) at the I-5 ramps at Del Mar Heights Road, and Via de la Valle are different when compared to other studies recently done for these interchanges. These studies include the I-5 North Coast HOV/Managed Lanes (I-5 NCC) Draft Environmental Impact Report (DEIR)/Existing Conditions Traffic Analysis dated March 8, 2006, and the proposed One Paseo project DEIR/Traffic Impact Analysis dated May 23, 2012. Please explain these discrepancies. 70-2

Location	Del Mar Village SP LOS	I-5 NCC LOS	One Paseo project LOS
I-5 NB Off-ramp/ Del Mar Heights Rd.	C/B – AM/PM peak	C/D - AM/PM peak	D - AM/PM peak
I-5 SB Off-ramp/ Del Mar Heights Rd.	A - AM/PM peak	B - AM/PM peak	C - AM/PM peak
I-5 NB Off-ramp/ Via de la Valle	A – AM/PM peak	C/B - AM/PM peak	
I-5 SB Off-ramp/ Via de la Valle	A - AM/PM peak	B/C - AM/PM peak	

- According to Appendix C Traffic Count Data, the existing Peak Hour Volumes (Vol.) appear low compared to Caltrans volumes in January 2008 at the following locations: 70-3

Location	Del Mar Village SP Vol.	Caltrans Vol.
I-5 NB Off-ramp to Del Mar Heights Rd.	1181 AM peak	1548 AM peak
I-5 SB Off-ramp to Villa de la Valle	348 AM peak	543 AM peak

- The Synchro Highway Capacity Manual (HCM) Report for Del Mar Heights Rd. and I-5 NB Exit (Off) ramps were mislabeled as "On-Ramp," please make appropriate corrections. 70-4

- For Traffic Impact Analysis, all state-owned signalized intersection affected by this project shall be analyzed using the Intersecting Lane Vehicles (ILV) procedure per Highway Design Manual (HDM), Topic 406, Page 400-430. ILV sheets should include the date that the calculations were performed or reference the revision date of the specific plan. Please submit ILV calculations for the I-5 SB Exit ramp to Villa de la Valle and I-5 NB Exit ramp to Del Mar Heights Rd. 70-5

Bicycle, Pedestrian, Public Transit: 70-6

The Del Mar Village Specific Plan focuses on making the commercial core of the City of Del Mar a better environment for pedestrians, bicyclists, and transit users. Caltrans is supportive of these goals. These goals are strengthened by the specified measures of increasing sidewalk width, increasing bicycle parking, and widening bike lanes on Camino del Mar to 6 ft.

All three proposed alternatives (no build, additional signals at 11th and 13th, or the two lane roundabout concept) could provide a high quality pedestrian and bicycle environment. The roundabout alternative appears to offer the greatest advantages, as it would provide for calmed vehicle flow while reducing pedestrian crossing distances and increasing on-street parking. The roundabout alternative should consider the FHWA roundabout technical guidance (FHWA-SA-10-006), placing bicycle ramps near the entrances of the roundabouts, and an area that is easily navigable by bicycles. To improve lines-of-sight for vehicles exiting parking spaces, back-in angle parking along Camino del Mar is recommended. 70-7 70-8 70-9

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

Sincerely,

for
JACOB ARMSTRONG, Branch Chief
Development Review Branch

PAGE 3 OF 3

Final
Program Environmental Impact Report for the Del Mar Village Specific Plan

SCH No. 2011121069

Lead Agency:

City of Del Mar
1050 Camino del Mar
Del Mar, CA 92014
Contact: Kathleen Garcia
kgarcia@delmar.ca.us
858-755-9313

Preparer:

RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
Contact: Bobbi Herdes
bherdes@recon-us.com
619-308-9333

July 5, 2012

TABLE OF CONTENTS

Executive Summary **S-1**

List of Abbreviated Terms **A-1**

1.0: Introduction **1-1**

1.1 PEIR Purpose and Legal Authority 1-1
1.2 EIR Type, Scope, Organization, and Content 1-2
1.3 PEIR Intended Use and Review Process 1-5

2.0: Environmental Setting **2-1**

2.1 Regional Setting 2-1
2.2 Project Location 2-1
2.3 Natural Environment 2-1
2.4 Built Environment 2-6
4.5 Planning Context 2-7

3.0: Project Description **3-1**

3.1 Project Background 3-1
3.2 Plan Objectives 3-3
3.3 Plan Contents 3-4
3.4 Plan Adoption, Amendment, and Enforcement 3-28
3.5 Discretionary Actions 3-30

4.0: Environmental Analysis **4-1**

4.1 Aesthetics 4.1-1
4.2 Air Quality 4.2-1
4.3 Biological Resources 4.3-1
4.4 Cultural Resources 4.4-1
4.5 Geology and Soils 4.5-1
4.6 Greenhouse Gas Emissions 4.6-1
4.7 Hazards and Hazardous Materials 4.7-1
4.8 Hydrology and Water Quality 4.8-1
4.9 Land Use 4.9-1
4.10 Noise 4.10-1
4.11 Population and Housing 4.11-1
4.12 Public Services 4.12-1
4.13 Recreation 4.13-1
4.14 Transportation/Traffic 4.14-1
4.15 Public Utilities 4.15-1

5.0: Significant Unavoidable Environmental Effects/ Significant Irreversible Environmental Changes 5-1

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented 5-1
5.2 Irreversible Environmental Changes Which Would Result if the Project is Implemented 5-1

6.0: Growth Inducement 6-1

7.0: Cumulative Impacts 7-1

7.1 Aesthetics 7-6
7.2 Air Quality 7-7
7.3 Biological Resources 7-8
7.4 Cultural Resources 7-9
7.5 Geology and Soils 7-10
7.6 Greenhouse Gas Emissions 7-10
7.7 Hazards and Hazardous Materials 7-12
7.8 Hydrology and Water Quality 7-12
7.9 Land Use 7-13
7.10 Noise 7-14
7.11 Population and Housing 7-14
7.12 Public Services 7-15
7.13 Recreation 7-15
7.14 Transportation/Traffic 7-16
7.15 Utilities and Service Systems 7-17

8.0: Effects Found Not to be Significant 8-1

8.1 Agricultural Resources 8-1
8.2 Mineral Resources 8-1

9.0 Project Alternatives 9-1

9.1 Introduction 9-1
9.1.1 Objectives 9-1
9.1.2 Rationale for Alternative Selection 9-2
9.1.3 Considered But Rejected 9-3
9.1.4 Environmentally Superior Alternative 9-12
9.2 No Project (No Development/Existing Condition) Alternative 9-13
9.3 No Project (Development Consistent with the Adopted Community Plan) Alternative 9-14
9.4 Reduced Development Potential Alternative 9-22
9.5 Four-Lane Camino del Mar Circulation Alternative 9-29

10.0: References Cited 10-1

11.0: Individuals and Agencies Consulted 11-1

12.0: Certification Page 12-1

FIGURES

2-1:	Regional Location	2-2
2-2:	Project Location on USGS Map	2-3
2-3:	Project Location on Aerial Photograph	2-4
2-4:	Existing Land Uses	2-9
3-1:	Existing Vehicular Mobility	3-9
3-2:	Proposed Concept for Camino del Mar	3-11
3-3:	Proposed Sidewalk Improvements	3-11
3-4:	Proposed Village Specific Plan	3-16
3-5:	Proposed Building Heights	3-20
3-6:	Proposed Building Setbacks	3-22
3-7:	Proposed Building Stepbacks	3-23
4.1-1:	Visual Character Units – Photos A–D	4.1-3
4.1-2:	Visual Character Units – Photos E–G	4.1-4
4.1-3:	Architectural Styles	4.1-7
4.1-4:	Viewshed of Existing Buildings	4.1-10
4.1-5:	Ocean Viewshed and View Corridor Analysis	4.1-11
4.1-6:	Key View Map	4.1-14
4.1-7:	Key View A	4.1-15
4.1-8:	Key View B	4.1-16
4.1-9:	Key View C	4.1-17
4.1-10:	Key View D1	4.1-18
4.1-11:	Key View D2	4.1-19
4.1-12:	Key View E	4.1-20
4.1-13:	Key View F1	4.1-21
4.1-14:	Key View F2	4.1-22
4.1-15:	Key View F3	4.1-23
4.1-16:	Key View F4	4.1-24
4.1-17:	Key View G	4.1-25
4.1-18:	Viewshed of Proposed Buildings	4.1-35
4.1-19:	Viewshed Net Difference of Building Heights	4.1-36
4.1-20:	Ocean View Blockage	4.1-37
4.3-1:	MSCP/MHPA Preserves within the Project Vicinity	4.3-5
4.5-1:	Geologic Formations within the Plan Area	4.5-2
4.5-2:	Soil Types within the Plan Area	4.5-4
4.10-1:	Noise Measurement Locations and Receiver Locations	4.10-2
4.13-1:	Recreation Areas	4.13-2
4.14-1:	Existing Circulation Network	4.14-4
4.14-2:	Study Area	4.14-7
4.14-3:	Existing Roadway Segment Average Daily Traffic	4.14-8
4.14-4:	Existing A.M. Peak Hour Intersection Volumes	4.14-12
4.14-5:	Existing P.M. Peak Hour Intersection Volumes	4.14-13
4.14-6:	Existing Public Transit Facilities	4.14-17
4.14-7:	Existing Bike Circulation Network	4.14-18
4.14-8:	Five-minute Walking Radius	4.14-20
4.14-9:	Existing Land Uses within Five-minute Walking Radius	4.14-21
4.14-10:	Existing Pedestrian Barriers and Linkages	4.14-23
4.14-11:	Existing Pedestrian Facilities	4.14-24
4.14-12:	Configuration of Roundabouts along Camino del Mar	4.14-30
4.14-13:	Existing Plus Project Roadway Segment Average Daily Traffic	4.14-36

FIGURES (cont.)

4.14-14:	Existing Plus Project A.M. Peak Hour Intersection Volumes	4.14-39
4.14-15:	Existing Plus Project P.M. Peak Hour Intersection Volumes	4.14-40
4.14-16:	Long Term without Project Roadway Segment Average Daily Traffic	4.14-45
4.14-17:	Long Term without Project A.M. Peak Hour Intersection Volumes	4.14-46
4.14-18:	Long Term without Project P.M. Peak Hour Intersection Volumes	4.14-47
4.14-19:	Long Term with Project Roadway Segment Average Daily Traffic	4.14-54
4.14-20:	Long Term with Project A.M. Peak Hour Intersection Volumes	4.14-55
4.14-21:	Long Term with Project P.M. Peak Hour Intersection Volumes	4.14-56
4.15-1:	Existing Storm Drain System	4.15-2
4.15-2:	Existing Wastewater System	4.15-4

TABLES

S-1:	Summary of Significant Environmental Analysis Results	S-11
2-1:	Existing Buildout Summary	2-7
3-1:	Village Specific Plan Buildout Summary	3-18
3-2:	Matrix of Allowed Uses and Locations and Restrictions	3-25
4.1-1:	Visual Quality Assessment of Character Units	4.1-6
4.1-2:	Summary of Viewer Groups	4.1-12
4.2-1:	Ambient Air Quality Standards	4.2-4
4.2-2:	Ambient Air Quality Summary—San Diego Air Basin	4.2-7
4.2-3:	Summary of Air Quality Measurements Recorded at the Del Mar–Mira Costa College, San Diego–Overland, and San Diego–Union Street Monitoring Stations	4.2-9
4.2-4:	Maximum Daily Construction Emissions of Hypothetical Project	4.2-17
4.2-5:	Existing and Future Modeled Land Uses	4.2-18
4.2-6:	Average Daily Emissions to the San Diego Air Basin	4.2-20
4.2-7:	Change in Average Daily Emissions Due to the Proposed Plan	4.2-21
4.5-1:	Probable Ground Shaking Effects	4.5-6
4.6-1:	Greenhouse Gases Atmospheric Lifetimes and Global Warming Potentials	4.6-2
4.6-2:	California GHG Emissions By Sector in 1990, 2000, 2004, and 2008	4.6-3
4.6-3:	San Diego County GHG Emissions by Sector in 2006	4.6-4
4.6-4:	Del Mar Community-Wide GHG Emissions in 2005	4.6-5
4.6-5:	Plan Area Estimated GHG Emissions In 2011	4.6-6
4.6-6:	Climate Change Scoping Plan-Recommended GHG Reduction Measures	4.6-12
4.6-7:	California BAU 2020 GHG Emissions Forecast	4.6-23
4.6-8:	Existing and Future Modeled Land Uses	4.6-25
4.6-9:	Village Specific Plan Annual Estimated BAU and Target GHG Emissions	4.6-29
4.6-10:	Village Specific Plan Annual Estimated GHG Emissions	4.6-30
4.6-11:	Village Specific Plan Renewable Energy Scenarios to Achieve Annual Target GHG Emissions	4.6-32
4.6-12:	Village Specific Plan Possible Green Building Scenarios to Achieve Annual Target GHG Emissions	4.6-33
4.9-1:	Community Plan Consistency	4.9-29

TABLES (cont.)

4.10-1:	Short-term Noise Measurement Summary	4.10-1
4.10-2:	Existing and Existing Plus Project Modeled Noise Levels	4.10-3
4.10-3:	Camino del Mar Existing and Existing Plus Plan Modeled Noise Levels	4.10-5
4.10-4:	Municipal Code Section 9.20.040 Noise Level Limits	4.10-7
4.10-5:	Typical Maximum Construction Equipment Noise Levels	4.10-14
4.11-1:	2050 Regional Growth Forecast for the City of Del Mar	4.11-1
4.12-1:	DMUSD School Facilities Serving the Plan Area	4.12-4
4.12-2:	SDUHSD School Facilities Serving the Plan Area	4.12-5
4.12-3:	Student Generation Based on Urban School Ratios	4.12-9
4.14-1:	Existing Roadway Segment Conditions	4.14-9
4.14-2:	Existing Intersection Conditions	4.14-11
4.14-3:	Existing Freeway Segment Conditions	4.14-14
4.14-4:	Existing Freeway Ramp Meter Conditions	4.14-15
4.14-5:	Project Trip Generation Rates	4.14-31
4.14-6:	Traffic Impact Thresholds	4.14-33
4.14-7:	Existing Plus Project Daily Roadway Segment Conditions	4.14-34
4.14-8:	Existing Plus Project A.M./P.M. Peak-Hour Intersection Conditions	4.14-38
4.14-9:	Existing Plus Project Freeway Segment Conditions	4.14-41
4.14-10:	Existing Plus Project Freeway Ramp Meter Conditions	4.14-42
4.14-11:	Cumulative Projects	4.14-44
4.14-12:	Long-Term Roadway Segment Conditions	4.14-48
4.14-13:	Long-Term Intersection Conditions	4.14-50
4.14-14:	Long-Term Freeway Segment Conditions	4.14-51
4.14-15:	Long-Term Freeway Ramp Meter Conditions	4.14-52
4.14-16:	Long-Term With Project Roadway Segment Conditions	4.14-57
4.14-17:	Long-Term With Project Intersection Conditions	4.14-60
4.14-18:	Long-Term With Project Freeway Segment Conditions	4.14-62
4.14-19:	Long-Term With Project Freeway Ramp Meter Conditions	4.14-64
4.15-1:	Village Specific Plan Projected Wastewater Generation	4.15-11
4.15-2:	Village Specific Plan Projected Water Demand	4.15-12
9-1:	Comparison of Proposed Plan and Alternatives Impacts Summary	9-4
9-2:	Existing Buildout Summary	9-13
9-3:	Reduced Development Potential Buildout Summary	9-23

APPENDIXES (Bound Under Separate Cover)

A: Notice of Preparation and Comments
B: Visual Impact Assessment
C: Air Quality Technical Report
D: Greenhouse Gas Emissions Analysis
E: Noise Technical Report
F: Traffic Impact Study
G: Public Service Letters

THIS PAGE IS INTENTIONALLY BLANK.

S.0 Executive Summary

S.1 Synopsis

This summary provides a brief synopsis of: (1) the Del Mar Village Specific Plan; (2) the results of the environmental analysis contained within this Program Environmental Impact Report (PEIR), (3) the alternatives that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

S.1.1 Location and Setting

The Plan area is located within the 2.4-square-mile City of Del Mar within San Diego County, in southern California, approximately 30 miles north of the United States/Mexico border. The City is located roughly 18 miles north of downtown City of San Diego; it is the smallest and least populous city in San Diego County. The jurisdictions that surround Del Mar include: on its north side, the City of Solana Beach; and on its south and east sides, the City of San Diego. On the City's west side lies the Pacific Ocean.

The 40-acre Plan area lies within the coastal zone and encompasses the town center of Del Mar that comprises the central business district that occurs along Camino del Mar between 9th Street and just north of 15th Street. The Plan area is generally accessed by Highway 101 and Camino del Mar and/or from Interstate 5 (I-5) from the east via Del Mar Heights Road and Carmel Valley Road located to the south and Via de la Valle located to the north.

S.1.2 Description

Since adoption of the Del Mar Community Plan in 1976, several plans and studies have been developed to address the continuing challenges in the downtown corridor, and to initiate revitalization of the area referred to as the Village in the Community Plan. These plans and studies covered a range of topics, including economic, land use compatibility, parking, traffic circulation, and pedestrian and bicycle mobility. The proposed Plan provides development standards and design standards for the Community Plan's Village District, consistent with the Community Plan's overall goal and goals specific to the Village District. The proposed Plan is intended to guide future public and private development within the Village area over the next approximate 30 years. A history of the planning efforts associated with the development of the Village Specific Plan (hereafter referred to as the proposed Plan) is presented in Chapter 3.0 of this EIR.

S.1.2.1 Plan Objectives

The intent of the proposed Plan is to create land use and development regulations that facilitate and encourage development and improvements that will help realize the community's vision for the Del Mar downtown. As stated in its introductory chapter, the proposed Plan contains eight primary objectives to accomplish its intention.

The eight primary objectives of the proposed Plan are to:

- Create a vibrant, pedestrian-oriented mixed-use village that conforms to the goals, objectives, and policies of the Community Plan.
- Develop a pedestrian mobility network which ties together the entire Village area from 15th Street to 9th Street and reduces conflicts with automobiles.
- Promote commercial retail development that creates the greatest economic benefit to the community while ensuring compatibility with the Del Mar Village character.
- Increase the number of residential dwelling units by allowing buildings that mix retail and office uses with residential uses.
- Require architectural design that maintains the traditional eclectic village character of Del Mar.
- Maintain view corridors and public outdoor activity areas throughout the Village.
- Encourage retail, restaurant, and professional service businesses which serve the needs of year-round residents.
- Develop cultural elements within the Village that promote and focus on Del Mar's history, environment and residents accomplishments on the local, national, and international scene.

S.1.2.2 Discretionary Actions

The proposed Village Specific Plan requires the following discretionary actions on the part of the City Council:

1. Adopt Village Specific Plan as an ordinance.
2. Adopt ordinance amending the Del Mar Community Plan.
3. Adopt a resolution ordering submission of the Village Specific Plan to the qualified voters of the City of Del Mar and requesting the County of San Diego to provide services for a General Municipal Election.

4. Adopt a resolution to approve, and submit for California Coastal Commission certification, two Local Coastal Program (LCP) Amendments for the Land Use Plan and Implementing Ordinances components of the Del Mar Local Coastal Program.

5. Adopt an ordinance to establish a new chapter in the Del Mar Municipal Code for the Village Specific Plan.

All of these actions are covered by this PEIR.

S.1.2.3 Overview of Plan

A detailed description of the proposed Plan is contained in Chapter 3.0, Project Description. An overview of the Plan is provided below.

The following factors are the basis of the Proposed Plan:

- Mixed-use zoning, allowing multi-family residential development within the commercial district
- Additional land uses to include boutique hotels and parking structures
- Camino del Mar as a 2-lane arterial with roundabouts at the intersections of 15th, 13th, 11th, and 9th streets
- A 26-foot building height limit on both sides of Camino del Mar
- Permitted floor area ratio (FAR) of 1.0 with a bonus up to a maximum of 1.5 for projects that provide exceptional public benefits.

The proposed Plan has been prepared as a neighborhood-level planning and regulatory document that provides updated land use/zoning classifications, development standards, and design guidelines in order to implement the specific land uses and overall Village character envisioned for the Camino del Mar corridor. In addition to being a land use regulatory document, the proposed Plan also outlines the framework for the provision of community amenities and other public improvements associated with anticipated development pursuant to the Plan.

As such, the proposed Plan includes text and diagrams outlining the Plan's goals and objectives; proposed mobility improvements including changes affecting vehicular, pedestrian, and bicycle circulation, and transit use; protections for community resources such as public views, open spaces, natural resources, historic structures, residential uses, and civic uses; allowed uses and development standards; public utilities and services infrastructure needs; and specific implementing strategies and Plan administration procedures.

The maximum buildout in the Plan area is shown in the table below and could include the development of a total of 140 dwelling units, 60 hotel rooms, a 96,689-square-foot increase

in retail/personal services uses, and a 33,606-square-foot increase in restaurant uses, over the next approximate 25 to 30 years. The square footage of office uses would remain approximately the same as under existing conditions. Civic and open space uses would increase by roughly 6,534 square feet and 4,140 square feet, respectively.

VILLAGE SPECIFIC PLAN BUILDOUT SUMMARY

Land Use	Existing Buildout (SF)	Future Projected Buildout (SF)	Buildout Percentage Future/ Existing (%)	Future Projected Increase in SF
Multi-family Residential	2,010 [2 units]	167,500[1] [140 units]	28/1	165,490
Hotel	4,940 [17 rooms]	23,000[1] [60 rooms]	4/2	18,060
Office	169,646	170,000	28/61	354
Retail/Personal Services	41,811	138,500[2]	23/15	96,689
Restaurant	32,394	66,000[2]	11/11	33,606
Civic	28,466	35,000	6/10	6,534
TOTAL	**279,267**	**600,000**	**100/100**	**320,733**

SF = square feet
[1]Excludes existing L'Auberge Hotel and Condominiums
[2]Excludes existing Del Mar Plaza north of 15th Street

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1 located at the end of this section summarizes the results of the environmental analysis completed for the proposed Plan. As summarized in Table S-1 and discussed in Chapter 4.0, the proposed Plan would not result in any significant environmental impacts. Potentially significant impacts associated with the issues of aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, and traffic would be avoided or reduced to less than significant levels through new Plan regulatory standards and implementing strategies. Potential impacts associated with geology and soils, hydrology and water quality, land use, population and housing, public services, recreation, and utilities and service systems would either not occur or would be avoided or reduced to below significance through compliance with mandatory regulations. Cumulative impacts would be less than significant for all issues.

Because the PEIR did not identify any significant and unmitigable impacts, a Findings of Fact and a Statement of Overriding Considerations are not applicable and were not prepared. For the same reason, the PEIR does not include a Mitigation Monitoring and Reporting Program.

S.3 Areas of Controversy

As identified in the Notice of Preparation and scoping process, areas of controversy center on:

- Reconfiguration of Camino del Mar and use of roundabouts (ease of use, ability to accommodate emergency vehicles and general traffic congestion).
- Effects on local businesses due to reconfiguration of Camino del Mar.
- Diversion of Camino del Mar traffic to surrounding residential streets.
- Insufficient provision of parking.
- Change in community character through the increased intensity of development within the Village.
- Blockage of private and public views of the ocean.
- Commercialization of Del Mar and an increase of visitor, as opposed to locally serving retail shops and restaurants.

S.4 Issues to be Resolved by the Decision-Making Body

The City Council will need to determine whether the various components of the proposed Plan meet the Community Plan's goals for the Village and whether any of the alternatives should be selected.

S.5 Project Alternatives

CEQA Guidelines mandate that the EIR analyze a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects. These alternatives allow informed decision making and public participation. The alternatives fully evaluated, beginning in Section 9.2, include the following: the No Project (No Development/Existing Condition) Alternative; the No Project (Development Consistent with the Adopted Community Plan) Alternative; the Reduced Development Potential Alternative, and the Four-Lane Camino del Mar Circulation Alternative.

S.5.1 No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative is addressed to compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the Plan is approved.

S.5.1.1 Description of the No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative would maintain the Plan Area in its current condition and would be equivalent to the existing environmental setting. The No Project (No Development/Existing Condition) Alternative would maintain the existing patterns of vehicular, bicycle and pedestrian circulation within the Plan area. Camino del Mar would remain as a four-lane roadway with stops signs. Sidewalks would remain discontinuous, and bike lanes that run along both sides of Camino del Mar through the Plan area, would remain.

Capital improvements called for under the adopted Community Plan (i.e., continuous sidewalks, streetscape amenities such as landscaping and benches, and bicycle lanes) would not occur. No new development or redevelopment would occur within the Plan area. The existing mix of land uses and development intensity would remain unchanged.

S.5.1.2 Conclusion

Because no development would occur, no “impacts,” as defined pursuant to CEQA would occur. However, the No Project (No Development/Existing Condition) Alterative could result in further deterioration of existing traffic conditions. Without implementation of capital improvements to Camino del Mar, as proposed under the Plan or another alternative, more failing roadway segments could result. As identified in the Traffic Impact Study (see Appendix F), in 2035, the baseline, ‘no project’ condition would result in a level of service (LOS) F for all segments of Camino del Mar within the Plan area, whereas the Plan would improve future traffic conditions on five of the eight segments to an LOS E. Additionally, a greater number of pedestrian and bicycle conflicts with vehicular traffic could also occur, with a greater number of cars traveling on Camino del Mar in the future.

Finally, under the No Project (No Development/Existing Condition) Alternative, existing deficiencies in pedestrian facilities would remain. Throughout the Plan sidewalks along Camino del Mar are non-continuous and range from approximately 5 to 12 feet in width. In many areas, sidewalks are inconsistent, and interrupted by parking. While most of the existing sidewalks are well maintained, some present a few physical deficiencies such as cracks; gaps, and lack of curb ramps for physically disabled pedestrians.

S.5.2 No Project (Development Consistent with the Adopted Community Plan) Alternative

S.5.2.1 Description of the Adopted Community Plan Alternative

The No Project/Adopted Community Plan Alternative (Adopted Community Plan Alternative) examines what would be reasonably expected to occur in the foreseeable future if the Plan were not approved and future improvements within the Camino del Mar corridor proceeded based on the standards and policies of the adopted Community Plan (1985, amended) or other previously adopted specific plans within the downtown area (Hotel L'Auberge, Plaza, and Garden Del Mar).

S.5.2.2 Conclusion

Implementation of the Adopted Community Plan Alternative would result in less impacts relative to aesthetics, air quality, greenhouse gas emissions, noise, traffic, and solid waste as compared to the proposed Plan. The Adopted Community Plan Alternative, however, would result in potentially significant impacts relative to cultural resources and hazardous materials, because the current regulatory framework and adopted Community Plan do not contain the same level of protections as the implementing strategies contained in the proposed Plan for future projects.

While this alternative would attain most of the Plan's objectives, it would fail to meet three objectives and would provide fewer benefits in regard to removing pedestrian/vehicular conflicts and improving pedestrian facilities. The Adopted Community Plan Alternative would not develop a pedestrian mobility network which ties together the Village area (Objective 2); it would not maximize economic benefit to the community (Objective 3), nor would it increase the number of residential dwelling units within the Plan area (Objective 4).

S.5.3 Reduced Development Potential Alternative

S.5.3.1 Description of the Reduced Development Potential Alternative

The Reduced Development Potential Alternative would reduce the allowable intensity of development under the proposed Plan from a maximum of 600,000 square feet to 500,000 total square feet at buildout within the Plan area. Like the proposed Plan, permitted uses would include: multi-family residential, hotel, office, retail/personal services, restaurant, and civic uses. In addition to the land uses identified above, like the proposed Plan, this alternative would also allow for the development of 6,200 square feet (or 0.14 acre) of public plaza/park space. This would comprise an increase of 4,140 square feet (or 0.09 acre) over existing 2,060 square feet of public parks/plaza space.

This alternative would implement the same changes to circulation as the proposed Plan. Under the Reduced Development Potential Alternative, Camino del Mar within the Plan area would be reconfigured as a two-lane collector with one lane in each direction between 9th Street and 15th Street. Similar to the Plan, roundabouts would be constructed at the following intersections: Camino del Mar/15th Street; Camino del Mar/13th Street, Camino del Mar/11th Street, and Camino del Mar/9th Street. Throughout the Plan area, Camino Del Mar would include bike lanes, sidewalk, diagonal parking, and bus stops on both sides of the street.

S.5.3.2 Conclusion

Like the proposed Plan, implementation of the Reduced Development Potential Alternative would not result in any significant and unmitigable impacts. Because the Reduced Development Potential Alternative includes an approximate 20 percent reduction in development intensity as compared to the proposed Plan, this alternative correspondingly would result in incrementally less traffic and construction activity, resulting in a reduction in impacts as compared to the proposed Plan in regard to the following issues: aesthetics; air quality (construction and operational emissions); greenhouse gas emissions; noise; and transportation/circulation. While this alternative would attain most of the proposed Plan's objectives, it would fail to meet one objective, as it would not maximize economic benefit to the community (Objective 3).

S.5.4 Four-Lane Camino del Mar Circulation Alternative

S.5.4.1 Description of the Four-Lane Camino del Mar Circulation Alternative

The Four-Lane Camino del Mar Circulation Alternative would permit the same allowable intensity of development as proposed under the project--a maximum of 600,000 square feet at buildout within the Plan area with an FAR of 1.0. Like the proposed Plan, permitted uses would include multi-family residential, hotel, office, retail/personal services, restaurant, and civic uses. In addition to the land uses identified above, like the proposed Plan, this alternative would also allow for the development of 6,200 square feet (or 0.14 acre) of public plaza/park space. This comprises an increase of 4,140 square feet (or 0.09 acre) over the existing 2,060 square feet of public parks/plaza space.

This alternative would retain two lanes of each north- and southbound travel on Camino del Mar. Of the six intersections occurring along Camino del Mar between 9th and 15th streets, currently, there is a four-way traffic signal at the 9th Street and 15th Street intersections, and four-way stop signs at the 11th Street and 13th Street intersections. The same existing physical characteristics of the roadway would be retained under this alternative, but the intersections at both Camino del Mar and 11th Street and Camino del Mar and 13th Street

would be newly signalized. Under the Four-Lane Camino del Mar Circulation Alternative current conditions of all bicycle facilities would be maintained.

S.5.4.2 Conclusion

Like the proposed Plan, implementation of the Four-Lane Camino del Mar Circulation Alternative would not result in any significant and unmitigable impacts. Because the Four-Lane Camino del Mar Circulation Alternative includes the same development intensity as the proposed Plan, this alternative would result in similar impacts as the proposed Plan in regard to all issues. While this alternative would at least partially attain all of the proposed Plan's objectives, it would not meet several objectives to the same extent as the proposed Plan. Because the Four-Lane Camino del Mar Circulation Alternative includes traffic signals as opposed to roundabouts at intersections within the Plan area, pedestrian orientation and the resolution of pedestrian-vehicular conflicts are not achieved to the same degree as under the proposed Plan. Therefore, the alternative would fail to meet, to the same extent, Objective 1 (create a vibrant pedestrian-oriented Village) and Objective 2 (develop a pedestrian mobility network which ties together the Village area and reduced conflicts with automobiles).

S.5.5 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires that an EIR identify the "environmentally superior" alternative based on the evaluation of the Plan and its alternatives. The No Project (No Development/Existing Condition) Alternative would avoid all impacts and would be the environmentally superior alternative. However, pursuant to the CEQA Guidelines (Section 15126.6 (e)(2), if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. The project itself may not be identified as the environmentally superior alternative.

The Reduced Development Potential Alternative is identified as the environmentally superior alternative as it would reduce the Plan's impacts to the greatest extent. The Reduced Development Potential Alternative limits buildout potential within the Plan area by approximately 20 percent less intensity than under the Plan or the Four-Lane Camino del Mar Circulation Alternative. The reduced intensity under this alternative would result in incrementally less traffic and construction activity; thereby, resulting in a reduction in impacts as compared to the proposed Plan in regard to the following issues: aesthetics; air quality (construction and operational emissions); greenhouse gas emissions; noise and transportation/traffic.

While the Reduced Development Potential Alternative would be the environmentally superior alternative, and would attain or partially attain most of the Plan's objectives; it would fail to meet one objective, Objective 3 – "promote commercial and retail development

that creates the greatest economic benefit to the community, while insuring compatibility with the Del Mar Village character." Only the proposed Plan adequately meets all Plan objectives.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
AESTHETICS				
Threshold AES-1: Would the proposed Plan adoption have a substantial adverse effect on a scenic vista?	Scenic vistas in the Plan vicinity consist of ocean views that in many places are partially obstructed by vegetation, buildings, and utilities. The proposed Plan would increase the allowed building height on the west side of Camino del Mar to 26 feet~~, with an additional 4 feet of building height allowed to accommodate articulated roofs. This means~~ so that the allowed building height on both sides of Camino del Mar would be a maximum of 26~~30~~ feet. The proposed Plan would also increase allowed density in the Plan area, from a FAR of 0.45 to 1.0 (with a FAR of up to 1.5 restrictively allowed for projects meeting the Plan definition of providing exceptional public benefits). As evaluated at the Plan level, the increased building heights and maximum building density allowed by the proposed Plan could potentially encroach on existing scenic views of the ocean. Photographic simulations are provided in the Aesthetics Section 4.1 to illustrate these effects. Existing Municipal Code ordinances and new Plan implementing strategies would protect private and public scenic views and reduce scenic vista impacts to less than significant levels. All future projects in the Plan area would continue to be subject to the discretionary design review process and thus be reviewed by the City's Design Review Board for compliance with the Design Review Ordinance and Scenic View Protection Ordinance of the Municipal Code that ensure the protection of scenic views. The Design Review Board would also review future projects for compliance with the applicable view protection implementing strategies and development standards of the Plan. View blockage impacts would thus be less than significant.	The Protection of Community Resources chapter of the Plan includes the following public view protection implementing strategies that in combination with Plan regulatory standards, and the Scenic View Protection Ordinance and Design Review Ordinance of the Municipal Code, would reduce scenic vista impacts to below a level of significance: v Require a 10-foot architectural stepback for the second story of buildings (upper building level) that front Camino del Mar and a side street (both east and west sides of Camino del Mar). This will preserve and enhance public views to the west down the side streets. [This is a regulatory stepback standard that also appears in the Allowed Uses and Development Standards chapter of the Plan]. v Require a 10-foot diagonal corner setback for the buildings fronting the west side of Camino del Mar that are located at side street intersections to preserve and expand public views down side streets. [This is a regulatory setback standard that also appears in the Allowed Uses and Development Standards chapter of the Plan]. v Preserve and enhance public views for northbound Camino del Mar by controlling streetscape vegetation. v Preserve existing public views between buildings by creating incentives to establish view corridors that are a minimum of 35 feet wide where view corridors currently exist. v Amend the Design Review Ordinance to include specific measures to apply to the Plan area ~~Create strong measures in the Design Guidelines~~ to protect and enhance public views within the Village. Include the flexibility to redesign or relocate existing public view corridors in the Design Guidelines if parcels are combined or redeveloped. v Amend the Design Review Ordinance to include specific guidance ~~Create strong measures in the Design Guidelines~~ for the Design Review Board to assess private residential views and protect these primary views from significant interruption by Village development. ~~v~~ Amend the Design Review Ordinance to include specific design measures ~~Establish Design Guidelines~~ for enforcement through the Design Review Board review. These guidelines will include protecting scenic views and preventing an unreasonable invasion of the privacy of neighboring properties. ~~incursions into private areas.~~ v Require the "Upper Building Levels" of buildings adjacent to residential zones to be stepped back to reduce the invasion of privacy and shadowing from structures. [This is a regulatory stepback standard that also appears in the Allowed Uses and Development Standards chapter of the Plan]. v Require architectural stepbacks for structures adjacent to side streets that provide scenic public views to the ocean so that existing public views are maintained and enhanced. [This is a regulatory standard that also appears in the Allowed Uses and Development Standards chapter of the Plan]. v Require a minimum 10-foot setback from all property lines adjacent to a residential zone. [This is a regulatory setback standard that also appears in the Allowed Uses and Development Standards chapter of the Plan]. v Provide a significant incentive, in the form of bonus FAR, for a project that protects an existing public view or establishes a new public view corridor. All future projects allowed by the Plan would be subject to the discretionary review process and thus be reviewed by the Director of Planning and Community Development for compliance with the Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Design Review Ordinance of the Municipal Code and any other applicable design guidelines.	No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
AESTHETICS (cont.)				
Threshold AES-2: Would the proposed Plan adoption substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	The Plan would result in a less than significant impact to the scenic resources in the study area, including the ocean, beaches, bluffs, trees, and historic properties. The ocean, beaches, and bluffs are located outside of the Plan area and would not be physically damaged by the new future development allowed by the Plan. The Plan would potentially result in tree removal through streetscape improvements. However, tree removal would be minimized and any removed trees would be required to be replaced in compliance with the existing Tree Ordinance of the Municipal Code. The Plan does not propose any changes to the two historic landmark properties within the Plan area (Stratford Square and Del Mar Library). These properties are additionally protected by the Historic Preservation Overlay Zone and Ordinance of the Municipal Code. Camino del Mar is designated as a scenic roadway by the Community Plan for its views of the ocean. As indicated above, ocean views would be protected by existing Municipal Code ordinances and new Plan implementing strategies and regulatory standards. Impacts to scenic resources would thus be less than significant.	The same implementing strategies in the Plan's Protection of Community Resources chapter to protect public views would also protect scenic resources; as would the same height limit, build-to-lines, and setback and stepback standards in the Plan. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold AES-3: Would the proposed Plan adoption substantially degrade the existing visual character or quality of the site and its surroundings?	The changes proposed by the Plan would be pedestrian-oriented, create a uniform visual environment, and would be of similar architectural style and massing relative to the existing community. The Plan would improve the visual character and quality of the Camino del Mar streetscape and of several of the properties in the Plan area through sidewalk improvements that include widening and making them contiguous within the Camino del Mar right-of-way, new landscaping, and street furniture. Existing Municipal Code ordinances and new Plan implementing strategies would ensure that future projects would be designed to maintain and enhance community character in terms of building mass and architectural design. New height limits, build-to-lines, and setback and stepback standards in the Plan, combined with new Design Guidelines that are to be developed as a supplement to the Plan, would ensure maintenance or improvement of visual character. All future projects in the Plan area would continue to be subject to the discretionary design review process and thus be reviewed by the City's Design Review Board for compliance with the Design Review Ordinance of the Municipal Code, applicable community resources protection implementing strategies and development standards of the proposed Plan, and the Design Guidelines. Visual character impacts would thus be less than significant.	The same implementing strategies in the Plan's Protection of Community Resources chapter to protect public views would also protect community character; as would the same height limit, build-to-lines, and setback and stepback standards in the Plan. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold AES-4: Would the proposed Plan adoption create a new source of light or glare which would adversely affect day or nighttime views in the area; [or substantially or unreasonably block solar access to adjacent uses]?	Adoption of the Plan would not create significant new sources of light or glare that would adversely affect day or nighttime views. The proposed building height and intensity increases allowed by the Plan would potentially result in a modest increase in the amount of glazed surfaces in the Plan area but given lighting and glazing standards in the existing Municipal Code, and new Plan provisions requiring green building design, light and glare effects would be minimized. A shade/solar access analysis of the Plan also determined that the increase in height, setbacks, and articulation would not adversely impact adjacent residential buildings' solar access. Solar access is protected in the existing Municipal Code's Trees, Scenic Views and Sunlight Ordinance. All future projects in the Plan area would continue to be subject to the discretionary design review process and thus be reviewed by the City's Design Review Board for compliance with the Design Review Ordinance and other applicable ordinances of the Municipal Code, as well as with the new development standards and implementing strategies of the Plan. Light, glare, and solar access impacts would thus be less than significant.	All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
AIR QUALITY				
Threshold AIR-1: Would the proposed Plan conflict with or obstruct implementation of applicable air quality plan?	There are currently two existing residential dwelling units in the Plan area. Buildout of the proposed Plan could result in an additional 138 dwelling units, for a total of 140 units in the Plan area. Using the average population generation rate for Del Mar of 2.13 persons per household obtained from SANDAG, the increased number of units could house an additional population of 294. From 2008 to 2030, SANDAG projects that the population of Del Mar will increase by 400 persons to a total population of 4,900. From 2008 to 2050, SANDAG projects that the population of Del Mar will increase by 590 persons. Growth due to the proposed Plan would thus be consistent with SANDAG future growth projections and would not conflict with the RAQS or applicable portions of the SIP. While Plan implementation would result in the development of increased residential capacity within the Plan area, it would not foster unplanned population growth and would instead provide housing needed to accommodate the projected population growth for Del Mar. Also, by accommodating additional housing within an already developed area in close proximity to cultural, recreational, employment, and resident-serving uses, the proposed Plan provides a smart growth pattern of development. Impacts associated with Plan implementation would be less than significant.		No mitigation required.	Less than Significant
Threshold AIR-2: Would the proposed Plan violate any air quality standard or contribute substantially to an existing or projected air quality violation?	There are currently no air quality violations in or near the Plan area. The Plan would allow residential, retail, and office uses. These types of land uses would not be sources of significant stationary emissions		No mitigation required.	Less than Significant
Threshold AIR-3: Would the proposed Plan result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Plan implementation would result in both short-term construction and long-term operational emissions of criteria pollutants. Evaluation of a hypothetical worst-case project determined that resulting project construction emissions would not exceed applicable thresholds. Thus, short-term construction activities within the Plan area would not result in significant emissions. Also, while future long-term operational emissions (from traffic, and stationary sources such as fireplaces, landscaping equipment, and building energy use), would be greater than existing emissions, net emissions would not exceed applicable thresholds, most notably in the emissions of NO_x and CO which are largely attributed to vehicle use. This is due to the future increased efficiency of the vehicle population. The change in emissions between buildout of the Plan and the existing land uses are thus projected to be less than the applicable thresholds for all criteria pollutants.		No mitigation required.	Less than Significant
Threshold AIR-4: Expose sensitive receptors to substantial pollutant concentrations; i.e., of carbon monoxide and/or diesel particulates?	Small-scale, localized concentrations of carbon monoxide above the state and national standards have the potential to occur near stagnation points of heavily traveled intersections. These “CO hot spots” can occur when projects contribute traffic to area intersections. However, CO hot spots almost exclusively occur near intersections with LOS E or worse in combination with relatively high traffic volumes on all roadways. No intersections were calculated to operate at LOS E or worse due to Plan implementation, either in the existing condition or year 2035. Therefore, impacts associated with localized carbon monoxide concentrations would be less than significant. Potential impacts due to exposure of sensitive receptors to particulates would also not occur as the Plan area is not located within 500 feet of a freeway or heavily traveled roadway. Therefore, impacts due to exposure to diesel particulate matter would be less than significant.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
BIOLOGICAL RESOURCES				
Threshold BIO-1: Would the proposed Plan have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFG or USFWS?	No plants that are considered fully protected, sensitive, rare, endangered, or threatened by the State of California, CNPS, or CNDDB are expected to occur within the Plan area because it is dominated by developed land and ornamental vegetation. No sensitive wildlife species are expected to occupy the Plan are for the same reasons; however the taller trees in the Plan area could be host to nesting raptors and other nesting bird species. There are several Torrey Pine and Monterey Cypress trees in the Plan area. Most of the trees in the Plan area are located within the median of Camino del Mar. Over the life of the Plan, it is possible that improvements to Camino del Mar could affect the median and the trees that occupy it. The existing Municipal Code's Tree Ordinance and associated Tree Protection Manual contain measures to avoid or reduce potential impacts to all tree species within the Plan area. This Ordinance requires that all removed trees be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale in Section 23.50.090 of the Ordinance. The Plan also includes tree protection implementing strategies. By virtue of protecting trees through the existing Tree Ordinance and the Plan implementing strategies, raptors and nesting birds would also be protected. Biological resources impacts associated with sensitive species would thus be reduced to less than significant.	The Protection of Community Resources chapter of the Plan includes the following tree protection implementing strategies that in combination with the Tree Ordinance of the Municipal Code, would reduce potential sensitive species impacts to below a level of significance: v Require the procedures of the Municipal Code Chapter 23.50 Trees with regard to all tress in the Village. v Encourage the preservation and protection of Village trees to maintain the urban forest and community character. v Encourage the planting of new trees with every development project to further expand the urban forest. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold BIO-2: Would the proposed Plan have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	There are no wetland areas, wetland buffer areas, or non-wetland waters of the U.S. within the Plan area. Additionally, there are no riparian habitats, streams, rivers, or lakes within the Plan area. The Plan area is composed of entirely developed lands.		No mitigation required.	Less than Significant
Threshold BIO-3: Would the proposed Plan interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	The Plan area does not function as a wildlife corridor; therefore, implementation of the Plan would not interfere with wildlife movement.		No mitigation required.	Less than Significant
Threshold BIO-4: Would the proposed Plan conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	The only applicable ordinance to the Plan area is the Tree Ordinance (Section 23.50) of the Municipal Code. As described above, this ordinance protects all species of trees located within the Plan area, and applies to both private property owners and in the case of public trees, the City. There is nothing in the Plan that would conflict with the City's adopted regulations pertaining to trees. Both public improvements and private development projects in the Plan area would be required to comply with the Tree Ordinance to avoid significantly impacting protected trees. There are implementing strategies in the Plan to reinforce this.	The same tree protection implementing strategies in the Plan's Protection of Community Resources chapter identified above for Threshold BIO-1 would also serve to ensure that any impacts associated with Threshold BIO-4 would also be avoided or reduced to below a level of significance. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold BIO-5: Would the proposed Plan conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or state HCP?	A review of the boundaries of the rough "hard line" preserve area proposed for conservation (i.e., the Del Mar MHPA), indicates that portions of Stevens Creek and the San Dieguito River are under consideration for inclusion in the Del Mar MHPA. However, these areas are in the northern portion of the City, well outside the Plan area. Therefore, redevelopment in accordance with the proposed Plan would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or state HCP.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
CULTURAL RESOURCES				
Threshold CUL-1: Would the proposed plan cause a substantial adverse change in the significance of a historical resource as defined in the Guidelines Section 15064.5?	The proposed Plan does not propose any change of land use for the two existing designated historic properties within the Plan area (Stratford Square and the Del Mar Library) over the life of the Plan. These two properties are overlain by the Historic Preservation Overlay Zone (HP-OZ) and are protected by the Historic Preservation Ordinance of the Municipal Code (Chapter 30.58). The possibility still exists, however, that future development in accordance with the Plan could demolish or substantially alter unevaluated historic resources. Therefore, as a Plan implementing strategy, all future development projects would be required to evaluate the potential historical significance of any on-site existing structures. Given these new Plan provisions, impacts to historical structures would be reduced to less than significant.	The Protection of Community Resources chapter of the Plan includes the following historical and architectural character implementation strategies that in combination with the Historic Preservation Ordinance of the Municipal Code, would reduce impacts to historical structural resources to below a level of significance: v All permit applications for the demolition or alteration of any buildings or structures 45 years old or older shall be submitted through the Planning Department for review to determine whether a potentially significant historical resource exists on-site. v If City staff determines that no potentially significant historical resource exists on site, the parcel will be exempt from further historical review. (Interior development and any modifications or repairs that are limited in scope to an electrical or plumbing/mechanical permit shall be exempt where the development would include no change to the exterior of existing structures.) v If staff determines that a potentially significant historical resource exists on the site, all modifications and additions will be evaluated to determine consistency with the Secretary of the Interior's Standards for Treatment of Historic Properties (Standards). If the project is found to be consistent with Standards, then the project may proceed. v If a project is determined to be inconsistent with the Standards, then either (1) redesign or (2) preparation of a Historical Resources Technical Report shall be required. v If a project could result in a substantial adverse impact to an historical resource, then mitigation shall be required in compliance with CEQA. v Foster the preservation of historical resources through the use of incentives, including permitting the transfer of development rights from properties containing potentially designated and designated historical structures to other properties within the Plan area. v Encourage the adaptive reuse of historically significant buildings if the original use is no longer feasible. v Provide incentives for the preservation of qualifying architectural and historical resources by allowing a floor area ratio bonus. v Encourage the preservation of qualifying historical resources through designation and inclusion in the HP-OZ. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold CUL-2: Would the proposed Plan cause a substantial adverse change in the significance of an archaeological resource as defined in the Guidelines Section 15064.5?	Future development activities under the Plan have the potential to impact undiscovered subsurface archaeological resources. This would be a potentially significant impact. To avoid potential impacts to archaeological resources, the Plan includes new implementing strategies that require all future development projects to monitor for the presence of subsurface archaeological resources. Given future projects' compliance with these Plan provisions, impacts to archeological resources would be reduced to less than significant.	The Protection of Community Resources chapter of the Plan includes the following archeological protection implementing strategies that would reduce potential archeological impacts to below a level of significance: v Monitoring for cultural and paleontological resources during grading and construction activities shall be required for all development projects. v Developers shall be required to work with Planning Department staff early in the development review process in order to minimize impacts to cultural and paleontological resources. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
CULTURAL RESOURCES (cont.)				
Threshold CUL-3: Would the proposed Plan directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Due to the geologic formations underlying the Plan area, future construction for projects allowed by the Plan could potentially uncover and impact paleontological resources. This would be a potentially significant impact. To avoid potential impacts to archaeological resources, the Plan includes new implementing strategies that require all future development projects to monitor for the presence of paleontological resources during construction. Given future projects' compliance with these Plan provisions, impacts to paleontological resources would be reduced to less than significant.	The Protection of Community Resources chapter of the Plan includes the following paleontological resources protection implementing strategies that would reduce potential paleontological impacts to below a level of significance: v Monitoring for cultural and paleontological resources during grading and construction activities shall be required for all development projects. v Developers shall be required to work with Planning Department staff early in the development review process in order to minimize impacts to cultural and paleontological resources. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold CUL-4: Would the proposed Plan disturb any human remains, including those interred outside of formal cemeteries?	While it is highly unlikely that human remains would be disturbed as a result of Plan implementation because there are no known burial sites or cemeteries within the vicinity, future development activities associated with Plan implementation have the potential to uncover human remains during construction. Therefore, all future development projects would be required to comply with the Plan's cultural resources protection strategies, and by doing so would reduce potential human remains impacts to less than significant.	The first of the two implementing strategies in the Plan's Protection of Community Resources chapter identified above for archaeological resources would also serve to ensure that potential impacts related to disturbing human remains would also be avoided. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
GEOLOGY AND SOILS				
Threshold GEO-1: Would the proposed Plan expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: · *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);* · *Strong seismic ground shaking;* · *Seismic-related ground failure, including liquefaction; or* · *Landslides;*	There are no significant seismic or geologic conditions that are known to exist in the Plan area that would preclude development of subsequent projects. Implementation of a project-level geotechnical investigation, as required by the Municipal Code Grading Ordinance, and conformance to the CBC, would avoid or reduce potentially significant seismic and geological impacts to below a level of significance.		No mitigation required.	Less than Significant
Threshold GEO-2: Would the proposed Plan result in substantial soil erosion or the loss of topsoil;	The potential for substantial soil erosion or loss of topsoil due to the redevelopment of the Plan area would be negligible due to the completely urbanized nature of the Plan area. Furthermore, the Municipal Code Grading Ordinance provides protections to avoid erosion. Prior to the issuance of a grading permit for all Plan area development projects, an erosion control plan approved by the City would be required for all work to be performed between November 1 and April 15. Potential erosion impacts would be altogether avoided or reduced through Grading Ordinance compliance to below a level of significance.		No mitigation required.	Less than Significant
Threshold GEO-3 & GEO-4: Would the proposed Plan be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*	Most of the Plan area is underlain by dense formational materials that typically are not likely to result in liquefaction during seismic events. Subsequent individual development projects shall be required to comply with local, state, and federally mandated grading and construction requirements, including, but not limited to the CBC, NPDES permit, and City Grading Ordinance. Any project that requires a grading permit would be required to submit a preliminary geotechnical investigation prior to receiving the permit. If applicable, conditions would be placed on the project to ensure compliance. Additionally, subsequent development projects would be required to be designed to include the removal and recompaction of any undocumented fill in accordance with the CBC, and recommendations of the project geotechnical report. Adherence to the City's Grading Ordinance, CBC, and implementation of any recommendations described in the subsequent project's geotechnical investigation would ensure that soil erosion or expansive soils impacts would be less than significant.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
GREENHOUSE GAS EMISSIONS				
Threshold GHG-1: Would the proposed Plan generate GHGs, either directly or indirectly, that may have a significant impact on the environment?	GHGs were modeled using the California Emissions Estimator Model released by the Air Resources Board in March 2011. The estimated GHG emissions from future buildout of maximum allowable land uses, accounting for recent vehicle GHG emissions reduction standards and low carbon fuel standards, and for current CBC standards, would not achieve the target 28.3 percent reduction relative to business-as-usual GHG emissions without accounting for further GHG reduction measures. Further GHG reduction measures are accountable from provisions in the existing Solar Energy Ordinance of the Municipal Code and in new Plan implementing strategies and development standards. The City's Solar Energy Ordinance requires all new construction and major remodels to supply approximately 60 percent of their space heating, cooling, and ventilating energy needs through on-site renewable energy sources such as photovoltaic or passive solar. By modeling Plan land uses accounting for 60% on-site renewable energy generation, future Plan area emissions would achieve the target reduction by a wide margin. Further modeling determined that with 40% of renewable on-site renewable energy generation, future Plan area GHG emissions would be adequately reduced. The Plan also has sustainability implementing strategies and a regulatory standard requiring all projects in the Plan area to incorporate green building practices to potentially achieve a LEED Silver or higher or CalGreen Tier I/II design. Modeling was thus conducted for various green building element input scenarios to determine the type of GHG reductions that could be expected. Without including the Solar Energy Ordinance standard, green building design elements alone would achieve target reductions, depending on the elements selected. Overall, given existing ordinances and new Plan sustainability implementing strategies, future Plan area GHG emissions could be reduced to less than significant levels.	The proposed Plan includes the following prescriptions for future development to reduce GHG emissions that in combination the Solar Energy Ordinance of the Municipal Code, would reduce Plan area GHG emissions to below a level of significance: v Ensure that all residential and non-residential construction complies with all applicable City of Del Mar energy efficiency measures that are in effect at the time of discretionary permit review and approval or building permit issuance, whichever is applicable. v All permit applications for new construction or major remodeling projects shall be submitted for review to the Del Mar Planning and Community Development Department and Design Review Board to determine whether the project design meets the greenhouse gas emissions reduction target of 28.3 percent reduction relative to BAU emissions established in the Village Specific Plan PEIR or other applicable GHG emission measure, whichever is applicable at the time of project submittal. o As part of the building permit application, project construction plans and specifications shall indicate the energy and green building standards, product specifications, and method of construction, in the general notes or individual drawings. o No building permit shall be issued for any project until the Planning and Community Development Department and Design Review Board building official determines that the plans and specifications are in compliance with the requirements of this policy. o Additional inspections may be conducted as needed to ensure compliance and if at any stage of construction the building official determines that the project is not being constructed in accordance with the permitted plans and documents, a stop order may be issued that will remain in effect until the building official allows. o Prior to issuance of a certificate of occupancy, the building official shall review all relevant information and determine whether the project has been built in accordance with the permit. If the building official determines that a project applicant has failed to construct the project in accordance with the permitted plans and documents, then the final building approval and certificate of occupancy may be withheld. v All development in the Village Specific Plan shall incorporate Sustainable or "green" building practices. Sustainable building practices shall include, but not be limited to, those recommended by the U.S. Green Building Council's LEED Program certification or Build It Green's Green Building Guidelines and Rating Systems, or other comparable industry standards [such as the minimum Tier I standards of CalGreen], as may be adopted or recognized by the City of Del Mar. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold GHG-2: Would the proposed Plan conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	The Plan is consistent with adopted GHG reduction goals and strategies given Plan features that reduce average community-wide VMT by enhancing the pedestrian, bicycle and transit facilities in the Plan area, and through Plan implementing strategies and regulatory standards that ensure optimal energy efficiency and minimization of GHG emissions in individual future projects.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
HAZARDS AND HAZARDOUS MATERIALS				
Threshold HAZ-1: Would the proposed Plan create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The risks associated with the transport, use or disposal of hazardous materials would be managed through the implementation of existing mandatory local, state, and federal regulations. Mandatory compliance with these regulations would ensure that impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant.		No mitigation required.	Less than Significant
Threshold HAZ-2: Would the proposed Plan create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Compliance with existing mandatory local, state, and federal regulations, along with new Plan implementing strategies (relative to accidental releases of hazardous substances), would reduce the potential for impacts due to the existence of hazardous building materials and contaminated soils and/or underlying groundwater within the Plan area.	The Protection of Community Resources chapter of the Plan includes the following environmental protection implementing strategies that in combination with existing state and federal regulations would reduce potential hazardous materials impacts to below a level of significance: v At the time of application for any new construction, grading permit, demolition or major renovation, the applicant or owner shall submit to the Community Planning and Development Department, a hazardous materials and/or site contamination disclosure form. v No construction, grading or ground-disturbing activity shall occur on a site with prior know contamination and/or which appears on any list compiled pursuant to Section 65962.5 of the Government Code without submittal of a "No Further Action" clearance letter issued by the County Department of Environmental Health. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold HAZ-3: Would the proposed Plan emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Compliance with existing mandatory local, state, and federal regulations, along with new Plan implementing strategies, would reduce the potential for impacts within a quarter mile of an existing or proposed school. .	The same environmental protection implementing strategies identified above for accidental releases of hazardous materials, would also serve to ensure that any potential impacts associated with the handling of hazardous materials near schools would also be avoided or reduced to below a level of significance. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant
Threshold HAZ-4: Would the proposed Plan be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?	No hazardous materials sites were found within the Plan area on the Envirostor database within the Plan area, which is the DTSC database that is maintained pursuant to Government Code Section 65962.5; thus impacts associated with this threshold would be less than significant.		No mitigation required.	Less than Significant
Threshold HAZ-7: Would the proposed Plan impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	The potential hazards identified for Del Mar in the MHMP include: coastal storm/erosion, wildfire, landslide, earthquake, and tsunami. There are no land uses or infrastructure proposed as part of the Plan that would interfere with or impair emergency response associated with these hazards, or that would conflict with any of the MHMP's specific hazard mitigation goals, objectives, and related potential actions. Impacts would be less than significant.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
HYDROLOGY AND WATER QUALITY				
Threshold H/WQ-1, 2, & 3: Would the proposed plan substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site; *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or* *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*	Implementation of the Plan would conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potentially significant short- and long-term impacts related to hydrology; therefore, drainage and runoff impacts would be less than significant.		No mitigation required.	Less than Significant
Threshold H/WQ-4 & 5: Would the proposed Plan violate any water quality standards or waste discharge requirements; or *Otherwise substantially degrade water quality?*	Future projects allowed by the Plan would incorporate BMPs and comply with applicable federal, state, and local water quality regulations to reduce pollutant discharge. Thus, significant adverse water quality impacts to the Pacific Ocean, a 303(d) impaired receiving water body, would be avoided. Implementation of the proposed Plan would thus have less than significant water quality impacts by virtue of future projects' compliance with mandatory regulations. Nonetheless, the proposed Plan includes several implementing strategies that would support clean water.	The Protection of Community Resources and Infrastructure and Municipal Services chapters of the Plan include several implementing strategies to minimize storm water pollution. Included in the Protection of Community Resources chapter are the following sustainability implementing strategies that affect Plan area storm water quality: v Promote the use of rainwater harvesting for non-potable uses such as irrigation or toilet flushing. v Require all private developments and public improvements to reduce storm water runoff by implementing provisions for groundwater infiltration. v Promote "green roofs" for the reduction of building energy consumption. [Note that green roofs also serve as biofiltration for storm runoff from roofs]. The Infrastructure and Municipal Services chapter of the Plan additionally includes the following storm drain system implementation strategies that affect Plan area runoff water quality: v Require that the design of Camino del Mar, and in particular the provision of roundabouts, maximize permeable surfaces to the extent possible to promote groundwater recharge and the infiltration of storm water. v Require that the storm water collection system be redesigned with the Camino del Mar improvements. v Encourage planter areas within the Camino del Mar right-of-way to be designed as "rain gardens" to aid in the infiltration of storm water, the reduction of runoff and an improved water quality. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
HYDROLOGY AND WATER QUALITY (cont.)				
Threshold H/WQ-6, 7, 8, & 9: Would the proposed Plan place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map; *Place within a 100-year flood hazard area structures which would impede or redirect flood flows;* *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or* *Inundation by seiche, tsunami, or mudflow?*	The Plan area is not located within a 100-year flood hazard area or in an area with a high flooding risk from dam or levee failure, seiche, mudflow, or tsunami. While the Plan area is located close to the shoreline, the tsunami impact risk would be less than significant considering the elevation of the area, existing off-shore conditions, and existing emergency programs. Thus, impacts related to flooding or inundation would be less than significant.		No mitigation required.	Less than Significant
Threshold H/WQ-10: Would the proposed Plan substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Adherence to applicable federal, state, and local regulations (including consultation with the RWQCB) would minimize future development's impacts to groundwater. Overall, the Plan's impacts to groundwater levels and ground water recharge would be less than significant.		No mitigation required.	Less than Significant
LAND USE				
Threshold LU-1: Physically divide an established community;	The Plan would preserve and enhance community connectivity and would not divide an established community. Impacts regarding physical division of community would be less than significant.		No mitigation required.	Less than Significant
Threshold LU-2: Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or	While the Plan is generally consistent with the goals, objectives and specific recommendations of all relevant planning or regulatory documents, including the Del Mar Community Plan, Vision 2020, Del Mar Municipal Code, adopted L'Auberge and Plaza Specific Plans, the Local Coastal Program for Del Mar; and the Regional Comprehensive Plan and 2050 Regional Transportation Plan/Sustainable Communities Strategy; it would require amendments to the Del Mar Community Plan and Local Coastal Program for Del Mar to redesignate existing commercial uses to mixed-use Village Specific Plan uses and to establish new Plan chapters in the Municipal Code and LCP Implementing Ordinances. Once adopted, the Plan would become a regulatory document and take precedence over any other laws or ordinances of Del Mar pertaining to the Plan area. It is also intended that once adopted, the Plan would implement and satisfy the requirement for preparation and voter approval of a specific plan for projects currently subject to the DI-OZ ordinance. Any project approved in conformance with the Plan shall be deemed to have satisfied the requirements of the DI-OZ. Impacts associated with land use plan consistency would thus be less than significant.		No mitigation required.	Less than Significant
Threshold LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan.	As the Plan area is developed and is not located within a "hard line" preserve, Plan implementation would not conflict with any applicable habitat conservation plan or natural community conservation plan.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
NOISE				
Threshold NOS-1 & 2: Would the proposed Plan result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or *Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*	Plan implementation would result in slight increases in ambient noise levels, however, the noise increases would not be perceptible because they would be less than 3 dBA and would not violate any applicable noise standard. Future development allowed by the Plan would be required to comply with the CBC noise standards (CCR Title 24) and the Del Mar Community Plan noise compatibility standards. New implementing strategies have been included in the proposed Plan to further ensure that ambient noise level increases due to both traffic and operational sources (i.e., commercial uses), and associated vibration impacts, would be less than significant.	The Plan includes the following implementing strategies that, in combination with the CBC noise standards (CCR Title 24) and Municipal Code Section 9.20.040, would ensure that noise impacts of the Plan implementation would be reduced to less than significant: v Allow residential and lodging uses in non-street-frontage building spaces. v Require that the design of mixed-use projects protect residential from potential noise, odor, vibration, and other impacts associated with the operation of the other non-residential uses. v All new development shall complete a site-specific noise report to demonstrate compliance with applicable noise standards, including CCR Title 24, Del Mar Community Plan, and Municipal Code. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant.
Threshold NOS-3: Would the proposed Plan result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Adherence to Municipal Code Section 9.20.050 would ensure construction noise impacts associated with Plan buildout would be less than significant.		No mitigation required.	Less than Significant.
Threshold NOS-4: Would the proposed Plan result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Construction activities allowed by the Plan could generate vibration through pile driving, rock or caisson drilling, site excavation and/or compaction activities. Also, commercial operation activities that include equipment, processing, and heavy trucks could generate vibration. Vibration would be minimized through OSHA regulations, CBC standards, and a new Plan implementing strategy. Given these provisions, future vibration noise impacts associated with Plan adoption would therefore not be excessive and would be less than significant levels.	To avoid potentially significant construction-related vibration impacts associated with future development in accordance with the Plan, the Plan has incorporated the following implementing strategy related to vibration: v All permit applications for demolition or construction projects shall demonstrate avoidance of construction vibration impacts to surrounding building integrity. All future projects allowed by the Plan would be reviewed by the Director of Planning and Community Development for compliance with Plan implementing strategies and development standards, and by the Design Review Board for compliance with the Municipal Code Design Review Ordinance and any other applicable design guidelines.	No mitigation required.	Less than Significant.
POPULATION AND HOUSING				
Threshold POP-1: Would the proposed Plan displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	The Plan would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. New housing opportunities would be created in the Plan area. Housing that may be displaced due to redevelopment activities in the Plan area would be temporary in nature. Overall, the number of housing units within the Plan area would increase, thus allowing more people to reside within the City. Therefore, impacts associated with the displacement of housing would be less than significant.		No mitigation required.	Less than Significant
Threshold POP-2: Would the proposed Plan displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	The proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, impacts associated with the displacement of persons would be less than significant.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
PUBLIC SERVICES				
Threshold: Would the proposed Plan result in substantial adverse physical impacts associated with the provision of or need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: ***PS-1*** *Fire protection;* ***PS-2*** *Police protection;* ***PS-3*** *Schools; or* ***PS-4*** *Other [relevant] public facilities?*	Based on population estimates, the Plan would add up to 294 residents to the City of Del Mar. Based on the relatively small number of new residents generated by the Plan's allowable uses, the increase in demand for public services and facilities would be modest and is not anticipated to result in the need for new or expanded civic facilities. Should new or expanded facilities construction be necessary during the life of the Plan, the potential impacts associated with their construction would be those typically associated with construction projects such as dust emission, potential disruption of archaeological resources, and short-term traffic. These types of construction-related environmental effects can be anticipated and avoided or reduced to below significance through adherence to mandatory City and state regulations. Therefore, impacts associated with Threshold PS-1 (fire-rescue services), PS-2 (police protection services), PS-3 (schools), and PS-4 (libraries and government facilities) would be less than significant.		No mitigation required.	Less than Significant
RECREATION				
Threshold REC-1: Would the proposed Plan increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	The Plan does not include the specific identification of any new recreational facilities. It does, however, propose to increase the sidewalk and public gathering spaces within the Plan area and to encourage corner plazas and publically accessible plazas on private property. The City does not have an established park acreage per resident service ratio. Given the presence of approximately 371 acres of passive and active recreational opportunities in nearby neighborhood and community parks and other recreational facilities within proximity to the Plan area, even at Plan buildout and with no expansion of any current recreation areas, the City would exceed this park standard. Therefore, although a slight increase in recreational facility usage could be expected, impacts associated with the substantial physical deterioration of those facilities would be less than significant.		No mitigation required.	Less than Significant
Threshold REC-2: Would the proposed Plan include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	The proposed Plan would increase the sidewalk and public gathering spaces within the Plan area through wider sidewalks, corner plazas and publically accessible plazas or decks on private property. Future construction of these public park and plaza spaces is not anticipated to have adverse environmental effects because their design and construction would be subject to City review and approval prior to commencement that would ensure that no significant effects occurred. Impacts associated with constructing new recreational open space would be less than significant.		No mitigation required.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
TRANSPORTATION/TRAFFIC				
Threshold TRAF-1: Would the proposed Plan conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Transportation/traffic impacts were analyzed based on accepted traffic guidelines for road segments, intersections, freeway segments and freeway ramp meters, as well as local and regional plans. As summarized individually below, the Plan would have less than significant impact with respect to these criteria. Roadways: In the existing condition, a total of 19 roadways operate at an unacceptable LOS. Implementation of the proposed Plan would exceed the allowable increased delay at seven roadway segments. If a roadway segment is operating at LOS E or F and there is an increase that exceeds the allowable threshold, but the intersections bounding the segment all operate at LOS D or better during peak periods, then the segment impact is considered less than significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. Although the seven roadway segments above operate at LOS E or F and exceed the allowable increase, the intersections along these segments would operate at LOS D or better during peak periods. Therefore, impacts would be less than significant. Intersections: No intersections within the study area operate at an unacceptable LOS, either in the existing or year 2035 condition. Implementation of the proposed Plan would not result in any intersection in the study area operating at an unacceptable LOS, either in the existing or year 2035 condition. Freeway Segments: One freeway segment currently operates at an unacceptable LOS. With implementation of the Plan, the freeway segment would also operate at an unacceptable LOS; however, Plan traffic would not exceed the allowable increased delay in the existing condition. In the year 2035 condition without the proposed Plan, a total of five freeway segments are calculated to operate at an unacceptable LOS. In the year 2035 condition with the Plan, the five freeway segments would also operate at an unacceptable LOS; however Plan traffic would not exceed the allowable increased delay. Freeway Ramp Meters: Under existing conditions, there is no delay calculated at the analyzed ramp meters. Implementation of the Plan would not result in any delay at the analyzed ramp meters. In the year 2035 condition with the Plan, the four ramps would operate with delays; however Plan traffic would not exceed the allowable increased delay. Community Plan: The Plan was designed to implement the goals, policies, and objectives of the Community Plan. Specifically, implementation of the roundabouts along Camino del Mar would accommodate low-speed vehicular traffic, improve the safety of pedestrian crossings, enhance the bicycle network, and encourage public transit usage. Regional Transportation Plan: The Plan aims to develop a compact urban core where more people reside and use fewer resources. In accordance with the RTP's vision, the proposed Plan would increase pedestrian safety and promote walkability, enhance the bicycle network, and promote public transit usage. Traffic Diversion: Roundabouts involve some slowing for the motorist that could add minimal delay time, but since the motorist generally keeps moving through the intersection the added delay is also minimal. Furthermore, the Plan includes implementing strategies to limit bypass traffic. Impacts would be less than significant.	To reduce the potential for traffic diversion from Camino del Mar to adjacent neighborhood streets, the Plan has incorporated the following implementing strategies: ❖ Increase the City of Del Mar's annual traffic monitoring along local streets and potential by-pass routes to a quarterly monitoring program in order to determine the baseline traffic volumes during the design phases of Camino del Mar. ❖ Assess quarterly traffic monitoring along the potential by-pass routes once the Camino del Mar initial improvements have been constructed. The counts will be coupled with travel time and speed surveys to assess any potential diversion or impacts to the local collector roads that provide alternative access to Camino del Mar. The traffic monitoring program shall continue for a period of two years following the completion of the improvements to Camino del Mar. ❖ Initiate efforts to offset impacts in the event that the traffic monitoring program reveals measurable and significant changes in traffic volume or speed along Luneta Drive, Stratford Court, or Crest Road~~Drive~~. The routes will be evaluated for traffic calming measures or other intersection or road improvements that are intended to discourage cut through traffic on the local collector routes without limiting access to the residences that rely on these roads.	No mitigation required.	Less than Significant.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
TRANSPORTATION/TRAFFIC (cont.)				
Threshold TRAF-4: Would the proposed Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The Plan proposes to implement roundabouts along Camino del Mar at four key intersections: 9th, 11th, 13th, and 15th Streets. Roundabouts have been shown to increase safety, as described in detail in Section 4.14.4.2 of this PEIR for the following reasons: · *Reduced Vehicular Conflicts*: Roundabouts have fewer vehicular conflict points in comparison to conventional intersections. The potential for high-severity conflicts, such as right angle and left-turn head-on crashes, is greatly reduced with roundabout use. · *Reduced Vehicle Speeds*: Low absolute speeds generally associated with roundabouts allow drivers more time to react to potential conflicts, also helping to improve the safety performance of roundabouts. · *Reduced Vehicle-Pedestrian Conflicts*: Pedestrians need to only cross one direction of traffic at a time at each approach as they traverse roundabouts (i.e., crossing in two stages), as compared with many traditional intersections. · *Access Management*: Because roundabouts can facilitate U-turns, they can be a key element of a comprehensive access management strategy to reduce or eliminate left-turn movements at driveways between major intersections. · *Traffic Calming*: Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than relying solely on traffic control devices. The Plan includes implementing strategies that would ensure that the roundabouts are designed to increase traffic safety, lower traffic speeds, and reduce pedestrian-vehicular conflicts.	The Mobility chapter of the Plan includes the following implementation strategies that would ensure that potential traffic hazards associated with the proposed roundabouts would be reduced to below a level of significance: v The conceptual design [of Camino del Mar with 2 lanes and roundabouts] shall be refined through a process of community input and full engineering analysis that accounts for o Emergency vehicle access and circulation; o Emergency evacuation; o Bus circulation; o Diagonal parking ingress and egress; and o Dropped lane merging.	No mitigation required.	Less than Significant.
Threshold TRAF-5: Would the proposed Plan result in inadequate emergency access?	Roundabouts can provide emergency vehicles the benefit of lower vehicle speeds, which may make roundabouts safer for them to negotiate than signalized crossings. The Plan includes an implementing strategy that would ensure that the roundabouts are designed properly for emergency vehicle access.	The same Plan Mobility chapter implementation strategy described above would ensure that potential impacts associated with the proposed roundabouts and emergency vehicle access would be reduced to below a level of significance:	No mitigation required.	Less than Significant.
Threshold TRAF-6: Would the proposed Plan conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	The Plan was designed to implement the goals, policies, and objectives of the Community Plan. Specifically, implementation of the roundabouts along Camino del Mar would accommodate low-speed vehicular traffic, improve the safety of pedestrian crossings, enhance the bicycle network, and encourage public transit usage. To this end, the Plan includes several pedestrian, bicycle and transit improvements. Implementation of the Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.		No mitigation required.	Less than Significant.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Plan Implementing Strategies and Regulatory Standards	Mitigation	Impact Level
UTILITIES AND SERVICE SYSTEMS				
Threshold UT-1: Would the proposed Plan require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Because subsequent projects allowed by the Plan would be required to comply with existing regulations that require runoff rate and volume to be to be maintained at or below existing levels, and no new storm drain system improvements would be required (other than a redesign of the storm water collection system along with the roundabouts redesign of Camino del Mar) to accommodate buildout of the Plan , impacts associated with the storm water system would be less than significant.		No mitigation required.	Less than Significant
Threshold UT-2, 3, & 7: Would the proposed Plan exceed wastewater treatment requirements of the applicable RWQCB; *Require or result in the construction of new water or wastewater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or* *Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*	Because the additional wastewater generated by buildout of the Plan would not result in the need for additional wastewater system improvements, nor exceed mandated wastewater treatment requirements, impacts associated with wastewater system infrastructure would be less than significant.			
Threshold UT-3: Would the proposed Plan require or result in the construction of new water or wastewater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Because the additional water demand projected for buildout of the Plan would not result in the need for the construction of water system improvements that could cause significant environmental effects, impacts associated with water infrastructure would be less than significant.		No mitigation required.	Less than Significant
Threshold UT-4: Would the proposed Plan require or result in the need for new water supply entitlements and resources?	The additional development allowed by the Plan would increase water demand by 0.104 MGD. This additional water demand would not require new or expanded entitlements. Thus, water supply impacts would be less than significant.		No mitigation required.	Less than Significant
Threshold UT-5 & 6: Would the proposed Plan be served by a landfill without sufficient permitted capacity to accommodate the project's waste disposal needs; or *Not comply with the federal, state, and local statutes and regulations regarding solid waste?*	Because the additional solid waste generated by uses allowed under the Plan would not result in the need for landfill capacity expansion or a new landfill beyond the permitted capacity, and because subsequent projects would be required to comply with existing regulations that require a minimum 75 percent waste diversion, impacts relative to the disposal of solid waste would be less than significant.		No mitigation required.	Less than Significant

LIST OF ABBREVIATED TERMS

°F	Degrees Fahrenheit
$\mu g/m^3$	Micrograms per cubic meter
AB	Assembly Bill
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
AWSC	All-way Stop-controlled
BAU	Business as usual
BMP	Best Management Practices
BSC-OZ	Bluff, Slope and Canyon Overlay Zone
CAA	Clean Air Act
CAFÉ	Corporate Average Fuel Economy
Cal EMA	California Emergency Management Agency
Cal-OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGreen	California Green Building Standards Code
CALTRANS	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CC	Central Commercial
CCAP	Climate Change Action Plan
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CPUC	California Public Utilities Commission
CRC	California Residential Code
CRHR	California Register of Historic Resources
CSA	County Service Area
CUPA	Certified Unified Program Agency
CWA	Clean Water Act

cy	Cubic yard
DAA	District Agricultural Association
dB	Decibel
dB(A)	A-weighted Decibel
DEH	Department of Environmental Health
DI-OZ	Downtown Initiative Overlay Zone
DIF	Development Impact Fee
DMFD	Del Mar Fire Department
DMMC	Del Mar Municipal Code
DMUSD	Del Mar Union School District
DOT	Department of Transportation
DRP	Design Review Permit
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
EPB	Exceptional Public Benefits
ESA	Environmental Sensitive Area
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FW	Floodway Zone
GDP	Gross Domestic Product
GDMSP	Garden Del Mar Specific Plan
GHG	Greenhouse Gases
gpm	Gallons per minute
GWP	Global Warming Potential
H&SC	Health and Safety Code
H/WQ	Hydrology and Water Quality
HA	Hydrologic Area
HCP	Habitat Conservation Plan
HCM	Highway Capacity Manual
HFC	Hydrofluorocarbons
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HP-OZ	Historic Preservation Overlay Zone
HSA	Hydrologic Subarea
HSP	Hotel Specific Plan
HU	Hydrologic Unit
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating Ventilation and Air Conditioning
I-5	Interstate 5
ICLEI	International Council for Local Environmental Initiatives
IPCC	Intergovernmental Panel on Climate Change
IWRP	Integrated Water Resources Plan
IWRIS	Integrated Water Resources Information System
km	Kilometer
LBP	Lead Based Paint
LCFS	Low Carbon Fuel Standard

LCP	Local Coastal Program
LCPA	Local Coastal Plan Amendment
LCS	Lead Containing Substances
LEED	Leadership in Energy and Environmental Design
L_{eq}	Average Sound Level
LID	Low Impact Development
LOS	Level of Service
LPG	Local Planning Group
LUST	Leaking Underground Storage Tank
MFI	Median Family Income
mg/L	milligrams per liter
MGD	Million gallons per day
MHMP	Multi-hazard Mitigation Plan
MHPA	Multiple Habitat Planning Area
$MMTCO_2E$	Million Metric Tons of CO_2 equivalent
Mpd	Miles per day
Mpg	Miles per gallon
Mph	Miles per hour
MPO	Metropolitan Planning Organizations
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
$MTCO_2E$	Metric Ton CO_2 Equivalent
MW	MegaWatts
MWD	Metropolitan Water District
MXD	Mixed-Use Development
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NCCP	Natural Community Conservation Planning
NESHAP	National Emission Standard for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NO_2	Nitrogen Dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PCB	Polychlorinated biphenyl
PEIR	Program Environmental Impact Report
PFC	Perfluorocarbons
psi	Pounds per square inch
O_3	Ozone
ODS	ozone depleting substance
OES	County of San Diego Office of Emergency Services
PDP	Priority Development Project
PF	Public Facilities
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PM_{10}	Particulate matter less than 10 microns in diameter
ppm	Parts per million
PSP	Plaza Specific Plan
RAQS	Regional Air Quality Strategy
RC	Residential-Commercial Zone
RCP	Regional Comprehensive Plan

RCRA	Resource Conservation and Recovery Act of 1976
RHNA	Regional Housing Needs Assessment
RMP	Risk Management Plans
ROG	Reactive Organic Gases
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SAB	Sustainability Advisory Board
SAM	Site Assessment and Mitigation
SANDAG	San Diego Association of Governments
SANTEC/ITE	San Diego Traffic Engineers' Council/Institute of Transportation Engineers
SARA	Superfund Amendments and Reauthorization Act of 1986
SB	Senate Bill
SBFD	Solana Beach Fire Department
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDUHSD	San Dieguito Union High School District
SEL	Sound Exposure Level
SF_6	Sulfur hexafluoride
SFHA	Special Flood Hazard Area
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SSMP	Sanitary Sewer Management Plan
STC	Sound Transition Class
SUSMP	Standard Urban Storm Water Mitigation Plan
SWRCB	State Water Resources Control Board
TCM	Transportation Control Measures
TDS	Total Dissolved Solids
TIS	Traffic Impact Study
TMDL	Total Maximum Daily Load
TWLTL	Two-way left-turn lane
TWSC	Two-way Stop-controlled
UDC	Unified Disaster Council
UFC	Uniform Fire Code
UNEP	United Nations Environment Program
UNFCC	United Nations Framework Convention on Climate Change
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tanks
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

VSP	Village Specific Plan
WDR	Waste Discharge Requirement
WRCC	Western Regional Climate Center
WQSA	Water Quality Sensitive Area
WSA	Water Supply Assessment

THIS PAGE IS INTENTIONALLY BLANK.

1.0 Introduction

This Program Environmental Impact Report (PEIR) (SCH No. 2011121069) has been prepared to address potential environmental effects associated with the proposed Del Mar Village Specific Plan (proposed Plan) that encompasses approximately 40 acres of the downtown area in the City of Del Mar (City). The proposed Plan would implement updated development standards ~~and design guidelines~~, identify a clear entitlement process for future projects, and coordinate the provision of public infrastructure in support of future redevelopment over the next 30 years.

Implementation of the proposed Plan would require the discretionary actions of certification of this PEIR, a Community Plan Amendment, two Local Coastal Plan Amendments, and adoption by ordinance of the proposed Plan ~~and Design Guidelines~~. A detailed description of the proposed Plan, including the required discretionary approvals, is provided in the Project Description in Chapter 3.0 of this PEIR.

1.1 PEIR Purpose and Legal Authority

1.1.1 PEIR Purpose

In accordance with CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the proposed Plan, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid identified significant effects.

1.1.2 EIR Legal Authority

This PEIR has been prepared by the City of Del Mar, as Lead Agency, in compliance with the criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended (Public Resources Code, Section 21000 et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

1.1.2.1 Lead Agency

The City of Del Mar is the Lead Agency for the proposed Plan, pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving a proposed project. As Lead Agency, the City of Del Mar Planning and Community Development Department conducted a preliminary review

of the proposed Plan and determined that a PEIR was required. The analysis and findings in this PEIR reflect the independent, impartial conclusions of the City of Del Mar.

1.1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by responsible and trustee agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency that have discretionary approval authority over one or more actions involved with project implementation. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Responsible/Trustee Agencies for the proposed project include, but are not limited to, the California Coastal Commission (CCC), the San Diego County Air Pollution Control District (SDAPCD), the San Diego Regional Water Quality Control Board (RWQCB), and the California Department of Transportation (CALTRANS). The CCC shall make a determination on certifying the two Local Coastal Plan Amendments (LCPAs). The CCC certification of the LCPAs shall be scheduled to occur only if the proposed Plan is adopted by public vote. The LCPAs shall not be effective unless and until fully certified by the CCC. The SDAPCD is an agency that regulates sources of air pollution within the county and would be responsible for issuing permits for construction of future projects associated with the proposed Plan. The RWQCB regulates water quality through monitoring of compliance with the regional water quality general permit in accordance with the Clean Water Act (CWA) Section 401 certification process. The RWQCB would have the responsibility of approving the Notice of Intent to comply with the terms of the general permit to discharge storm water associated with future construction activity allowed by the proposed Plan. The RWQCB would also be a Trustee Agency as it holds regional water quality in its trust through the National Pollutant Discharge Elimination System (NPDES) compliance review process. Additionally, CALTRANS is an agency that would be responsible for ensuring that any endeavors that result in direct or cumulative impacts to the state highway system, including freeway entrance and exit ramps, be eliminated or reduced to a level of insignificance.

1.2 EIR Type, Scope, Organization, and Content

1.2.1 Type of EIR

This EIR has been prepared as a Program EIR (or PEIR), as defined in Section 15168 of the CEQA Guidelines. A PEIR is recommended for a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program [per CEQA Guidelines, Section 15168(a)]. The advantages of a PEIR include the ability to provide a more

exhaustive consideration of alternatives and cumulative effects than might be possible in a single project-specific EIR; to avoid duplication of basic policy considerations; and to provide the Lead Agency (City of Del Mar) with the ability to consider broad program-wide policies and mitigation measures that would apply to specific projects within the overall program [CEQA Guidelines, Section 15168 (b)].

1.2.2 PEIR Scope

The scope of analysis for this PEIR was determined by the City of Del Mar as a result of initial project review, consideration of agency and public comments received in response to the Notice of Preparation (NOP) circulated December 12, 2011, and a scoping meeting held on January 18, 2012. The NOP and letters received in response are included in Appendix A of this PEIR.

Through these scoping activities, the proposed Plan was determined to have the potential to result in the following significant environmental impacts:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

Pursuant to CEQA Guidelines Section 15126, impacts are identified as direct or indirect, short-term or long-term, and assessed on a “plan-to-ground” basis. The “plan-to-ground” analysis addresses the changes or impacts that would result from implementation of the Plan compared to existing ground conditions. An analysis of the impacts of the proposed Plan compared to existing adopted plans, a “plan-to-plan” analysis, is presented within Chapter 9.0, Project Alternatives.

1.2.3 PEIR Organization and Content

1.2.3.1 Organization and Content

The PEIR has been organized in accordance with the most recent CEQA Guidelines. A brief summary of the organization and content of this PEIR is provided below:

- **Executive Summary** provides a brief description of the proposed Plan, identification of areas of controversy, a summary of the PEIR analysis, and a summary table

identifying significant impacts, proposed mitigation measures, and impact level after mitigation. A summary of the Plan alternatives and a comparison of the potential impacts of the alternatives with those of the proposed Plan are also included.

- **Chapter 1.0 Introduction** contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and organization. It also provides a discussion of the CEQA environmental review process, including opportunities for public involvement.

- **Chapter 2.0 Environmental Setting** provides a description of the Plan's regional and local setting including its locational context, existing physical characteristics and land use, available public infrastructure and services, and relationship to other relevant plans.

- **Chapter 3.0 Project Description** provides a detailed description of the proposed Plan, including background on its development, its main objectives, and key features. The discretionary actions required to implement the proposed Plan are also described.

- **Chapter 4.0 Environmental Analysis** contains an evaluation of potential impacts for the environmental issues identified in the PEIR scope. Each issue evaluation includes discussion of the existing conditions, including the existing regulatory framework, identification of the thresholds and methodology for determining the significance of impacts, an assessment of potential impacts, and an evaluation of the significance of the impacts in light of the existing regulatory framework and/or new standards in the proposed Plan. Where analysis demonstrates that potentially significant impacts could occur, an outline of the regulatory framework, including new Plan standards, ~~recommended program-level mitigation measures are~~ is provided and a conclusion regarding the adequacy of the regulatory framework and significance of the impact after ~~mitigation~~ consideration of the regulatory framework is stated.

  As identified in Chapter 4.0, the potentially significant impacts associated with the issues of aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, and traffic would be avoided or reduced to less than significant levels through new Plan regulatory standards and implementing strategies. Potential impacts associated with geology and soils, hydrology and water quality, land use, population and housing, public services, recreation, and utilities and service systems would either not occur or would be avoided or reduced to below significance through compliance with mandatory regulations.

- **Chapter 5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes** discusses the significant unavoidable or irreversible impacts that would occur with Plan implementation~~, including those that can be mitigated but not to below a level of significance (if applicable)~~. This chapter

also describes the potentially significant irreversible changes that may be expected with implementation of the Plan and addresses the use of nonrenewable resources during its construction and operational life.

- **Chapter 6.0 Growth Inducement** evaluates the potential for the proposed Plan to induce economic or population growth, either directly or indirectly, within the Plan area and region.

- **Chapter 7.0 Cumulative Impacts** identifies the impacts of the proposed Plan in combination with other planned and future development in the region. Cumulative impacts were found to be less than significant for all issues.

- **Chapter 8.0 Effects Found Not to be Significant** identifies all of the issues (agricultural and mineral resources) determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria, and briefly summarizes the basis for these determinations.

- **Chapter 9.0 Alternatives** provides a description and comparative analysis of alternatives to the proposed Plan, including a No Project (No Development/ Existing Condition) Alternative, a No Project (Development Consistent with Adopted Community Plan) Alternative, a Four-Lane Camino del Mar with Traffic Signals Alternative, and a Reduced Development Potential Alternative.

- **Chapter 10.0 References Cited** lists all of the reference materials cited in the PEIR.

- **Chapter 11.0 Individuals and Agencies Consulted** identifies all of the individuals and agencies consulted during preparation of the PEIR.

- **Chapter 12.0 Certification** identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

1.2.3.2 Technical Appendixes

Technical appendixes, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are printed under separate cover as part of the PEIR. The technical appendixes are available for review at the City of Del Mar Planning and Community Development Department, located at 1050 Camino del Mar, Del Mar, California 92014.

1.2.3.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR described. These documents

are included in Chapter 10.0, References Cited, and are hereby incorporated by reference. They are available for review at the City of Del Mar Planning and Community Development Department located at 1050 Camino del Mar, Del Mar, California 92014.

1.3 PEIR Intended Use and Review Process

1.3.1 PEIR Intended Use

This document is intended to be used by the City, as Lead Agency, in evaluating the proposed Plan, its companion Design Guidelines, and related Community Plan and Local Coastal Plan amendments. In addition, as a PEIR, this document is intended to be used by the City when taking action on subsequent applications for development within the Plan area to ensure compliance with the proposed land use designations, development standards and design guidelines of the proposed Plan, and mitigation measures.

1.3.2 PEIR Process

The PEIR review and certification process occurs in two basic stages. The first stage is the Draft PEIR, which offers agencies and the public the opportunity to comment on the document. The second stage is the Final PEIR, which provides the basis for approving the proposed Plan.

1.3.2.1 Draft PEIR

In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines and the City's CEQA Supplemental Regulations, upon completion of the Draft PEIR a Notice of Completion is filed with the State Office of Planning and Research and notice of availability of the Draft PEIR is issued in a newspaper of general circulation in the area.

The Draft PEIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, CEQA Guidelines).

The Draft PEIR and all related technical studies are available for review during the public review period at the offices of the City of Del Mar, Planning and Community Development Department located at 1050 Camino del Mar, Del Mar, California 92014. Copies of the Draft PEIR are also available at the following public location:

Del Mar Branch Library
1309 Camino del Mar
Del Mar, California 92014

1.3.2.2 Final PEIR

Following public review of the Draft PEIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision to certify the Final PEIR. Responses to the comments received during public review, associated revisions to the Draft PEIR sections;, and a Statement in Lieu of Findings of Fact~~; and a Statement of Overriding Considerations (if applicable) for any impacts identified in the Draft PEIR as significant and unmitigable~~, will be prepared and compiled as part of the Final PEIR. Findings of Fact and a Statement of Overriding Considerations are required for any impacts identified in the Draft PEIR as significant and unmitigable. Because the PEIR did not identify any significant and unmitigable impacts, a Findings of Fact and a Statement of Overriding Considerations are not applicable and will not be prepared. For the same reason, the Final PEIR will not include a Mitigation Monitoring and Reporting Program.

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the decision-making bodies make a recommendation or final determination, in order to provide commenters the opportunity to review the written responses to their comment letters.

1.3.3 Subsequent Environmental Review

As allowed in CEQA Guidelines Sections 15168 Program EIR, future development proposals within the Plan area will be reviewed in light of the Final PEIR by the City of Del Mar. The PEIR and subsequent project review process, defined in Section 15168 of the CEQA Guidelines, allows a PEIR to serve as the basis for environmental review of subsequent projects. Sections 15182 and 15183 of the CEQA Guidelines provide additional review guidance for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

If any future projects under the proposed Plan have potentially significant adverse environmental effects that were not examined in this PEIR, an Initial Study would be prepared for that project, leading to the preparation of either a Negative Declaration, Mitigated Negative Declaration, focused EIR, or supplement to this PEIR. When additional environmental documentation for a new project is necessary, this PEIR may be incorporated by reference to address regional influences, secondary effects, cumulative impacts, alternatives, and other factors that apply to the program as a whole.

Additional information on project approvals and procedures in the proposed Plan is included in Section 3.4.3.1 of this PEIR.

THIS PAGE IS INTENTIONALLY BLANK.

2.0 Environmental Setting

2.1 Regional Setting

The Plan area is located within the 2.4-square-mile City of Del Mar within San Diego County, in southern California, approximately 30 miles north of the United States/Mexico border. A regional reference map is provided in Figure 2-1. The Plan area lies within the coastal zone.

The City is located roughly 18 miles north of downtown City of San Diego; it is the smallest and least populous city in San Diego County. The jurisdictions that surround Del Mar include: on its north side, the City of Solana Beach; and on its south and east sides, the City of San Diego. On the City's west side lies the Pacific Ocean.

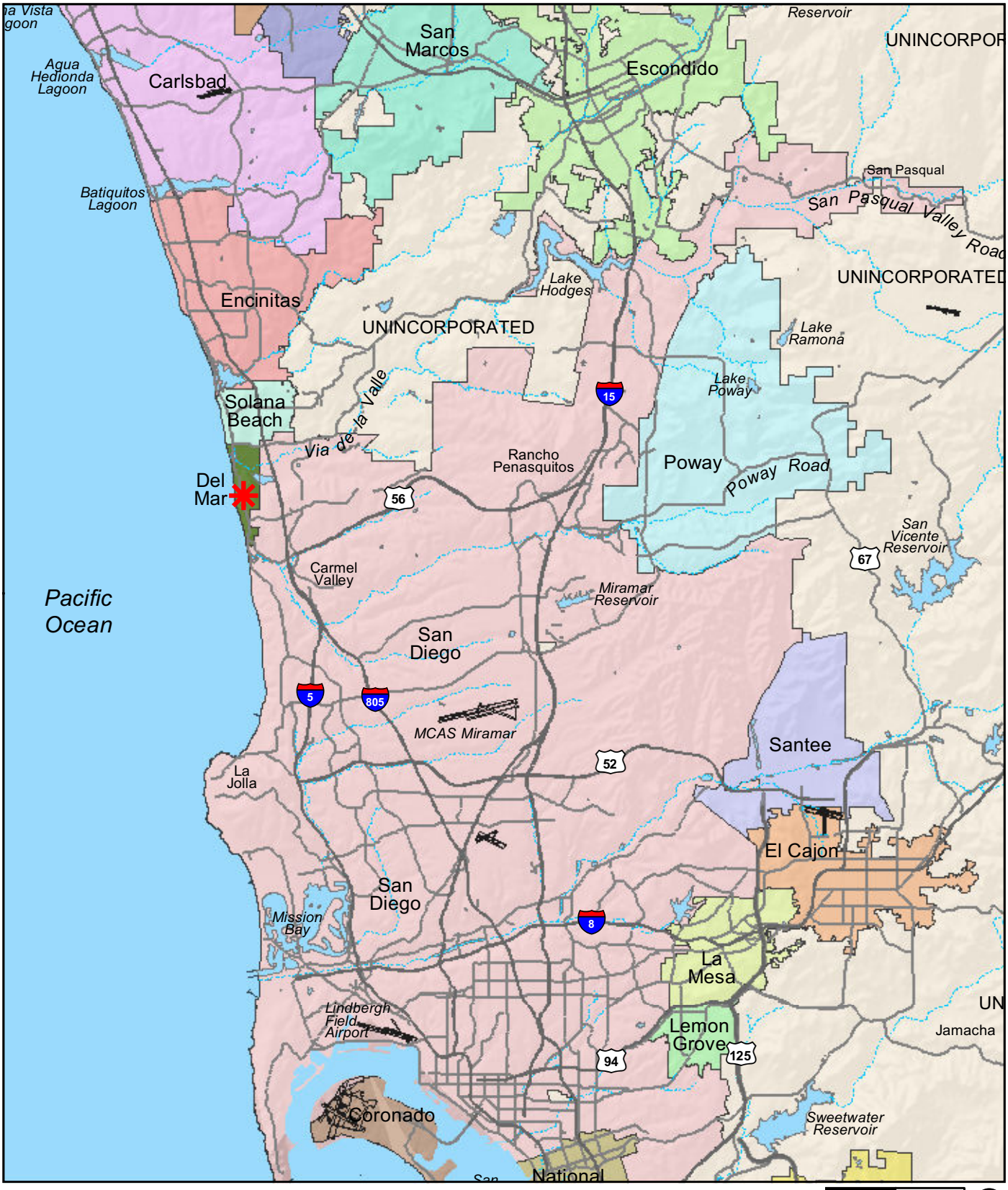
2.2 Project Location

The 40-acre Plan area encompasses the town center of Del Mar and comprises the central business district that occurs along Camino del Mar between 9th Street and just north of 15th Street. As shown in Figure 2-2, the Plan area is located in the western half of Section 14, of Range 4 West, Township 14 South of the U.S. Geological Survey (USGS) 7.5-minute Del Mar quadrangle. The Plan area is generally accessed by Highway 101 and Camino del Mar and/or from Interstate 5 (I-5) from the east via Del Mar Heights Road and Carmel Valley Road located to the south and Via de la Valle located to the north.

2.3 Natural Environment

2.3.1 Land Cover/Vegetation

The Plan area is within the already urbanized town center of Del Mar. An aerial photograph of the Plan area is provided in Figure 2-3. As shown in Figure 2-3, the Plan area is primarily developed with no natural open spaces. The vegetation that does exist within the Plan area is largely ornamental and is associated with landscaping of commercial and residential uses, parks, civic uses, and streetscapes. Ornamental trees, parkways, lawns, and gardens comprise the area's perennial vegetation. Indigenous Torrey Pine trees are also present throughout the Plan area, primarily along the Camino del Mar streetscape. Within the broader Del Mar region, natural vegetation communities exist along portions of the shore and bluffs and in the open space preserve areas of nearby Torrey Pines State Reserve, San Dieguito Lagoon Preserve and River Park, and Crest Canyon.



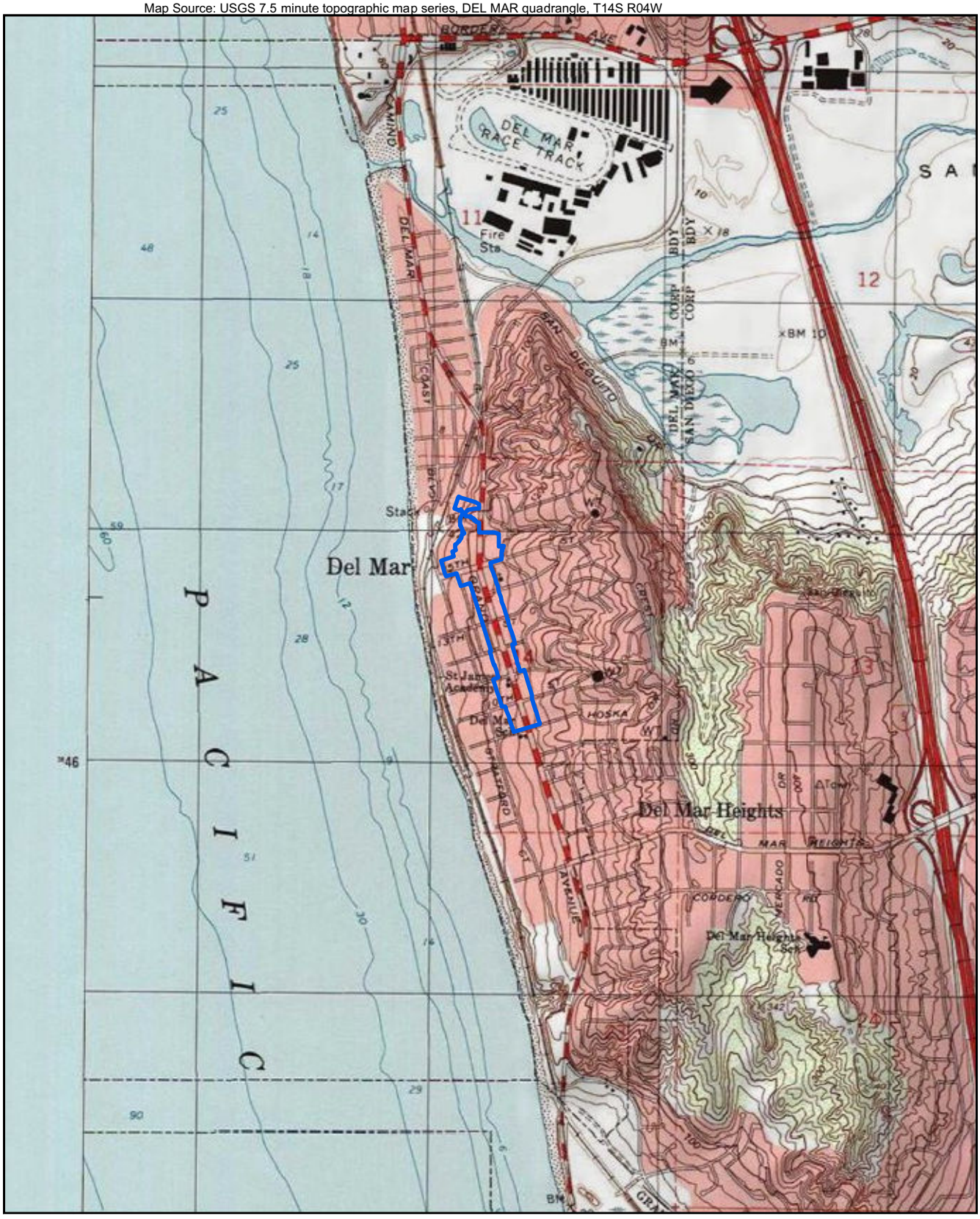
Village Specific Plan Location

FIGURE 2-1

Regional Location

M:\JOBS4\6447\common_gis\fig2-1.mxd 3/8/2012

Map Source: USGS 7.5 minute topographic map series, DEL MAR quadrangle, T14S R04W



Village Specific Plan

FIGURE 2-2

Project Location on USGS Map

M:\JOBS4\6447\common_gis\fig2-2.mxd 3/8/2012

Image Source: Aerials Express (flown March 2010)

Village Specific Plan Boundary

FIGURE 2-3

Project Location on Aerial Photograph

M:\JOBS4\6447\common_gis\fig2-3.mxd 3/8/2012

2.3.2 Climate and Air Quality

The San Diego region has a Mediterranean climate that is characterized by warm, dry summers and mild, wet winters. An average of 10 inches of rain falls each year from November to early April, while the remainder of the year is typically dry.

Clear skies predominate for much of the year in Del Mar due to a semi-permanent high-pressure cell located over the Pacific Ocean. This high-pressure cell also drives the dominant onshore circulation and helps to create subsidence and radiation temperature inversions. Subsidence inversions occur during the warmer months when descending air associated with the high-pressure cell comes in contact with cool marine air. Radiation inversions typically occur on winter nights when air near the ground cools by radiation and the air aloft remains warm.

Del Mar lies within the San Diego Air Basin (SDAB), as identified by the California Air Resources Board (CARB). The region's climate and air circulation patterns, combined with heavy traffic and urbanized land uses, contribute to the region being classified by CARB as a non-attainment air basin. This means that air quality in the region violates state and federal air quality standards for ozone and particulates. (Air quality and climate are discussed in greater detail in Sections 4.2 and 4.6, respectively, of this PEIR.)

2.3.3 Geology and Landform

The Del Mar area is situated in the coastal foothill section of the Coastal Plain Geomorphic Province. This geomorphic province encompasses the coastal area that extends from north of Los Angeles to the southern tip of Baja California. Based on published geologic maps, no active or potentially active faults cross beneath the Plan area. The nearest active fault, the Rose Canyon Fault, is located approximately two miles east of the Plan area. Historically, the Rose Canyon Fault has exhibited low seismicity with respect to earthquakes in excess of magnitude 5.0 or greater. Earthquakes on the Rose Canyon Fault having a maximum magnitude of 7.2 are considered representative of the potential for seismic ground shaking within the Plan area.

The Plan area is predominantly underlain by the Bay Point and Torrey Sandstone geologic formations. The Bay Point Formation is widespread and well exposed in the area adjacent to the present-day coastline. It is composed mostly of marine and non-marine, poorly consolidated, fine- and medium-grained, pale brown, fossiliferous sandstone. Tertiary-age Torrey Sandstone generally consists of dense to very dense, well stratified, light orange-brown, yellow-brown and white fine to medium sand with some silt. (Refer to more detailed evaluation of geology and soils in Section 4.5 of this PEIR.)

The Plan area 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 Plan area ranges between

158 feet above mean sea level (AMSL) in the south to 115 feet AMSL in the north. While Camino del Mar is relatively flat with a gentle, northerly slope of 1.7 percent, the side streets and respective sidewalks are steep. The slopes of the intersecting side streets (9th through 15th streets) are pitched, with a greater than 10 percent rise above Camino del Mar to the east; and a 4 to 6 percent slope away from Camino del Mar to the west. Within the Plan area, 15th Street is at an elevation of approximately 1402 feet AMSL on the east near Luneta Drive.

2.3.4 Hydrology and Water Quality

The Plan area lies within the Rancho Santa Fe hydrologic subarea of the Solana Beach Hydrologic Area of the San Dieguito Hydrologic Unit and San Dieguito River watershed. This watershed encompasses a 346-square-mile area that extends from its headwaters at Volcan Mountain, north of Julian, to its ocean outlet at the San Dieguito Lagoon. The Plan area is located approximately one mile south of the Lagoon.

No natural surface waters or streams exist within the Plan area. Runoff from the Plan area generally flows overland via the municipal drainage system and then ultimately to the Pacific Ocean. Both the Pacific Ocean shoreline and the San Dieguito Lagoon are classified as impaired water bodies due to excess bacteria and other pollutants. As is typical with urban settings, bacteria is the priority pollutant generated in the Plan area. According to a recent hydrology report prepared for a project within the Plan area, groundwater quality within the alluvial aquifer that underlies the Plan area is also generally poor and has been intruded by seawater and water from surrounding marine sedimentary rocks. (Hydrology and water quality are discussed in greater detail in Section 4.8 of this PEIR.)

2.4 Built Environment

2.4.1 Land Use

Of the 40 acres within the Plan area, approximately 25 percent or 10 acres is in streets and public rights-of-way. The remaining 30 acres consists of 68 parcels encompassing approximately 600,000 square feet of parcel lot area (excluding the L'Auberge Del Mar hotel and Del Mar Plaza). Excluding the adopted specific plans at the Del Mar Plaza and L'Auberge, the current allowable development maximum is 0.45 floor area ratio (FAR) for a total of 279,000 square feet of built development. Currently, however, existing structures (built and entitled) within the Plan area (excluding L'Auberge and Del Mar Plaza) account for 279,267 square feet of built development. While a number of structures are currently built at a density below the allowed FAR, a number of structures exceed the allowable FAR. On average and collectively, the square feet of existing development within the Plan area approximates the allowed 0.45 FAR.

Existing land uses within the Plan area comprise a mix of one- and two-story buildings that house restaurants, retail and personal services, offices, and civic uses. The makeup of existing land uses within the Plan area is outlined in Table 2-1 below. In addition to the 279,267 square feet of residential, office, and retail uses, an additional approximate 2,060 square feet occurs in the form of public and private plaza and park space.

TABLE 2-1
EXISTING BUILDOUT SUMMARY

Land Use	Percentage (%)	Total (square feet)
Residential	1	2,010 [2 units]
Hotel	2	4,940 [17 rooms]
Office	61	169,646
Retail and Personal Services	15	41,811
Restaurant	11	32,394
Civic	10	28,466
TOTAL	100	**279,267**

The existing civic uses within the Plan area include the Del Mar Public Library (part of the County branch system), City Hall, and a United States Post Office. The library occupies an approximate 4,874-square-foot structure that is locally designated as a historic landmark. A second historic property, Stratford Square, consists of a mix of retail, office, and restaurant uses within a 14,261-square-foot structure at the southwest corner of 15th Street and Camino del Mar. Land uses surrounding the Plan area consist largely of one- and two-story single-family homes, duplexes, and multi-family homes. A map of existing land uses is shown in Figure 2-4.

2.4.2 Public Infrastructure

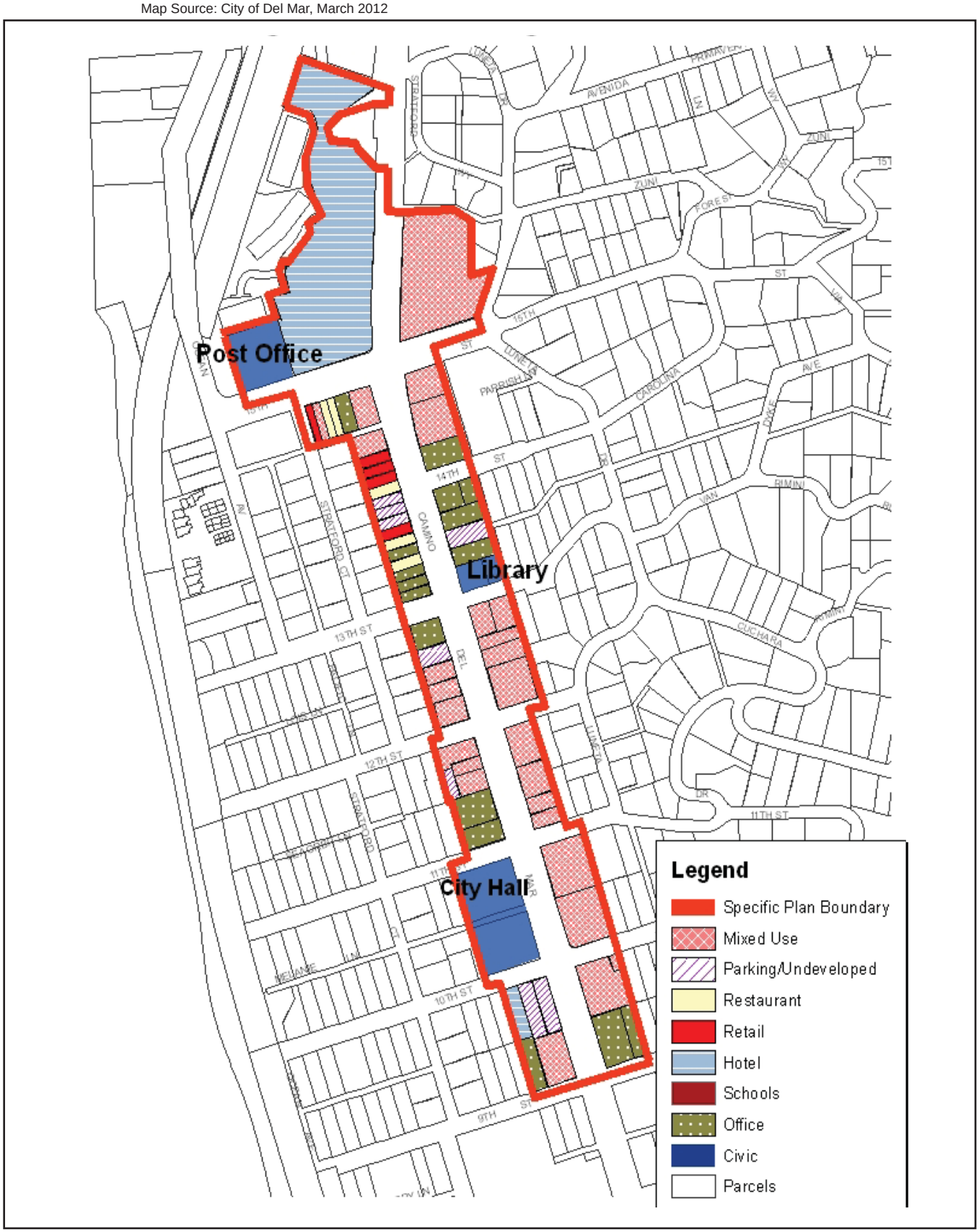
Because the Plan area is already developed, infrastructure including roads and water, sewer, energy, and telecommunications facilities exists. Camino Del Mar is the primary arterial that traverses the Plan area. It is the main north–south corridor in the Plan area. Stratford Court and Crest Road~~Drive~~ are two other north–south local streets outside of the Plan area but within the proximity.

2.5 Planning Context

Development in the City is generally guided by the Community Plan, which serves as its General Plan and the Local Coastal Program's (LCP) Land Use Plan for Del Mar, which provide citywide and area specific goals and policies; and more specifically by the regulations of the Del Mar Municipal Code. The San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) additionally provide regional planning and development guidance. The proposed Plan was developed to provide the development standards and design guidelines to implement the

goals envisioned in these plans. (Land use and plan consistency is discussed in greater detail in Section 4.9 of this PEIR.)

Map Source: City of Del Mar, March 2012



No Scale

FIGURE 2-4
Existing Land Uses

THIS PAGE IS INTENTIONALLY BLANK.

3.0 Project Description

3.1 Project Background

3.1.1 Initiation of Village Revitalization Planning

Since adoption of the Del Mar Community Plan in 1976, several plans and studies have been developed to address the continuing challenges in the downtown corridor, and to initiate revitalization of the Village. (The use of the term "Village" throughout this PEIR refers to Del Mar's central commercial zone along both sides of Camino del Mar between 9th Street and just north of 15th Street that is encompassed by the boundaries of the proposed Plan). These plans and studies covered a range of topics, including economic, land use compatibility, parking, traffic circulation, and pedestrian and bicycle mobility. They include the 2000 Del Mar Parking Master Plan Report, the 2003 Del Mar Vision 2020, the 2004 Downtown Village Revitalization Project, the 2005 Camino Del Mar Streetscape Plan, and the 2007 Revitalization Plan for Del Mar Village.

To summarize, the Del Mar Community Plan (1976 and 1985) set the goals for 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 . . . ." This was later reinforced with the Vision 2020 report that was prepared in 2003 through community input and refined the vision for the City that consisted of greater walkability and connectivity, the development of new public facilities to better serve Del Mar residents and businesses, adequate parking for residents and visitors, reduced commuter and through traffic, and preservation of the Village community character.

Moving forward on this vision, a Downtown Revitalization Project report was prepared in 2004 that identified specific challenges and regional issues that might cause Del Mar to lose control of what its future could be. Through this report the Village revitalization planning process was initiated and a clear community vision was developed. As identified in the report, the next steps were to include the development of a proposed Plan and Program EIR, and then to conduct a public vote to approve the Specific Plan/EIR. Originally, these next steps were to occur throughout 2004 and 2005; but were delayed in order to identify a clearer vision of opportunities and constraints. This resulted in the Revitalization Plan for Del Mar Village (CLUE report), completed in 2007, that reviewed earlier planning documents and reports, along with demographic and retail sales information and analysis of then-current surveys. Through synthesis of this information, a set of challenges and responses was developed.

In January 2009, the City Council tasked the Planning and Community Development Department and an Ad Hoc Advisory Committee with creating form based code to

incentivize and encourage redevelopment in the commercial/retail district of Del Mar. After hearing the Committee recommendations and public testimony, the City Council directed the Planning and Community Development Department to create a program to obtain more comprehensive community input about how to revitalize the Village area of Del Mar.

3.1.2 Community Involvement

In addition to City staff planning efforts, past and recent community involvement has played a significant role in developing the draft Plan. ~~Most recently, these~~This included the Community Conversations public outreach program.

3.1.2.1 Community Conversations on Plan Development

During April, May, and June, 2011, Community Conversations were organized and conducted in five different areas of the City, attracting approximately 125 participants. During these Community Conversations, the prior recommendations were reviewed and community input on future direction was solicited. A staff report was prepared and submitted to the City Council on June 6, 2011, which outlined the progress of Village revitalization and the Community Conversations.

3.1.2.2 Community Conversations on Plan Alternatives

On October 20, 2011, the City held a publicly noticed City Council workshop to discuss various alternatives put forward for consideration in the proposed Plan. This was followed by two days of open houses, where members of the public could view the alternatives and respond through a workbook-style survey. A similar survey was also posted online and was open from October 20, 2011 through November 11, 2011. Approximately 107 people (excluding City staff) attended the workshops or open houses according to the sign-in sheets. A total of 167 people responded with their preference survey, either using the workbook or the online survey. While the majority of the respondents were residents of Del Mar (over 78 percent), the results also included responses from business owners (15 percent), commercial property owners (3 percent), and employees of Del Mar businesses (7 percent). Approximately 50 percent of the respondents also said they were frequent Del Mar shoppers or diners.

As part of the October–November 2011 workbook and the online survey, respondents answered questions within three broad categories:

- Vision and goals – affirming the direction of prior policy documents
- Public realm – options for the streetscape and public property
- Private development parcels – options for development within the private properties.

3.1.2.3 Village Specific Plan Draft Project Description

Following community input, the City Council at their November 14, 2011 meeting directed staff to prepare a project description for the proposed Plan based on the following factors:

- Mixed-use zoning, allowing multi-family residential development within the commercial district
- Additional land uses to include boutique hotels and parking structures
- Camino del Mar as a 2-lane arterial with roundabouts
- A 26-foot building height limit on both sides of Camino del Mar
- Minimum 10-foot-wide continuous sidewalks.

A complete draft of the Village Specific Plan was circulated for public review on March 19, 2012. Community outreach continued with the Draft Village Specific Plan, including over 50 meetings or forums with community members to elicit comments during the public review period. City Council addressed the comments received at three City Council meetings during that time.

3.1.3 Relationship to the City Community (General) Plan

The proposed Village Specific Plan (hereafter referred to as the proposed Plan) provides development standards and implementing strategies for the Community Plan's Village District, consistent with the Community Plan's overall goal and goals specific to the Village District. The proposed Plan is intended to guide future public and private development within the Village area over the next 30 years. To achieve the Community Plan's 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 Plan establishes new public improvements in the streetscape; a new mixed-use zone, development/regulatory standards for private properties; and infrastructure to support future development. A more thorough comparison of the proposed Plan and the adopted Community Plan is contained in Section 4.9, Land Use.

The proposed Plan's goals, objectives, and implementing policies are discussed in the following paragraphs.

3.2 Plan Objectives

The intent of the proposed Plan is to create land use and development regulations that facilitate and encourage development and improvements that will help realize the community's vision for the Del Mar downtown. As stated in its introductory chapter, the

proposed Plan contains eight primary objectives to accomplish its intention. In accordance with CEQA Guidelines Section 15124, these primary objectives support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this PEIR, and ultimately aid decision-makers in preparing Findings and Overriding Considerations, if necessary.

The eight primary objectives of the proposed Plan are to:

- Create a vibrant, pedestrian-oriented mixed-use Village that conforms to the goals, objectives, and policies of the Community Plan.
- Develop a pedestrian mobility network which ties together the entire Village area from 15th Street to 9th Street and reduces conflicts with automobiles.
- Promote commercial retail development that creates the greatest economic benefit to the community while ensuring compatibility with the Del Mar Village character.
- Increase the number of residential dwelling units by allowing buildings that mix retail and office uses with residential uses.
- Require architectural design that maintains the traditional eclectic village character of Del Mar.
- Maintain view corridors and public outdoor activity areas throughout the Village.
- Encourage retail, restaurant, and professional service businesses which serve the needs of year-round residents.
- Develop cultural elements within the Village that promote and focus on Del Mar's history, environment and residents accomplishments on the local, national and international scene.

3.3 Plan Contents

The proposed Plan, in accordance with state law defining the contents of specific plans (Government Code, Section 65451), includes text and diagrams outlining the Plan's goals and objectives; proposed mobility improvements including changes affecting vehicular, pedestrian, and bicycle circulation, and transit use; protections for community resources such as public views, open spaces, natural resources, historic structures, residential uses, and civic uses; allowed uses and development/regulatory standards; public utilities and services infrastructure needs; specific implementing strategies; and Plan administration procedures. Subsequent to approval of the Plan, Design Guidelines for future development will be prepared and appended to the Plan.

3.3.1 Plan Purpose

The purpose of the proposed Plan, as expressed in its Introduction and Village Vision chapters, is to implement the goals and objectives of the Community Plan for the downtown Village area. The proposed Plan is intended to provide the tools to implement the goals and objectives of the Del Mar Community Plan, and more specifically, to achieve the community's collective vision for the Village.

Thus, the proposed Plan has been prepared as a neighborhood-level planning and regulatory document that provides updated land use/zoning classifications, development standards, and implementing strategies in order to implement the specific land uses and overall Village character envisioned for the Camino del Mar corridor. In addition to being a land use regulatory document, the proposed Plan also outlines the framework for the provision of community amenities and other public improvements associated with anticipated development pursuant to the Plan.

3.3.2 Protection of Community Resources

The Protection of Community Resources chapter of the proposed Plan includes several strategies intended to enhance, protect, and maintain community resources. These resources include historic and environmental resources that can be protected or enhanced through more sustainable means; open space resources that contribute to the overall recreational value and can be enhanced and expanded; public views which can be protected or highlighted; and the residential neighborhoods which wish to protect their charm and character.

3.3.2.1 Environmental Protections

These strategies require that certain natural resource conservation and/or smart growth/sustainable development practices be incorporated into future project design, where applicable. These strategies were identified during the environmental review of the proposed Plan as actions needed to address gaps in the existing project submittal review process and to ensure that environmental impacts associated with Plan implementation would be less than significant.

The Environmental Protection implementation strategies included in the Plan address:

- Archaeological resources
- Greenhouse gas emissions and energy consumption
- Hazardous materials
- Historic structures
- Paleontological resources.

These policies and their effectiveness in avoiding significant environmental effects associated with Plan implementation are discussed in detail in their respective issue analysis in Chapter 4.0 of this PEIR (i.e., 4.3 Cultural Resources, 4.6 Greenhouse Gas Emissions, 4.7 Hazards and Hazardous Materials).

3.2.2.2 Village Sustainability

The proposed Plan also strives to set forth a model of sustainable development and outlines several sustainability strategies in its Protection of Community Resources chapter. These include:

- Require that all new structures and substantial alterations to adhere to a minimum Tier 1 standards of the California Green Building Standards (CalGreen) Code, of the State of California Building Code (California Code of Regulations [CCR] Title 24, Part 11).
- Encourage all new structures to achieve Tier 2 CalGreen Code standards to achieve more energy and sustainable efficiencies than a building complying solely with the mandatory measures.
- Require all private developments and public improvements to use drought-tolerant landscape and low water use irrigation fixtures to reduce dependency on potable water.
- Promote the use of rainwater harvesting for non-potable uses such as irrigation or toilet flushing.
- Require all private developments and public improvements to reduce storm water runoff by implementing provisions for groundwater infiltration.
- Promote the use of renewable energy by encouraging photovoltaic (solar) panels.
- Promote “green roofs” for the reduction of building energy consumption.
- Encourage all buildings to take advantage of natural ventilation and natural daylighting.
- Encourage all building materials to be of recycled content or rapidly renewable, and locally sourced.
- Promote the use of alternative forms of mobility not dependent on fossil fuels, including the installation of electric vehicle charging stations in parking structures; the provisions of bicycle racks; and the accommodation of golf carts, scooters, and motorcycle parking.

3.3.2.3 Open Space

Currently, there are four public open space areas within the Plan area: Caminito Park, L'Auberge Amphitheater, the Plaza Deck, and the City Hall farmers' market site (on Saturdays).

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

The L'Auberge Amphitheater is a publicly accessible open space located below the northwest corner of 15th Street and Camino del Mar and serves as a landscaped amphitheater. It is approximately 0.25 acre, and is used for community events including music and the holiday tree lighting ceremony. The amphitheater was a required condition of the Hotel Specific Plan approval and is on hotel property.

The Plaza Deck is a publicly accessible deck at the upper level of the Del Mar Plaza retail complex and provides for public gathering. It was a required condition of the Plaza Specific Plan approval. The lower parking lot (approximately 10,000 square feet) at City Hall is used for the Saturday farmers' market.

The proposed Plan states that residents will benefit from the preservation, enhancement, and addition of publicly accessible open spaces. To accomplish this, the Protection of Community Resources chapter of the Plan includes the following implementing strategies:

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

3.3.2.4 Public Views, Trees, and Residential Neighborhood Protections

The Protection of Community Resources chapter also includes implementing strategies to protect public views, trees on both private and public property, and residential neighborhoods proximate to the Plan area. As stated in the Plan, the public view protections are intended to preserve and enhance existing public views of the ocean and the unique character of the Village. The complete list of the strategies is included in this

PEIR's Section 4.1 Aesthetics and generally includes: requiring a 10-foot architectural stepback for the second story of buildings that front Camino del Mar and a side street; requiring a 10-foot diagonal corner setback for buildings fronting the west side of Camino del Mar that are located at side street intersections; controlling Camino del Mar streetscape vegetation; and providingcreating incentives for projects thatto establish 3515-foot or wider view corridors where views exist or could be created. corridors currently exist; creating strong measures in the Design Guidelines to protect and enhance public views; and creating strong measures in the Design Guidelines to assess private residential views and protect these primary views from significant interruption.

The tree protection implementing strategies are listed in Section 4.3 Biological Resources of this PEIR and generally require that the tree protection procedures of the existing Municipal Code be continued, and the planting of new trees be encouraged. Residential neighborhood protections vary and are intended to protect against adverse Plan effects associated with view encroachment and loss of privacy, increased traffic, and parking encroachments onto residential streets. The specific implementing strategies to protect residential neighborhoods are listed in the proposed Plan and are threaded throughout this PEIR where appropriate, such as in the 4.1 Aesthetics and 4.14 Transportation/Traffic sections.

3.3.3 Mobility

The Mobility chapter of the proposed Plan identifies public improvements and implementing strategies that would affect vehicular circulation, pedestrian and bicycle mobility, and transit.

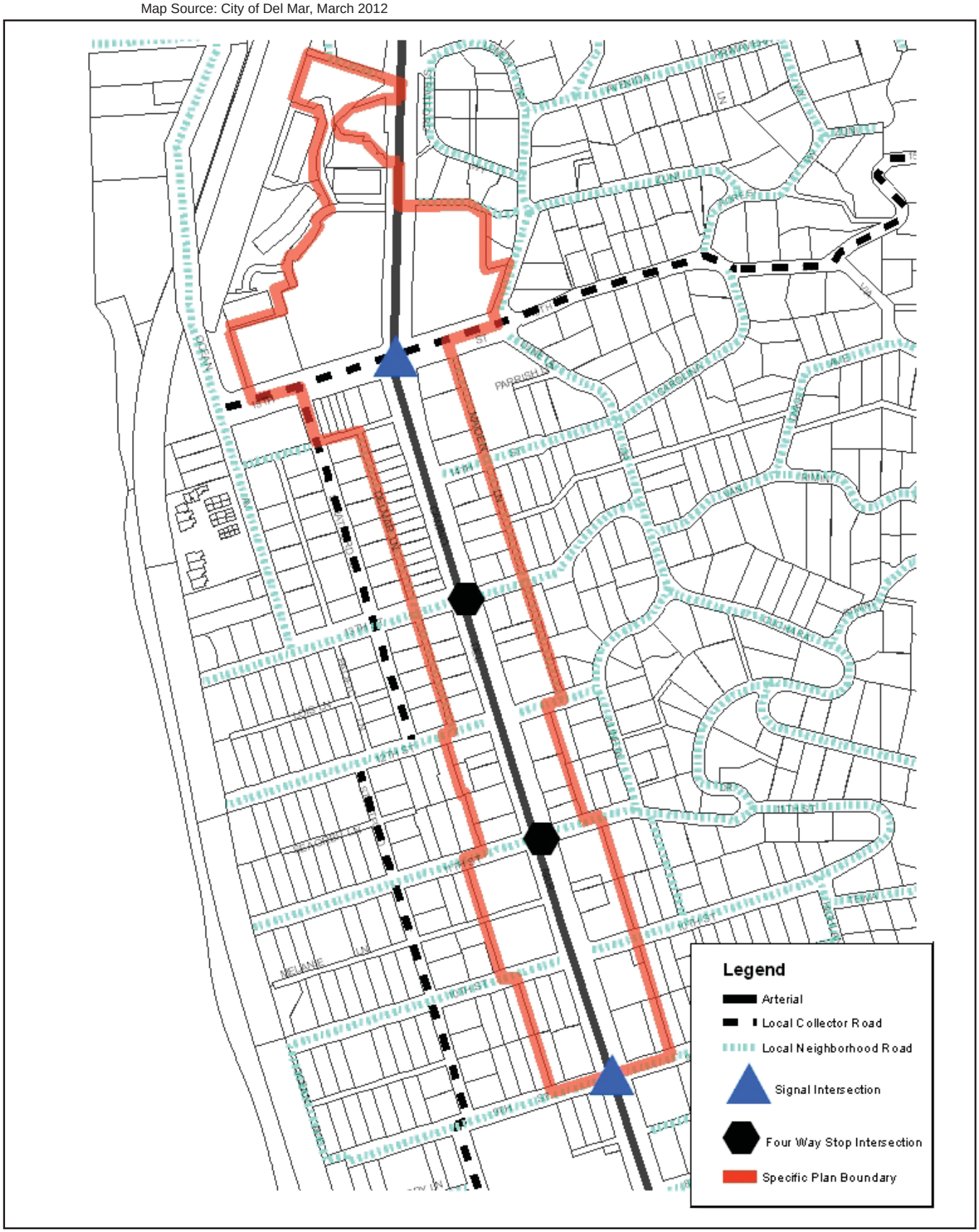
3.3.3.1 Vehicular Circulation

The Plan area is focused along the primary vehicular corridor in the City, Camino del Mar. Today, Camino del Mar runs north-south and connects at the City limits to similar corridors, Highway 101 in Solana Beach and North Torrey Pines Road in San Diego.

a. Camino del Mar Arterial

The Camino del Mar right-of-way is 100 feet wide, with a variable curb-to-curb dimension ranging between 70 and 80 feet. The median varies in width from 6 to 14 feet, and is planted with a diverse landscape palette including Torrey Pine trees. Within the Plan area, Camino del Mar has two 11-foot-wide vehicle lanes in each direction with left-turn pockets at alternate blocks and a continuous median. Traffic signals are located at 9th and 15th streets. Four-way stops are located at 11th and 13th streets (Figure 3-1). The side streets of all even-numbered streets have stop signs where they intersect with Camino del Mar. Left turns are prohibited from the northbound Camino del Mar during the afternoon hours. This is when Camino del Mar is typically overburdened by through-trips using Camino del Mar to bypass I-5 congestion. The left-turn restrictions were put into place to prevent traffic

Map Source: City of Del Mar, March 2012



No Scale

FIGURE 3-1
Existing Vehicular Mobility

diversion onto Stratford Court. The posted speed limit on Camino del Mar between 9th and 15th streets is 25 miles per hour (mph).

During initial Community Conversations, concern was expressed for Camino del Mar in terms of its poor pedestrian experience, traffic congestion, safety, and impact on the quality of life. To address these issues, the Plan proposes improvements to the corridor which are intended to not only accommodate the additional buildout anticipated with the proposed Plan, but to remedy the existing circulation problems.

The proposed Plan identifies two alternative configurations for Camino del Mar that differ from the existing configuration. One configuration involves narrowing Camino del Mar to one lane in each direction with roundabouts at the intersections of 15th, 13th, 11th, and 9th streets. The existing stop signs and traffic signals at these intersections would be removed; and the speed limit would remain at 25 mph. This 2-lane-with-roundabouts configuration is intended to increase vehicle capacity from 15,500 to 26,000 vehicles per day and to increase on-street parking by providing diagonal parking along both sides of Camino del Mar. On-street parking is anticipated to increase by 50 to 58 additional spaces with this configuration. The existing bike lanes would continue to be provided and would be located between the diagonal parking and the edge of the travel lane. Figure 3-2 illustrates the general concept that is proposed for Camino del Mar. Given the design of roundabouts and their relationship to pedestrian crossings, this configuration is also anticipated to reduce safety concerns and the number of pedestrian/vehicle conflict points.

A second Camino del Mar configuration involves replacing the stops at 11th Street and 13th Street with traffic signals; and retaining 4 lanes of travel as in the existing condition, 2 lanes in each direction. By signalizing the key intersections along Camino del Mar, an increase in traffic capacity from 15,500 to 30,000 vehicles per day would be allowed. This configuration would not, however, allow for an increase in on-street parking.

Because the proposed Plan identifies more benefits accruing from the 2-lane-with-roundabouts configuration, this PEIR evaluates the 2-lane-with-roundabouts configuration of Camino del Mar as the preferred Plan configuration in the main body of the PEIR. The 4-lane-with-traffic-signals configuration of Camino del Mar is evaluated in this PEIR as a Plan alternative in Chapter 9.0, Project Alternatives.

The proposed Plan states that the design of the 2-lane-with-roundabouts configuration of Camino del Mar would be developed through a process of community input and a full engineering analysis; and that a construction outreach notification effort program will be developed in concert with business owners to ensure minimal disturbances to existing businesses as a result of constructing the reconfiguration. The engineering analysis to determine the final design for Camino del Mar will consider, among other things: emergency vehicle access and circulation, emergency evacuation, bus circulation, diagonal parking ingress and egress, dropped lane merging, and redesign of the storm water collection system.

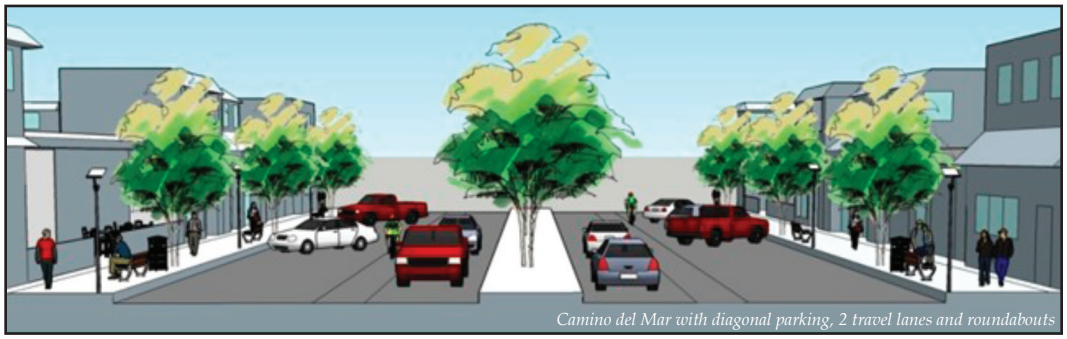


FIGURE 3-2
Proposed Concept for Camino del Mar

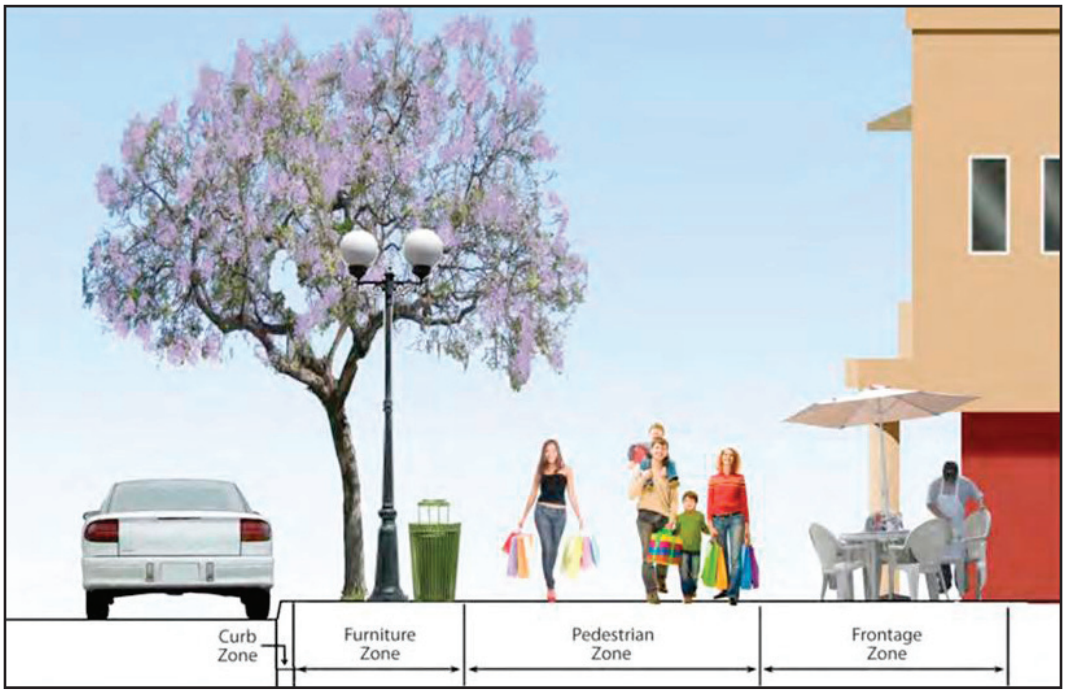


FIGURE 3-3
Proposed Sidewalk Improvements

b. Local Streets and Alleys

The Plan proposes to maintain the alleys of Del Mar Lane and Maiden Lane as alley access for adjacent commercial properties and adjacent parking.

3.3.3.2 Pedestrian Circulation

The proposed Plan states that pedestrian walkability in the Village area is very inconsistent. Where the sidewalks are wide and traffic is not as close to the curb, pedestrians gather and use the sidewalks. This occurs primarily in the 15th Street and Camino del Mar vicinity. Sidewalk cafes and outdoor dining areas, as well as retail frontage immediately adjacent to the sidewalks at Del Mar Plaza and along Camino del Mar between 14th and 15th streets contribute greatly to the pedestrian character. New benches along Camino del Mar are also inviting and conducive to walkability. Elsewhere within the Plan area, front-yard parking, curb cuts, irregular paving, inconsistent sidewalks, and façades that are removed from the pedestrian realm degrade the pedestrian environment. Sidewalks have been consistently cited by the community as needing improvement. Few pedestrian-oriented lights exist, and when coupled with dark storefronts, the nighttime pedestrian experience can be uninviting.

The Plan proposes to provide wider sidewalks with a more uniform pavement along Camino del Mar. Of particular concern are the sidewalks between 10th and 13th streets, where a combination of town and country parking (diagonal parking partially on private property and partially in the public right-of-way), large driveways and parking lot entrances, and varied paving types make pedestrian circulation challenging. Sidewalks on 15th Street (south side) are narrow (five feet wide) for the amount of pedestrian traffic that they hold, especially during the summer months as this is a major pedestrian route to the beach, coastal parks, and beachfront restaurants.

a. Enhanced Sidewalks

To maximize the area dedicated to the pedestrian, the Mobility chapter of the proposed Plan includes the following implementing strategies:

- A contiguous paved sidewalk, minimum 10 feet in width, will be provided along Camino del Mar throughout the entire Plan area. This sidewalk will be entirely within the public right-of-way and comply with current ADA standards.

- The public sidewalk shall be designed with a furniture zone closest to the curb, where street trees and site furnishings can be located. Figure 3-3 illustrates the furniture zone relative to the curb and sidewalk pedestrian and frontage zones.

- Property owners facing Camino del Mar are encouraged to expand the pedestrian sidewalk with additional publicly accessible open space on their private property.

b. New Street Furniture

The Mobility chapter of the proposed Plan includes the following implementing strategy pertaining to street furniture:

- Benches, with an accompanying trash/recycle receptacle, shall be installed on all blocks along Camino del Mar at a minimum of two benches per block, each side. Additional benches should be considered adjacent to restaurant establishments or other community gathering areas.

c. Reconfigured Crosswalks

In coordination with the 2-lane-with-roundabouts configuration for Camino del Mar, the Mobility chapter of the proposed Plan includes the following implementing strategies pertaining to crosswalks:

- Crosswalks will be provided at all intersections along Camino del Mar across all legs of the intersection. All pedestrian crossings shall be designed to accommodate persons with disabilities.

- Crossing distances should be reduced to the shortest possible dimension, ranging between 14 feet (one travel lane) and 34 feet (two travel lanes and bicycle lane) to reduce crossing time to between 5 and 10 seconds.

- Crosswalks along Camino del Mar will have pedestrian-activated in-pavement flashers or similar devices to alert drivers of the pedestrian in the crosswalk.

3.3.3.3 Bicycle Circulation

Camino del Mar contains five-foot-wide striped bicycle lanes (Class II) throughout the entire study area. An informal count shows approximately 20 cyclists per hour during a mid-day mid-week period; however, substantially more use the bicycle lanes during weekends and peak commute times. At present, the Plan area contains only two bicycle racks near 15th Street.

The Mobility chapter of the proposed Plan includes the following implementing strategies to maintain bicycle lanes and increase bicycle parking facilities.

a. Bicycle Lanes

- Camino del Mar should maintain north- and southbound bicycle lanes at a minimum of six feet in width.

b. Bicycle Racks

- In order to encourage cyclists to conveniently access Del Mar Village and safely leave their bicycles while they take advantage of shopping, dining, or employment opportunities, bicycle racks should be provided throughout the commercial area in both the public right-of-way and on private properties.

- All private properties must provide a minimum of three bicycle stalls with their parking provision.

- Within the public right-of-way, the target is to have bicycle racks every block that may accommodate a minimum of ten bicycles per block. For a coordinated design, the Del Mar Village Association has initiated the purchase of bicycle racks that are complementary of the benches and the waste receptacles.

- Bicycle racks should be placed in visible locations to encourage their use. Likewise, they should be sited so as not to obstruct either pedestrian or vehicular activity and located in well-illuminated locations to reduce the possibility of theft or vandalism.

3.3.3.4 Transit

a. Bus Transit

Currently, bus stops are located on Camino del Mar at 9th, 13th, and 15th streets in both northbound and southbound directions. Bus stops are less than 700 feet apart, ensuring that the maximum walking distance is two blocks between stops. Most bus stops contain a bench and are at the curb line. There are no bus shelters within the Specific Plan area. Currently, bus headways are at half-hour intervals, but are planned per the 2050 RTP to increase to 15-minute intervals by 2020 and to 10-minute intervals by 2035. No other public transit exists within the City of Del Mar, including in the east-west directions.

The proposed Plan proposes the following implementing strategies to increase bus transit ridership:

- The current bus stops are well distributed within the Specific Plan area and should be maintained. Some locations should be improved with adequate bus turn-outs and relocated to the far side of the intersection to reduce blockage of traffic.

- Benches and trash/recycle containers should be provided at all bus stops.

- Signage should be interactive, indicating when the next bus would approach. This signage could also serve to promote local businesses and destinations within Del Mar, as well as a walking map of the Village.

b. Shuttle

The 22nd Agriculture District and the Del Mar Fairgrounds are initiating operation of a shuttle between the fairgrounds and Del Mar's restaurants during the 2012 summer fair and horserace season. The intent is to shuttle passengers from the fair or races to Del Mar restaurants and shops, reducing the need to drive between the two destinations. As proposed, the shuttle will leave the fairgrounds south along Jimmy Durante Boulevard to Camino del Mar, turn west at 15th Street and north at Coast Boulevard north to Via de la Valle. The shuttle is planned to then continue into Solana Beach and reach the Solana Beach train station. Shuttle stops are planned at 15th Street and nearby Powerhouse Park.

The Plan proposes the following implementing strategy to augment planned shuttle transit:

- With the high visitor activity in Del Mar during fair and race seasons, the Del Mar Fairgrounds shuttle should be encouraged to be maintained. This would allow patrons of the races or fair to visit Del Mar Village establishments prior to or after the fairgrounds events while leaving their car in the large parking lots at the fairgrounds. Likewise, local residents could walk to the shuttle stop and visit the fairgrounds.

3.3.4 Allowed Uses and Development Standards

The Allowed Uses and Development Standards chapter of the proposed Plan identifies the changes in zoning, permitted land uses, and development standards that are considered necessary to incentivize property owners to revitalize existing structures and create new desirable land uses. This chapter also outlines the applicability of the new standards and the procedures for conditional uses and existing nonconforming uses. Figure 3-4 provides a graphical overview of the proposed changes in zoning and allowable land uses.

3.3.4.1 Mixed-Use Zoning Allowing Residential and Lodging

Currently, the Central Commercial zone that encompasses all privately held properties in the Plan area constrains lodging uses and limits residential use by defining it as a single accessory unit per parcel. The proposed Plan would allow a mix of residential and lodging uses with retail, restaurant, personal services, and office uses in the same building or parcel by rezoning all private properties within the Village to Mixed-Use.

The proposed Mixed-Use zone would allow multi-family residential units at a maximum density of 20 units per acre. Residential and lodging uses would be allowed in non street-frontage building spaces only. Entryways for ingress and egress from Camino del Mar to these units would be allowed in a limited fashion so as not to disrupt or displace desirable retail uses in the street-frontage spaces.

Live-work spaces would also be allowed. This type of mixed-use combines a retail or office space with a dwelling unit for the owner or operator of the business. The dwelling unit is

Image Source: Aerials Express (flown March 2010)

Village Specific Plan Boundary

Planned Land Use/Zoning

Mixed Use

Public Facilities

Plaza Specific Plan

Hotel Specific Plan

Garden Specific Plan

Historic Preservation Overlay Zone

FIGURE 3-4

Proposed Village Specific Plan

M:\JOBS4\6447\common_gis\fig3-4.mxd 3/16/2012

typically accessible directly from the business space. In a live-work space, only the retail uses will be allowed in the street-frontage portion of the building, with the dwelling unit located behind or above the retail space.

~~Design~~ Development standards in the Plan require that residential uses be sheltered from any potential noise and odor impacts associated with the operation of the other non-residential uses. ~~Design~~ Development standards would also control private outdoor areas to ensure that they would be shielded from public view.

Affordable housing would also be allowed and would be eligible for increased floor area allowances if ~~the massing is approved by the Design Review Board~~approved by the City Council.

3.3.4.2 Horizontal Zoning Allowing Additional Land Uses

Currently, the Central Commercial zone limits the types of land uses that may locate without discretionary review in street-frontage spaces to: community services/cultural, personal services, restaurant, and retail. The proposed Plan would allow additional land uses within this Horizontal zoning to include: retail banking (not general financial institutions); entryways and lobbies to residential uses; and entryways and lobbies to the public areas of hotels or lodging. The intent of this change is to create more pedestrian activity and interest (associated with the banking, residential, and lodging uses) in the desirable street-frontage building spaces.

3.3.4.3 Increase Floor Area Ratio from 0.45 to 1.0

The current FAR is 0.45 for properties within the existing Central Commercial zone. This allows a building area of 4,500 square feet on a parcel with 10,000 square feet. The proposed Plan identifies that 40 percent of the existing buildings in the Village already exceed the 0.45 FAR, translating to a disincentive for property owners to redevelop their parcels. The proposed Plan would allow an increase in the baseline FAR from 0.45 to ~~an average of~~ 1.0.

To incentivize additional desirable land uses and improvements, the Plan would also allow a modest increase in the FAR to a higher FAR (maximum of 1.5 FAR) for projects that provide exceptional public benefits. Exceptional public benefits can be granted only with City Council approval.

a. Incentives for Exceptional Public Benefits

To allow and encourage property owners to provide desirable public benefits above and beyond those mandated in the Plan or other regulations, an increase in the maximum FAR of 1.0 to a maximum 1.50 FAR would be considered.

The list of Exceptional Public Benefits (EPBs) that would be considered for an increase in FAR include:

- Inclusion of market-rate residential units.
- Inclusion of residential unit(s) that qualifies as affordable housing (per the California Department of Housing and Community Development standards) for Low-Income and Very-Low-Income households.
- Inclusion of additional on-site parking spaces designated and available for use by the general public as distinct from any on-site parking spaces required to serve owners, patrons, and employees of the establishments on the property.
- Installation of an on-site semi-public plaza of a minimum ~~1,000~~625 square feet in size.
- Construction of a building utilizing sustainable design elements and/or construction material to achieve a minimum certification level or industry equivalent.
- Inclusion of a view corridor, minimum 15 feet in width.

b. Maximum Allowable Development

For the PEIR initiation, staff projected the maximum allowable buildout for the proposed mix of land uses based on the proposed FAR increase (Table 3-1).

TABLE 3-1
VILLAGE SPECIFIC PLAN BUILDOUT SUMMARY

Land Use	Existing Buildout (SF)	Future Projected Buildout (SF)	Buildout Percentage Future/ Existing (%)	Future Projected Increase in SF
Multi-family Residential	2,010 [2 units]	167,500[1] [140 units]	28/1	165,490
Hotel	4,940 [17 rooms]	23,000[1] [60 rooms]	4/2	18,060
Office	169,646	170,000	28/61	354
Retail/Personal Services	41,811	138,500[2]	23/15	96,689
Restaurant	32,394	66,000[2]	11/11	33,606
Civic	28,466	35,000	6/10	6,534
TOTAL	279,267	**600,000**	100/100	320,733

SF = square feet
[1]Excludes existing L'Auberge Hotel and Condominiums
[2]Excludes existing Del Mar Plaza north of 15th Street

As shown in Table 3-1, the projected maximum buildout in the Plan area could include the development of a total of 140 dwelling units, 60 hotel rooms, a 96,689-square-foot increase

in retail/personal services uses, and a 33,606-square-foot increase in restaurant uses, over the next approximate 25 to 30 years. The square footage of office uses would remain approximately the same as under existing conditions. Civic and open space uses would increase by roughly 6,534 square feet and 4,140 square feet, respectively.

The exact extent, timing, and sequence of new and redevelopment that may occur over the long-term planning horizon are difficult to ascertain due to a number of factors unique to revitalization. These include, but are not limited to: viability associated with newer construction which will likely not recycle over the life of the Plan; longevity of other existing commercial uses and existing housing stock; project-specific economics that result in less than maximum buildout on a parcel; preservation or maintenance of significant historic structures; and increased development costs associated with acquisition, demolition, and cleanup of urbanized land.

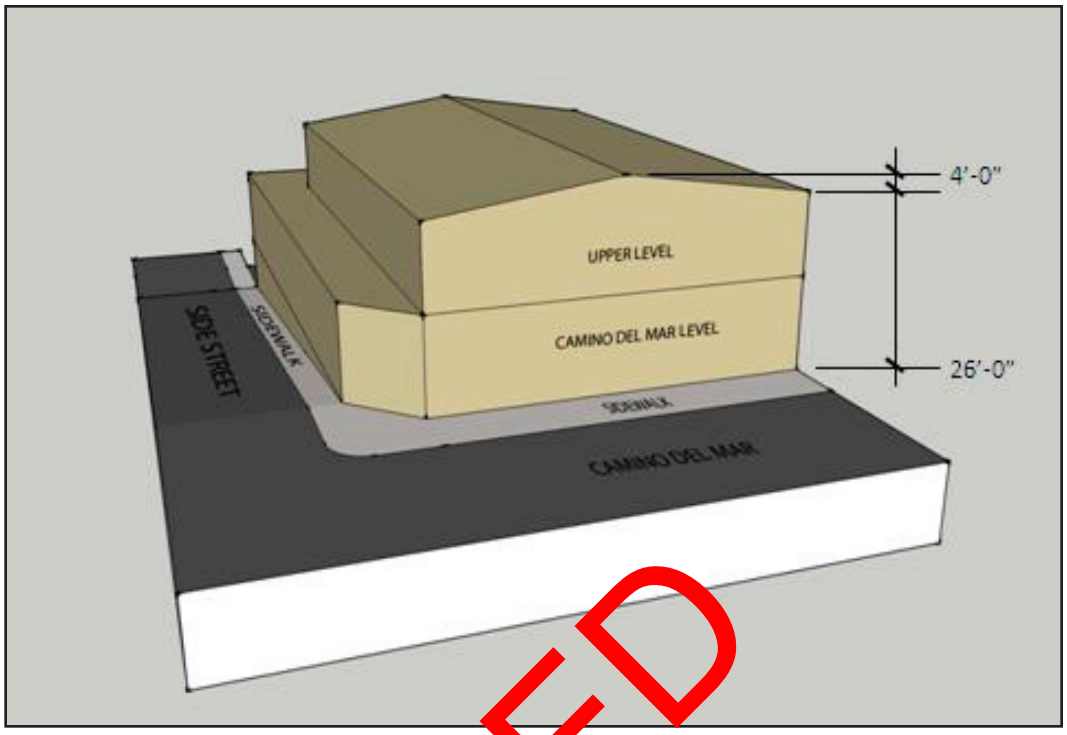
3.3.4.4 Increase Maximum Building Height to 26 Feet

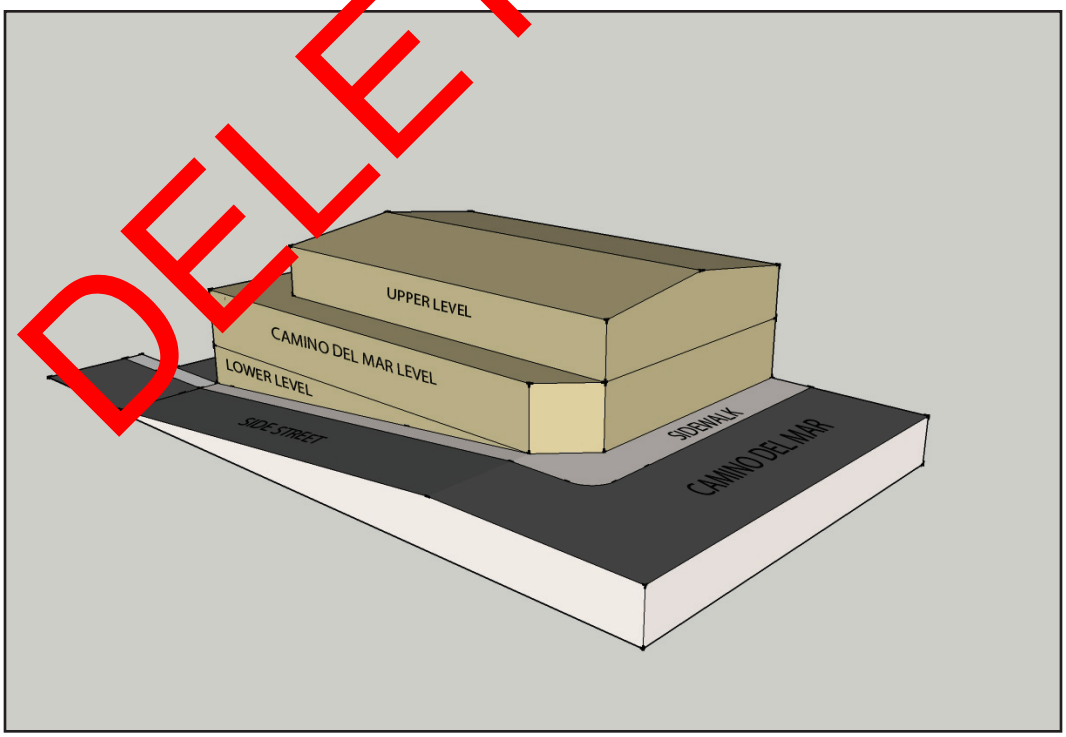
Currently, properties fronting the east side of Camino del Mar are allowed to a maximum height of 26 feet; and properties fronting the west of Camino del Mar are allowed to a maximum height of 14 feet. The proposed Plan identifies that 70 percent of the existing buildings on the west side of Camino del Mar do not conform with the existing height maximum in that they already exceed the 14-foot maximum height limit.

The proposed Plan would increase the allowed west side Camino del Mar maximum building height to 26 feet, to be the same height maximum as the east side of Camino del Mar. Building height would be measured from the sidewalk elevation of the Camino del Mar side of the building. Properties that face the side streets would also have a maximum building height of 26 feet. Properties that abut residential zones to the west would also have an overlay height zone, restricting any buildings in the 50-foot band adjacent to residential to a height of 26 feet. This is intended to prevent the perception of a three-level building on the west side of Camino del Mar (due to the westerly sloping grade). With this restriction, the apparent height of the rear portion of the building would be reduced, privacy impacts to adjacent residential uses would be guarded against, and unreasonable blockage of sunlight from adjacent residences would be prevented.

~~An additional four feet of building height would be allowed to accommodate and encourage articulated roofs (Figure 3-5). The 4 feet of additional building height could not be used to accommodate an additional building story or usable floor area. The use of the 4-foot height projection would be subject to findings of approval by the Design Review Board as to its appropriateness.~~

A view assessment to prevent impairment of public views and the unreasonable infringement of scenic views from a primary living area of nearby residences is required by the existing Municipal Code ~~View Protection~~Design Review Ordinance. This would continue





DELETED

FIGURE 3-5
Proposed Building Heights

for new construction and redevelopment projects on a project-by-project basis as part of the Design Review process.

~~To prevent the perception of a three-level building on the west side of Camino del Mar (due to the westerly sloping grade), an additional building stepback would be required for the upper building level (see below).~~

a. Additional Building Setbacks and Stepbacks

Currently, zoning within the Village area requires buildings to be setback a minimum of 10 feet from adjacent residential zones. No other setbacks or stepbacks are required that would further define the building parameters to create desirable, articulated, building forms. The proposed Plan proposes additional setbacks and stepbacks as illustrated in Figure 3-6 and 3-7.

Any property line immediately adjacent to a residentially zoned property would require a 10-foot setback. Because the alleys that parallel Camino del Mar in most of the Plan area create a 20-foot buffer from adjacent uses, no additional setback would be required from an alley.

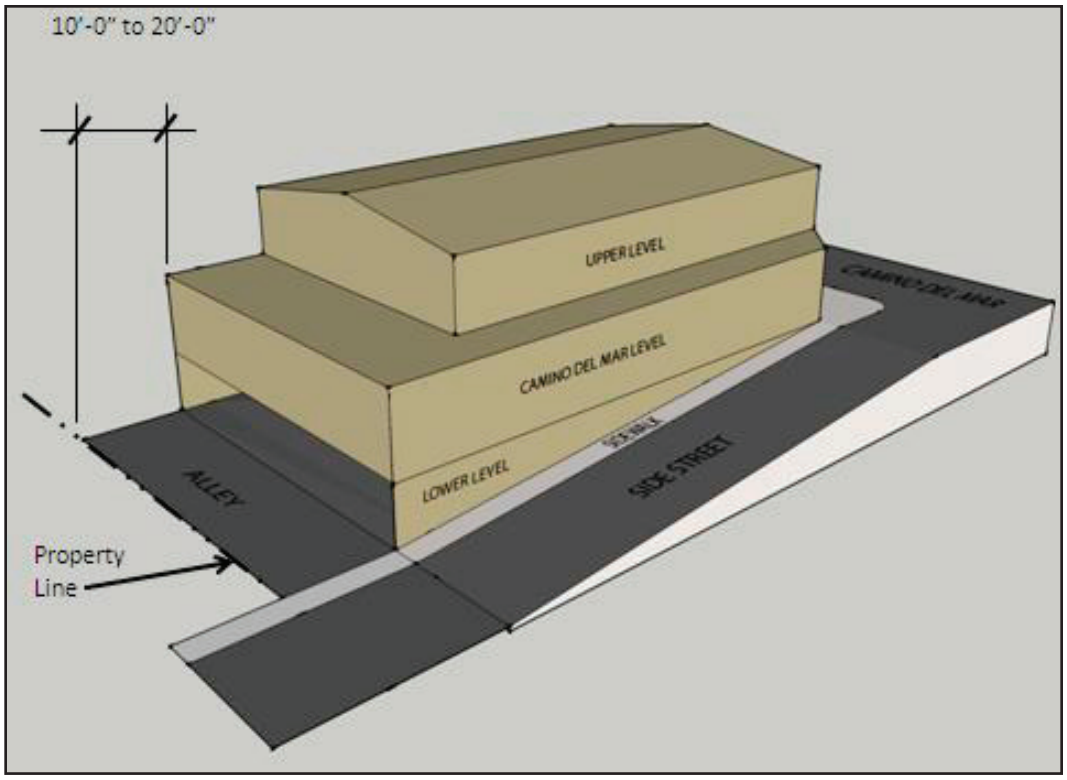
Corner setbacks (minimum 10 feet on the Camino del Mar and side street frontages) would be required at street intersections. This is intended to create additional public use areas at street corners and to provide additional openness for scenic views from cross-streets to the ocean.

~~An additional 20-foot stepback would be required for the upper building level on the west side of Camino del Mar (see top image in Figure 3-7). This stepback is intended to reduce the apparent height of the rear portion of the building, guard against privacy impacts to adjacent residential uses, and prevent the unreasonable blockage of sunlight from adjacent residences.~~

Building levels above the main level with frontage along Camino del Mar would be required to stepback 10 feet from the side streets that lead to the ocean. This stepback is intended to preserve and enhance the visual connection of the Village with the ocean, and expand and preserve a wide public view corridor (see bottom image in Figure 3-7).

b. Established Build-to-Line

Currently, the Central Commercial zone allows buildings to be located anywhere on a parcel in relationship to the public sidewalk. With new development standards, the proposed Plan proposes to establish a build-to-line at the front of the property line facing Camino del Mar. New buildings would be required to locate 90 percent of their linear frontage at their Camino del Mar property line. Exceptions would be made for public areas such as outdoor dining terraces, outdoor display areas, or plazas. In addition, the Design Review Board would be



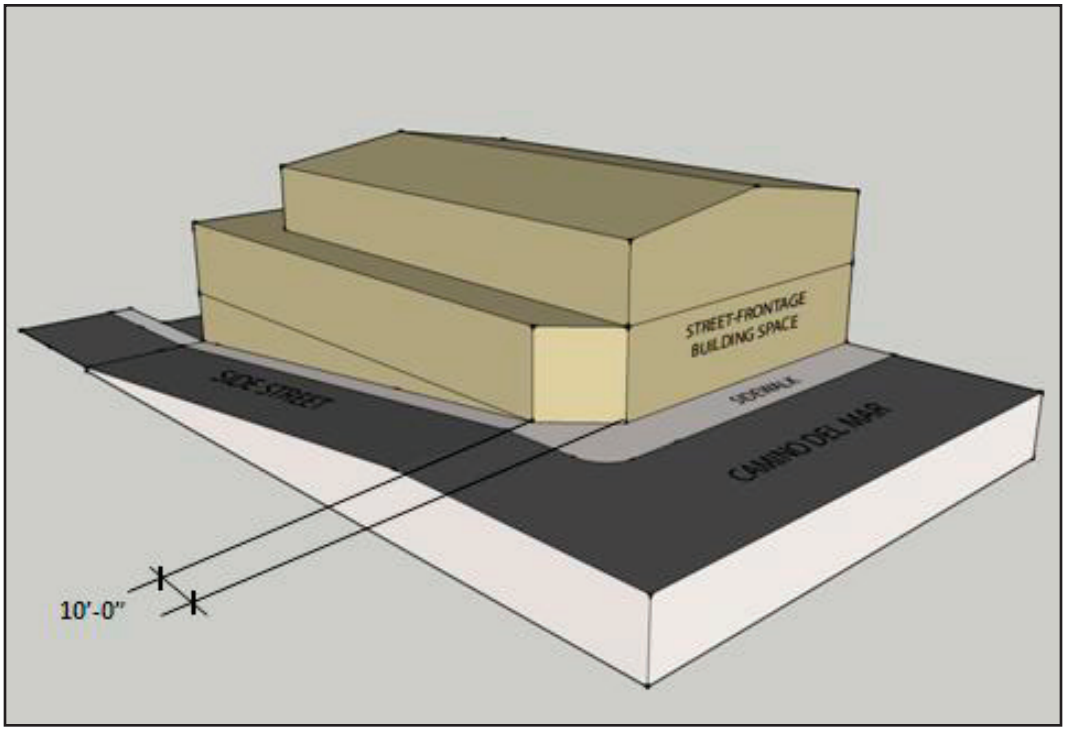
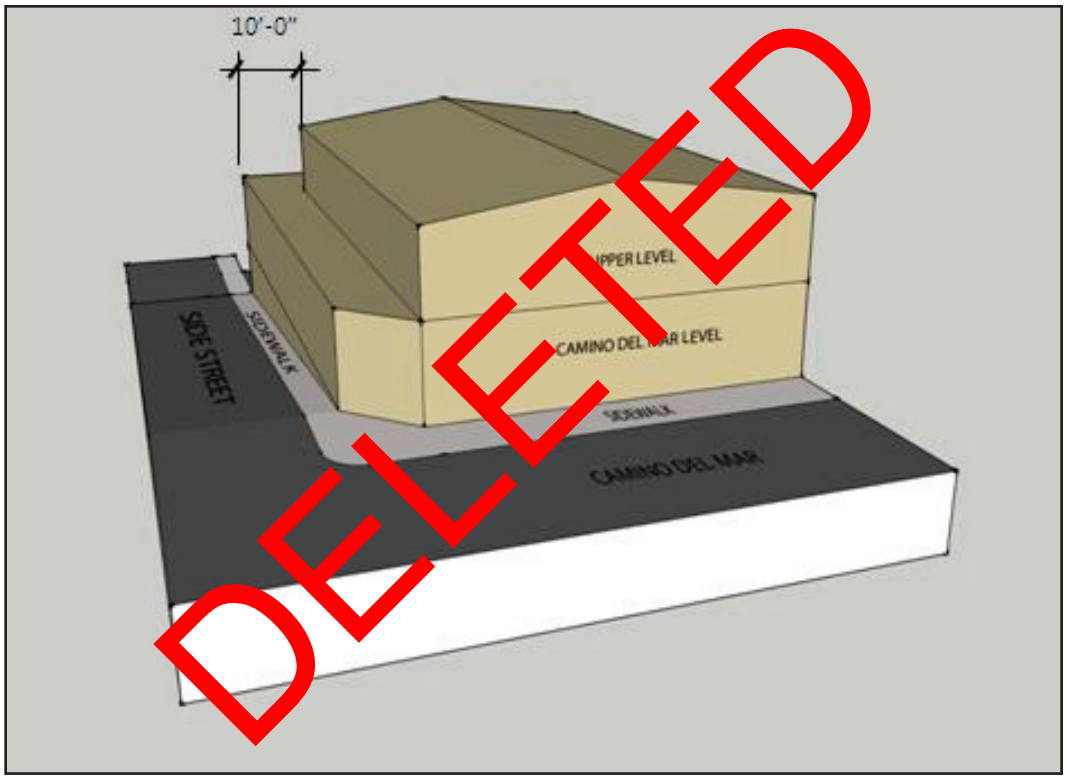


FIGURE 3-6
Proposed Building Setbacks



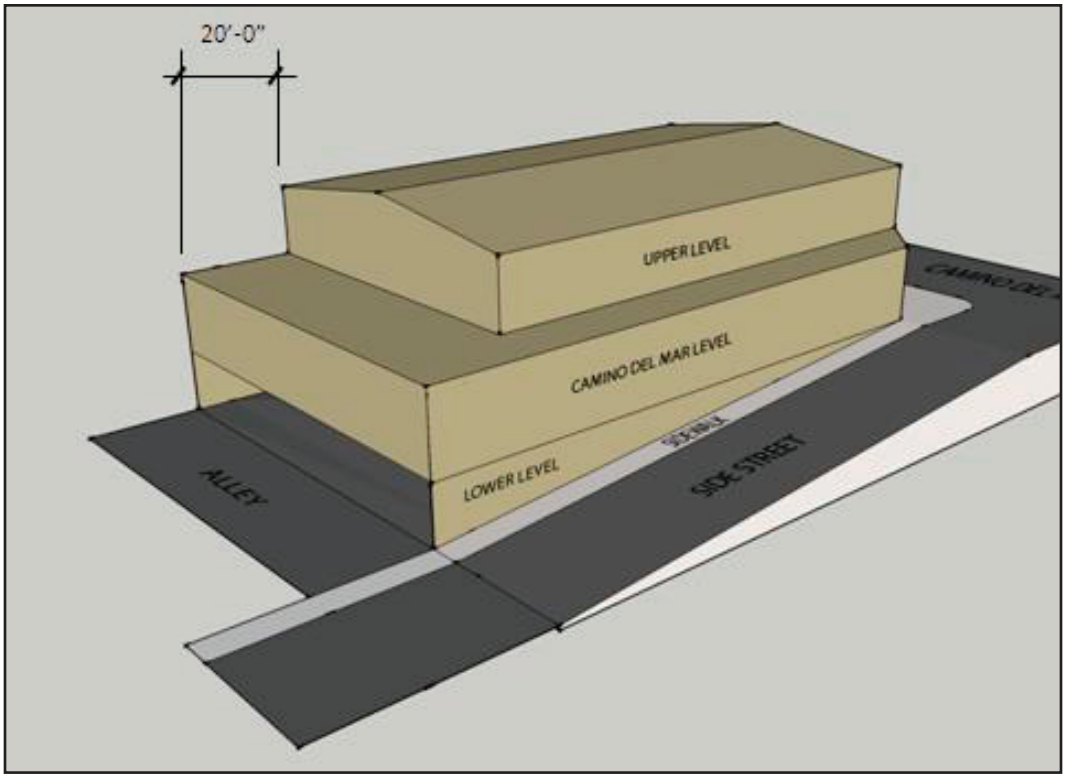


FIGURE 3-7
Proposed Building Stepbacks

required to review and evaluate the effectiveness of a building façade in creating a pedestrian-welcoming relationship.

These standards are intended to remedy the physical and visual barriers to a pedestrian-welcoming environment that currently exist due to parking lots, blank walls, garden walls, or stairways that currently separate pedestrians from either accessing buildings or seeing their retail offerings.

3.3.4.5 Allowed Uses

The proposed Plan contains a matrix table that identifies the uses that are allowed within the Plan area, either by right or through grant of a Conditional Use Permit (CUP). The matrix further identifies those uses that are allowed in street-frontage spaces and those that are restricted to non street-frontage space. It also identifies uses that are subject to special regulations contained in the Plan regarding the location or operation of the use. This matrix is reproduced here as Table 3-2. As shown in Table 3-2, the allowable uses fall into eight basic land use categories: retail, restaurant, personal service, office, cultural, lodging, residential, and public/semi-public facilities.

Prohibited uses include drive-through establishments; vehicle repair services; vehicle sales or rentals where vehicles are stored or displayed on-site in non-enclosed areas; kennels or pet-boarding facilities; and any use prohibited by state or federal law.

3.3.5 Design Guidelines and Design Review

In addition to the land use and development standards contained in the proposed Plan, revisions to the Design Review Ordinance and Design Guidelines are ~~recommended~~ to be developed. Design Guidelines will be ~~as~~ a supplemental document to the Plan. They will serve as a guide for new development to ensure consistency with the City's vision for its Village downtown. For the Village area, the City envisions a community hub that is pedestrian- and bicyclist-friendly, transit-supportive, sustainable, and aesthetically pleasing, reflecting a traditional, village character in terms of architectural style and massing. The Design Guidelines are meant to promote the positive design characteristics that currently exist in the downtown area and to enhance and improve the existing architectural and open space features. Overall, the Design Guidelines are intended to protect the special identity of the downtown and to:

- Protect/enhance the traditional village character
- Protect the surrounding residential neighborhoods
- Improve the quality of physical changes
- Focus public awareness on appropriate areas of architectural quality
- Act as a basis for objective decision making
- Prevent incompatible new construction
- Protect public coastal views and primary scenic residential views

TABLE 3-2
MATRIX OF ALLOWED USES AND LOCATIONS AND RESTRICTIONS

Use/Activity	Street-Frontage Building Spaces	Non-Street-Frontage Building Spaces	Special Use Restrictions
Retail	A	A	
Outdoor retail sales (open-air markets, bazaars)	CUP	CUP	
Restaurant	A	A	
With less than 10,000 SF of total service, mechanical and dining area	A	A	
With more than 10,000 SF of total service, mechanical and dining area	CUP	CUP	
Establishments, where alcohol is served between the hours of 11:00 p.m. and 8:00 a.m.	CUP	CUP	
Establishments providing amplified entertainment between the hours of 11:00 p.m. and 8:00 a.m.	CUP	CUP	
Brewpubs	A,S		Limitation on area devoted to brewing or kegging
Personal Services	A	A	
Pet grooming	A, S	A, S	Requirements for odor- and noise- control measures
Office	X	A	
Bank	A	A	
Lodging Facilities	A, S	A	Limitation on use of Street-Frontage Building Space
Cultural/Entertainment	A	A	
Performance art spaces and movie theaters	CUP,S	CUP	Limitation on use of Street-Frontage Building Space
Educational Institutions	A,S	A	Limitation on use of Street-Frontage Building Space
Public Facilities	A	A	
Residential Units	X	A,S	Limitation on use of Street-Frontage Building Space
Live/work units	A,S	A	Limitation on use of Street-Frontage Building Space
Miscellaneous			
Commercially operated parking facilities (stand-alone use vs. part of mixed-use project) and Municipal Parking Lots		CUP	
Commercial Mobile Radio Service Facilities	X	CUP,S	Limitation on location of equipment

SOURCE: Del Mar Village Specific Plan Public Review Draft
A = Allowed by right;
CUP = Allowed, subject to the receipt of a Conditional Use Permit;
S = Allowed, subject to compliance with applicable special use and/or development regulations contained in the proposed Plan
X = Prohibited in identified building space

~~To accomplish this, the Design Guidelines will provide a list of recommended design best practices to implement the proposed Plan without dictating specific architectural styles or solutions. Design recommendations will be provided for site planning and architecture, signs, public art and streetscapes, and open space/plazas. Within these four categories, the Design Guidelines will identify design objectives and key concepts along with graphics and photographs that will provide a visual reference and add emphasis to the design concepts being conveyed in the text.~~

The Design Guidelines will be less quantitative than the mandatory Development Standards and may be interpreted with some flexibility in the application to specific projects. The Design Guidelines will complement the mandatory Development Standards contained in the Specific Plan by providing good examples of appropriate design solutions and by providing design interpretations of the various mandatory regulations.

The Design Guidelines are thus intended to offer the Design Review Board and other decision-makers a reference guide of best design practices from which to evaluate development projects in the Plan area. All projects within the Plan area will be required to submit information ~~to the Design Review Board~~as stipulated in the Design Review Ordinance to determine their conformance with the Plan and Design Guidelines, as well as the Design Review Ordinance of the Municipal Code. Typical project submittals will include a site plan, architectural elevations, materials and colors, roof plan/mechanical screening plan, and other information necessary to provide adequate analysis.

In the Design Review Board's evaluation of consistency with the d~~D~~esign g~~G~~uidelines of the Plan and Design Review Ordinance, written determinations will be made as follows:

1. The project design is consistent with applicable objectives and guidelines set forth in the Design Review Ordinance and Design Guidelines.

2. Where alternate design solutions have been proposed, they are equally successful in achieving the design objectives identified in the Design Review Ordinance and Design Guidelines.

3.3.6 Parking, Infrastructure and Public Services

The proposed Plan identifies applicable infrastructure and public facility implementation strategies needed to meet the projected growth envisioned by the Plan.

3.3.6.1 Parking

Currently, on-street public parking is provided along both sides of Camino del Mar from 11th Street to 15th Street, and along the east of Camino del Mar from 10th Street to 11th Street. On-street parking is either provided parallel with the street within the public right-of-way or diagonal to the street partially within the public right-of-way and partially on

private property (known as town and country parking). The parallel parking is largely located between 13th and 15th streets and the diagonal parking is largely located between 11th and 12th streets. In total, there are approximately 239 parking stalls on-street and 873 parking stalls off-street within the Plan area. Existing public parking lots (City Hall parking lot, public parking under L'Auberge, Plaza garage, and Coast Boulevard pay lot) are difficult to locate and access; and there is limited vacant land remaining for surface parking lots. Combined with the fact that some of the long established buildings and commercial uses in the Plan area were developed without adequate on-site parking, there is a community perception that public on-street parking is inadequate in the Plan area.

To satisfy parking needs for redevelopment and revitalization, the Plan proposes to provide additional parking spaces through the preferred 2-lane-with-roundabouts reconfiguration of Camino del Mar that would allow for 50–58 additional parking spaces (in diagonal parking within the public right-of-way), and through either the parking ratios established in the Del Mar Municipal Code or an updated parking management strategy that includes new "park once" parking standards. ~~This~~ The park once strategy would encourage ~~all~~ patrons of the Plan area to park in parking reservoirs and walk to single or multiple destinations. However, as required in the proposed Development Standards, all parking for residential units shall be located on the same building site on which the residential unit is located. A Parking Management Plan is also proposed to be implemented prior to launching the park-once rate, that recommends additional management strategies for specific locations, including parking time restrictions, valet, and in-lieu fees.

3.3.6.2 Municipal Services

The Plan area is currently served by existing utilities, including the storm water drainage system, the wastewater system, water supply, solid waste disposal, electricity, and communication services. Each utility system is envisioned to be maintained without the need for system upgrades, short of laterals or connections to new developments; although the storm drain and surface water collection system would require upgrades with the reconstruction of Camino del Mar.

In its Infrastructure and Municipal Services chapter, the proposed Plan establishes the following objectives related to implementation of the storm drain system:

- Require that the design of Camino del Mar, and in particular the provision of roundabouts, maximize permeable surfaces to the extent possible to promote groundwater recharge and the infiltration of storm water.

- Require that the storm water collection system be redesigned with the Camino del Mar improvements.

- Encourage planter areas within the Camino del Mar right-of-way to be designed as "rain gardens" to aid in the infiltration of stormwater, the reduction of runoff and an improved water quality.

3.3.6.3 Public Infrastructure Financing

The Public Finance chapter of the proposed Plan includes a discussion of the Plan financing strategies, including a review of the projected costs of the public improvements, the identification of potential revenue sources, and the mechanisms through which the public improvements can be financed.

As a public project, the public improvements envisioned by the proposed Plan are eligible to be financed by a variety of tax-exempt financing mechanisms. In-lieu, impact, or user fees, or other sources of public financing or grants are financing options available to the City. ~~The types of financing options that the City may consider include lease revenue bonds, general obligation bonds, assessment districts, community facilities districts (Mello-Roos bonds), and business improvement districts.~~ Revenue will also be raised by development in the Plan area through mechanisms such as in-lieu parking fees, development impacts fees, and user fees. When the City undertakes financing of the proposed Plan's capital improvements, it will secure the services of ~~bond~~ counsel to determine the most appropriate financing mechanism.

3.4 Plan Adoption, Amendment, and Enforcement

The Adoption, Amendment and Enforcement chapter of the proposed Plan describes the process that will be used to adopt and amend the Plan, as well as the procedures to be used to administer development applications and enforce adherence to the Plan.

3.4.1 Plan Adoption

The proposed Plan shall not be effective unless and until it is adopted by an Ordinance of the City Council followed by ratification by an affirmative vote of the electorate of the City of Del Mar.

3.4.2 Plan Review and Amendment

A 10~~five~~-year review cycle has been established in the Plan to monitor the effectiveness of the Plan in responding to current community needs and the changing landscape of the Village. The Plan shall be evaluated every 10~~five~~ years or at predetermined development thresholds, whichever comes first by the City Council~~a collaborative team consisting of Department Directors from the Planning and Community Development and Public Works functions, along with the Planning Commission's Chair, the City Manager, and one City Council person~~. ~~In particular, this collaborative team shall assess progress made within the Plan area in the following areas~~ Measures of Success identified in the following categories provide the framework for assessment:

- Smart Growth and Village Character measures;~~Economic growth~~
- Community Compatibility measures;~~Construction of public infrastructure~~
- Economic Prosperity measures; and~~Completion of individual tasks identified in the Implementation chapter of the Plan~~
- Healthy and Sustainable Environment measures~~Evaluation of the various incentives offered in the Plan to assess whether they are providing the intended results~~.

Based on this evaluation, ~~a written Progress Report shall be created and submitted by the City Manager to the~~ City Council ~~for its review~~may direct a Plan amendment. Any amendments to the Plan shall be processed ~~as an ordinance amendment and may be initiated by the City Council or the Planning Commission upon adoption of a Resolution of Intent to consider an amendment to the plan.~~according to a tiered approach identified in the Plan. Tier 1 amendments are for increases in allowable Floor Area Ratio, increases in building height or the addition of new land uses and require a public vote. Tier 2 Amendments ~~shall~~ require ~~a recommendation from the Planning Commission and~~ an affirmative vote by a supermajority 4/5 City Council and are for additional Exceptional Public Benefits, a change in the FAR bonus in the Exceptional Public Benefit, a change to the geographic boundaries, or modifications to public improvements. Tier 3 amendments require a simple majority of City Council and are for modifications by other agencies, modifications to the Historic Preservation Overlay Zone or corrections.

Pursuant to state law, the City Council may amend the proposed Plan as often as it deems necessary. Should an amendment be created, a supplemental environmental analysis may be needed and public noticing will be required per all applicable laws.

3.4.3 Subsequent Projects

3.4.3.1 Project Approval Procedures

All projects within the proposed Plan area will continue to be subject to discretionary review and approval in compliance with the provisions of the proposed Plan and the adopted Municipal Code with the exception of the Downtown Initiative Overlay Zone (DI-OZ) Ordinance. It is intended that once adopted, the proposed Plan would implement and satisfy the requirement for preparation and voter approval of a specific plan for projects currently subject to the DI-OZ ordinance. Any project approved in conformance with the proposed Plan shall be deemed to have satisfied the requirements of the DI-OZ. Any project not in compliance with the Village Specific Plan would be subjected to the DI-OZ.

The Development Standards and Implementing Strategies described in the proposed Plan must be followed. The review of submitted information for conformance with the Development Standards and Implementing Strategies will be completed by the Department of Planning and Community Development. The Director of Planning and Community

Development will make the determination whether the submittal conforms to the Plan's Development Standards and Policies. Such determination shall be in written form and shall be permanently maintained. This determination may be appealed to the Planning Commission and/or the City Council.

The review of submitted information for conformance with the Plan Design Guidelines will be ~~completed by the Design Review Board~~pursuant to the Design Review Ordinance. The Design Review Board will make findings whether the submittal conforms to the Design Review Ordinance and any Design Guidelines of the Specific Plan. Such findings shall be in written form and shall be permanently maintained. These findings may be appealed to the City Council.

3.5 Discretionary Actions

The proposed Plan requires the discretionary actions on the part of the City Council for adoption, and for associated Community Plan Amendment and Local Coastal Program Amendments. It will also be subjected to a vote of the people per Del Mar's DI-OZ (Measure B) requirements.

Adoption and implementation of the proposed Plan would require approval of the following discretionary actions. All of these actions are covered by this PEIR.

1. Certify Final PEIR for the Village Specific Plan.
2. Adopt Village Specific Plan as an ordinance.
3. Adopt ordinance amending the Del Mar Community Plan.
4. Adopt a resolution ordering submission of the Village Specific Plan to the qualified voters of the City of Del Mar and requesting the County of San Diego to provide services for a General Municipal Election.
5. Adopt a resolution to approve, and submit for California Coastal Commission certification, two LCP Amendments for the Land Use Plan and Implementing Ordinances components of the Del Mar Local Coastal Program.
6. Adopt an ordinance to establish a new chapter in the Del Mar Municipal Code for the Village Specific Plan.

4.0 Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City of Del Mar through preliminary project review as potentially significant. Fifteen environmental issues are addressed in the following sections, and in accordance with the CEQA Guidelines and Statutes.

Each issue analysis section is formatted to include a summary of existing conditions, including the regulatory context, the criteria for the determination of impact significance, evaluation of potential project impacts given Plan implementing strategies and existing regulations, a list of required mitigation measures (if any), and conclusion of significance after mitigation for impacts identified as requiring mitigation.

THIS PAGE IS INTENTIONALLY BLANK.

4.1 Aesthetics

This section addresses the visual aspects of the Plan and compatibility with existing and planned land uses in terms of view quality and neighborhood visual character. The analysis completed in this section is based on the Visual Impact Assessment prepared by KTU+A in March 2012. This Visual Impact Assessment is included as Appendix B. The study area evaluated in the Visual Impact Assessment included the proposed Plan area and larger Del Mar community surrounding the Plan area.

4.1.1 Existing Conditions

4.1.1.1 Environmental Setting

a. Topography and Landform

The study area consists of a west-facing hillside that slopes downward to the Pacific Ocean. Currently, the area is developed and, as a result, has altered landform. Flat pads have been created for buildings via cut and fill, and a north/south and east/west street grid that generally follows the hillside slope has been constructed. Unique bluffs exist between beaches and existing developed area. There is a consistent change in elevation and landform from the ocean moving toward the east.

b. Community Character

Visual Character

The City of Del Mar has an eclectic style of architecture, landscape, parking areas, and streetscapes. Camino del Mar is the visually prominent road through the City. It is comprised of two travel lanes in both directions with bike lanes and either parallel or angled parking along much of its edges. In most locations, the north- and southbound lanes are divided by landscaped medians with mature trees and a variety of smaller shrubs and groundcover. The pedestrian walkways adjacent to Camino del Mar have variable widths due to a variety of building setbacks. The walkway surfaces and landscape along Camino del Mar are also made up of a variety of materials and include a few large trees.

The primary concentration of businesses includes office, retail, restaurants, and hotels located along Camino del Mar. The residential areas take advantage of the ocean views and are located to both the east and west of Camino del Mar. The beach and adjacent bluffs along with Powerhouse Community Park provide recreational opportunities immediately to the west.

The majority of the buildings in Del Mar in both residential and commercial zones are limited to two stories in order to protect ocean views and to maintain a low-scale character of development. The existing Village architecture is a mixture of historical and modern styles but also contains a few obsolete or poorly detailed buildings that detract from the visual intactness of the Camino del Mar corridor. The common design form found along the eclectic collection of architectural treatments is the dominance of human scale and visual interest provided by the variety of shops and outdoor spaces. The different building materials, display of public art, sidewalk cafes, and shop items for sale along the sidewalk all create a very human scale.

Character Units

The study area is comprised of several distinct visual character units. A total of seven character units have been identified within the Plan area and immediate vicinity (Figures 4.1-1 and 4.1-2): Civic, Residential, Commercial, Hotel, Plaza, Vacant, and Street and Streetscape. Each of these units is described below. These units establish the context of the visual environment. Impacts to a visual environment resulting from changes allowed by the proposed Plan depend on the specific visual character setting in which these changes occur.

Civic Character Unit (Figure 4.1-1 – Photo A). Civic spaces within the Plan boundary include the City Hall, the library, and the post office. All three of these buildings are unique in character and are set off the street. The City Hall site is underutilized and consists of a building on the corner of Camino del Mar and 11th Street, a small building near 10th Street, two trailers, and a large parking lot adjacent to Camino del Mar.

Residential Character Unit (Figure 4.1-1 – Photo B). The residential neighborhoods are both to the west and east of Camino del Mar adjacent to the Plan area. Their architecture and landscape range in style. The buildings are set back from the main streets and are either moderately or highly hidden by mature landscape and trees. The buildings heights are limited to one and two stories to protect views to the oceans and to generally follow the topography.

Commercial Character Unit (Figure 4.1-1 – Photo C). The commercial character unit along Camino del Mar varies in architectural style and character. The commercial buildings also vary in height. Buildings on the west side of Camino del Mar vary from 14 feet to 42 feet high, with 40 percent of the buildings above 14 feet high. The existing setbacks vary and are inconsistent, which creates a variable pedestrian space between the roadway and building façade.

Hotel and Plaza Character Unit (Figure 4.1-1 – Photo D). The Plaza development at the north end of the Plan area includes a variety of view-oriented restaurants and retail that take advantage of the topography. This area is generally oriented around a pedestrian experience. The Plaza includes an underground parking garage at the north

PHOTOGRAPH A
Civic Character Unit

PHOTOGRAPH B
Residential Character Unit

PHOTOGRAPH C
Commercial Character Unit

PHOTOGRAPH D
Hotel and Plaza Character Unit

FIGURE 4.1-1

Visual Character Units – Photos A-D

PHOTOGRAPH E
Vacant/Parking Character Unit

PHOTOGRAPH F
Street and Streetscape Character Unit

PHOTOGRAPH G
Recreation Character Unit

FIGURE 4.1-2
Visual Character Units – Photos E-G

end of the character unit. Across the street to the west is the L'Auberge Del Mar hotel. It creates a visual gateway into the commercial core of Del Mar from the north. Both of these developments include manicured landscapes with modernized, well-maintained architecture.

Vacant/Parking Character Unit (Figure 4.1-2 – Photo E). The study area is largely built out and only a few areas are not occupied by buildings. Many of the areas not occupied by buildings are used for surface parking. Large lots are found at City Hall, and diagonal 'Town & Country' parking (partially in and out of the public right-of-way) is in front of several businesses along Camino del Mar. There are three parcels in the study area that are vacant. One parcel is composed of an asphalt-paved surface with a wooden fence surrounding the site. Two of the other parcels along 10th Street are vacant with no mature vegetation or any other features.

Street and Streetscape Character Unit (Figure 4.1-2 – Photo F). The existing right-of-way along Camino del Mar is 100 feet wide with parking, bike lanes, two lanes of travel in each direction, and a median. Parking alignment along this street is inconsistent and includes parallel, head-in, and diagonal parking. There are mature plantings within the median, which include random groupings of large, mature trees. The pedestrian spaces between the face of curb and buildings fronting Camino del Mar varies greatly because of the building setbacks and other unique site constraints. The paving, planting, furnishings, lighting, and signage in the streetscape are inconsistent.

Recreation Character Unit (Figure 4.1-2 – Photo G). The recreation character unit includes Powerhouse Park, Seagrove Park, and the bluffs and coastline along the Pacific Ocean to the west of the Plan area. Many locals as well as visitors use these areas for a variety of recreational opportunities. Powerhouse Park consists of an expansive lawn with tables and benches, and the Powerhouse Community Center. Adjacent to this park to the south, there are informal pathways on top of bluffs that are covered in native and non-native vegetation with direct views to the ocean below that are used for walking and running. The majority of these informal pathways are located within the railroad right-of-ways and public use of these areas is prohibited.

Visual Quality

The visual quality of each character unit was analyzed based on vividness, intactness, and unity as shown on Table 4.1-1. Overall, the visual quality of the character units in the study area ranges from low to high.

TABLE 4.1-1
VISUAL QUALITY ASSESSMENT OF CHARACTER UNITS

Character Unit	Vividness	Intactness	Unity	Overall Visual Quality
Civic	Low to Moderate	Low	Low	Low
Residential	Moderate	Moderate	High	Moderate
Commercial	Moderate	Moderate	Low	Moderate
Hotel and Plaza	High	High	High	High
Vacant/Parking	Low	Low	Low	Low
Street and Streetscape	Moderate	Moderate	Low	Moderate
Recreation	High	High	High	High

Architecture and Design

As mentioned above, the City of Del Mar has an eclectic and unique character. One of the major contributors to the eclectic style of Del Mar is the variety of architectural styles present along Camino del Mar. The buildings generally take elements from a specific architectural style or period but do not always follow one style consistently. The mixture of styles from lot to lot creates a distinctive style and character. Examples of three different architectural styles within the Plan area are shown in Figure 4.1-3. As shown in Figure 4.1-3, styles include Tudor Revival/Scandinavian, Spanish Revival, Polynesian, and indistinct modern styles.

Although the architectural styles of the buildings are different along Camino del Mar, there are similarities with respect to materials, doors, and window openings. Exteriors materials vary between stucco, wood, and brick, which result in varying colors and textures that provide visual interest. Certain buildings attract pedestrian focus more than others, such as those with large windows at pedestrian eye level and easily accessible door entries (see Figure 4.1-3). This pedestrian-oriented style unifies many of the otherwise architecturally unique structures.

Just as the buildings are architecturally varied, the sidewalk condition is varied as well. The sidewalk materials vary between brick pavers, concrete, asphalt, chipped rock aggregate, or a combination of materials. Setbacks from the sidewalks vary depending on whether landscaping, outdoor seating, sales areas and/or other exterior usable space are provided. These exterior uses provide for a varying pedestrian experience, as some areas like outdoor seating provide an active use while other uses like landscaping provide passive pedestrian-oriented uses. Pedestrians are not always up against the road edge, which makes for a non-contiguous street edge. Minor unifying elements that have been recently added include a “Del Mar” branding to benches and trash receptacles, and chipped rock aggregate sidewalk surface. Variations in setbacks enhance the streetscape experience and add interest to the physical environment. The addition of different sidewalk materials and varied building setbacks contribute to the unique character of this area.

PHOTOGRAPH A
Tudor Revival

PHOTOGRAPH B
Spanish Revival

PHOTOGRAPH C
Polynesian Rooftops

PHOTOGRAPH D
Modern

FIGURE 4.1-3
Architectural Styles

c. Scenic Resources

Scenic resources include the Pacific Ocean, beaches, bluffs, trees, and historic properties.

The Pacific Ocean and beaches are not located within the Plan area; however, they are within the viewshed of the Plan area. The Pacific Ocean and beaches are located approximately 400 to 1,000 feet to the west of the Plan boundary. The ocean is to the west of the Plan area and is visible, on an intermittent basis, between existing vegetation and buildings along the horizon (see Figure 4.1-2, Photo G). The beaches are not highly visible due to the bluffs, but consist primarily of open sand with intermittent rocky areas. The Community Plan identifies the ocean, beaches, and bluffs as significant scenic resources.

There is a diverse collection of street trees in the Plan area, including mature Eucalyptus, Monterey cypress, and Torrey pines along Camino del Mar in the medians and throughout the residential neighborhoods (see Figures 4.1-1 to 4.1-3). The Torrey pine is indigenous to this region and has become a symbolic tree for the City of Del Mar. The Community Plan considers Torrey pines as significant visual resources. The row of Eucalyptus in front of the Del Mar Library is also considered to be an important scenic resource. The City's Tree Ordinance and associated manual consider all trees within the Plan area as significant scenic resources.

Both Stratford Square (1438–1454 Camino del Mar; 225 West 15th Street; see Figure 4.1-3 – Photo A) and the City Library (1309 Camino del Mar) are considered historic landmark properties. Four additional historic properties are located adjacent to the Plan area; a private residence at 110 15th Street, the former train station along the east side of the railroad tracks, the Powerhouse Community Center located west of Coast Boulevard, and the "Rock House," a private residence located adjacent to the east side of the Plan area, north of 15th Street. These historic properties are considered scenic resources due to their architecture and integrity, and are discussed further in Section 4.4.

As discussed further in Section 4.1.1.2 below, there are no designated state scenic highways with views of the Plan area but the Community Plan designates Camino del Mar, Jimmy Durante Boulevard (the former Turf Road), Crest Road, Carmel Valley Road, Coast Boulevard, and Del Mar Heights Road as scenic roadways. These roadways are listed as scenic since they provide views of scenic resources. Scenic resources identified within the viewshed of these roadways include the Pacific Ocean, coastline, Crest Canyon, San Dieguito river valley, bluffs, Del Mar hillsides, and Los Peñasquitos Lagoon.

d. Viewshed and Views

Visibility

A viewshed and view corridor analysis was completed to determine existing visibility within and adjacent to the Plan area. The viewshed analysis was developed to show the visibility of the current buildings along Camino del Mar, without regard to the background ocean views. The view corridor analysis shows where ocean view corridors exist. Since the vegetation and other buildings outside the Plan area are not in the models, these results should be considered the worst-case situation.

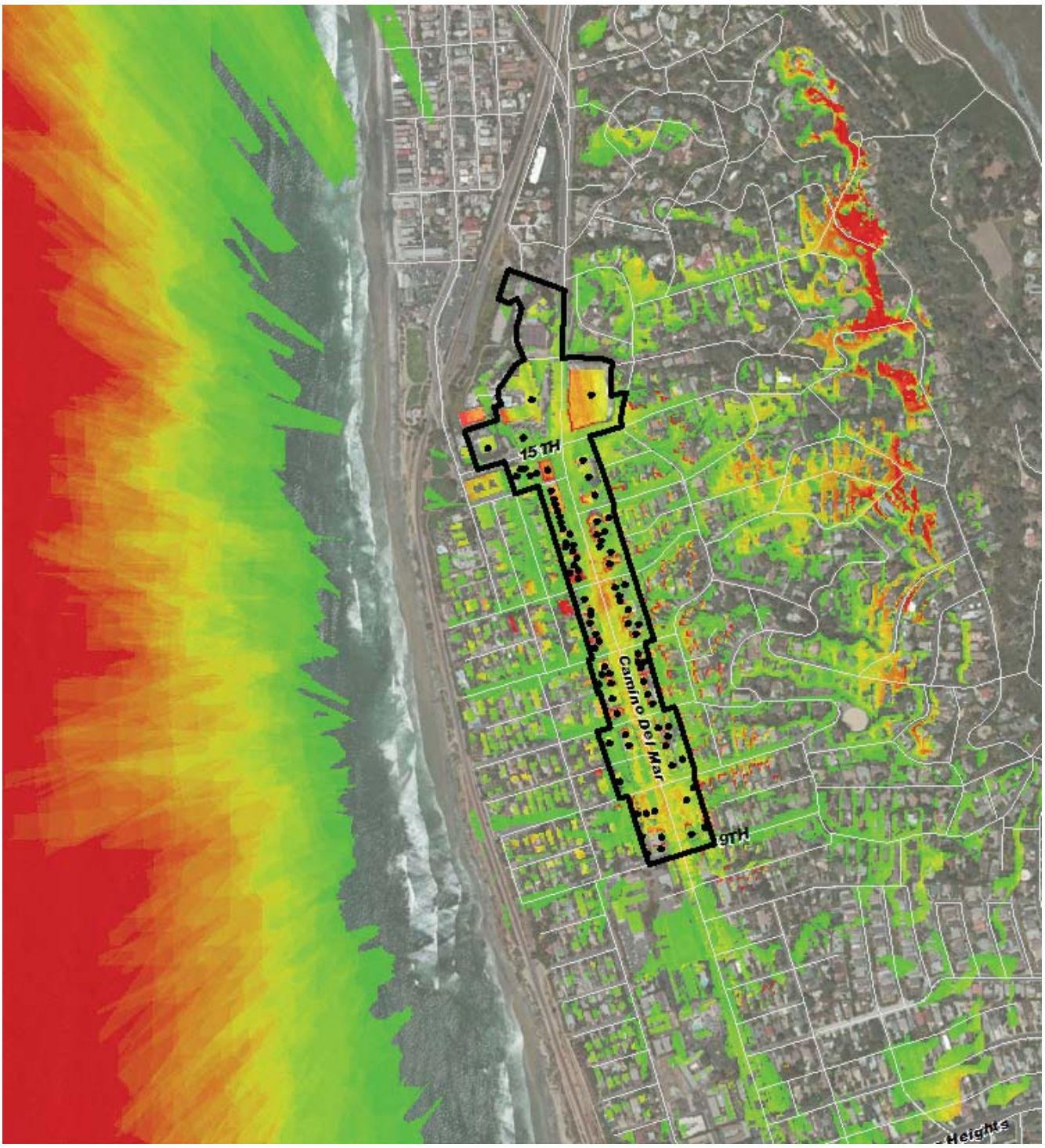
As shown in Figure 4.1-4, the majority of the buildings along Camino del Mar are visible from residences located uphill between Camino del Mar and Luneta Drive and at the residences to the north and south of Crest Road~~Drive~~. Locations along Camino del Mar also have high visibility of other buildings along Camino del Mar. The remaining areas within the City have a low to moderate visibility of the buildings along Camino del Mar.

The view corridor shown in Figure 4.1-5 illustrates where view corridors exist through the Plan area to the Pacific Ocean. This analysis indicates locations of primary, secondary, intermittent, and partial ocean view corridors. Generally, primary view corridors consist of the east-west streets that extend through the Plan area to the bluffs. The secondary view corridors originate from roadways located to the north of the Plan area where views extend over the Camino del Mar development to the ocean. The analysis also locates where intermittent views of the ocean are visible from Camino del Mar. Finally, this analysis determines where private parcels within the Plan area have ocean views.

Viewers

According to the Visual Impact Assessment (see Appendix B), there are seven main viewer groups in the viewshed, including pedestrians, bicyclists, motorists, retail workers or customers, and hotel and restaurant workers or customers, office workers, and homeowners/residents. A summary of the viewer sensitivity and exposure can be found in Table 4.1-2 and is further described below.

Map Source: KTU+A Planning and Landscape Architecture



Legend

CDM Observer Points

Village Specific Plan Area

Existing Camino del Mar Buildings Viewshed

High: 65

Low: 0

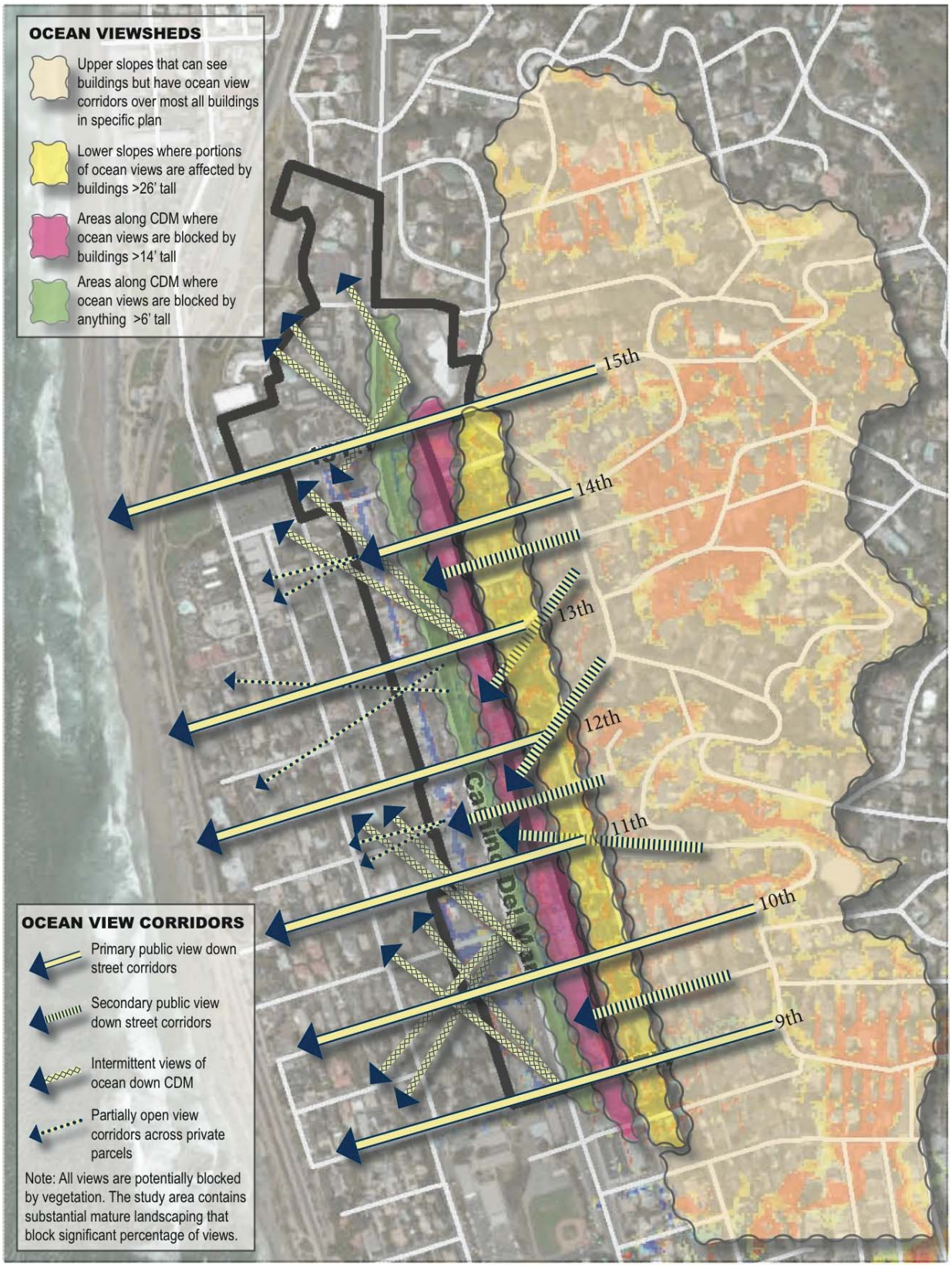
0 Feet 1000

FIGURE 4.1-4

Viewshed of Existing Buildings

M:\JOBS4\6447\env\graphics\fig4.1-4.ai 03/14/12

Map Source: KTU+A Planning and Landscape Architecture



CDM=Camino del Mar

Not to Scale

FIGURE 4.1-5

Ocean Viewshed and View Corridor Analysis

TABLE 4.1-2
SUMMARY OF VIEWER GROUPS

Viewer Group	Quantity of Viewers	Viewing Duration	Distance from Viewer to Plan Corridor	Viewer Exposure	Viewer Sensitivity
Pedestrian	Moderate	Short to Moderate	Foreground	Low	Moderate
Bicyclist	Low	Short	Foreground	Low	Low
Motorist	High	Short	Foreground	Moderate	Low to Moderate
Retail Worker or Customer	Moderate	Moderate	Foreground	Moderate	Moderate
Hotel/Restaurant Worker or Customer	Moderate	Moderate	Foreground	Moderate	High
Office Workers	Low	Moderate	Foreground	Low to Moderate	Low to Moderate
Homeowners/Residents	High	Long	Foreground to Middleground	High	High

Pedestrians. This viewer group consists of individuals utilizing sidewalks within the Plan area. The Plan area is in the foreground along the corridor of Camino del Mar, and the viewing duration is short to moderate, depending on walking speed and time lingering at shops and restaurants. Pedestrians using this area have a moderate sensitivity to visual change.

Bicyclists. This viewer group consists of individuals biking along Camino del Mar, a popular route that runs along the coast. The number of bicyclists is moderate compared to the quantity of other viewer groups such as motorists. Similar to the pedestrians, the Plan area is in the foreground for bicyclists are in the Plan area, but the viewing duration is short, resulting in low viewer exposure and low viewer sensitivity.

Motorists. Motorists include drivers and passengers utilizing surface streets in the Plan area. The viewer sensitivity to change is moderate to low. There are existing views to the ocean along Camino del Mar and east/west street corridors. There is a high quantity of motorists in the Plan area. The viewing duration is short and the Plan area is in the foreground of the view resulting in a moderate viewer exposure.

Retail Workers or Customers. Viewers in this group are individuals working or purchasing goods or service in the Plan area. This viewer group has a moderate viewer exposure. The quantity of viewers and the viewing duration is moderate, and the view of the Plan area is in the foreground. Retail workers and customers have a moderate sensitivity to the view and changes. They are often concerned with the aesthetic and visibility of storefronts or blockage of business façades and the visual relationship of the immediate visual environment.

Hotel or Restaurant Workers or Customers. This viewer group includes individuals working or procuring services at a hotel or restaurant within the Plan area. This group has a high sensitivity to changes in the visual environment. They rely on the visual resource of the ocean to create a unique experience for patrons or customers. They are also concerned with the façade of the buildings and visibility of immediate surroundings and aesthetics. The Plan area is in the foreground for this viewer group. The viewing duration is moderate and the quantity of viewers is moderate resulting in a moderate viewer exposure.

Office Workers. Individuals working in a business within the Plan area make up this group of viewers. There is a low quantity of viewers within this group, but the viewing duration is moderate to high. The Plan area is in the foreground for these viewers. The viewer exposure and viewer sensitivity to changes are low to moderate. This viewer group does not rely on the visual resources to enhance their business, but it is an added benefit.

Homeowners/Residents. This group includes individuals living in homes adjacent to the Plan area. Due to the topography of Del Mar, the gradual slope up from the ocean in the eastern direction results in residents with views to the Plan area. Residents have a high viewer exposure because of their long viewing duration, and close proximity to the Plan area. The quantity of viewers is high, and under the existing Del Mar Municipal Code (DMMC), individual residents' private views from designated primary viewing room are protected. In addition, many of the residents in Del Mar have a partial or full view of the ocean from their residence and so the viewer sensitivity is high to visual changes.

Views

Several key views were chosen to represent the views in the study area (Figure 4.1-6). Key views were chosen by locations where there would be a high number of viewers, long view durations, views that include scenic resources and vistas, and locations with the potential to affect views. The existing conditions of each key view are illustrated in the top photos of Figures 4.1-7 to 4.1-17. The bottom photos include visual simulations of development allowed by the Plan and are discussed further in Section 4.1.4. Below is a discussion of the existing key views.

Key Views A and B. View A looks northbound on the west side of Camino del Mar, south of the 12th Street intersection and is depicted in Figure 4.1-7. Key view B view looks north on the east side of Camino del Mar south of the 12th Street intersection and is depicted in Figure 4.1-8. The existing visual character of the buildings in the view is uniform in scale. The mature trees and planting along the street also create a uniform view and are considered to be visual resources contributing to the character of the area. However, large gaps in storefronts along Camino del Mar create a visual environment that is not intact for a pedestrian and motorist.

Image Source: Aerials Express (flown March 2010)

0 Feet 500

Village Specific Plan Boundary

Key Views

FIGURE 4.1-6

Key View Map

M:\JOBS4\6447\common_gis\fig4.1-6.mxd 3/14/2012

FIGURE 4.1-7
Key View A

FIGURE 4.1-8
Key View B

FIGURE 4.1-9
Key View C

FIGURE 4.1-10
Key View D1

FIGURE 4.1-11
Key View D2

FIGURE 4.1-12
Key View E

FIGURE 4.1-13
Key View F1

FIGURE 4.1-14
Key View F2

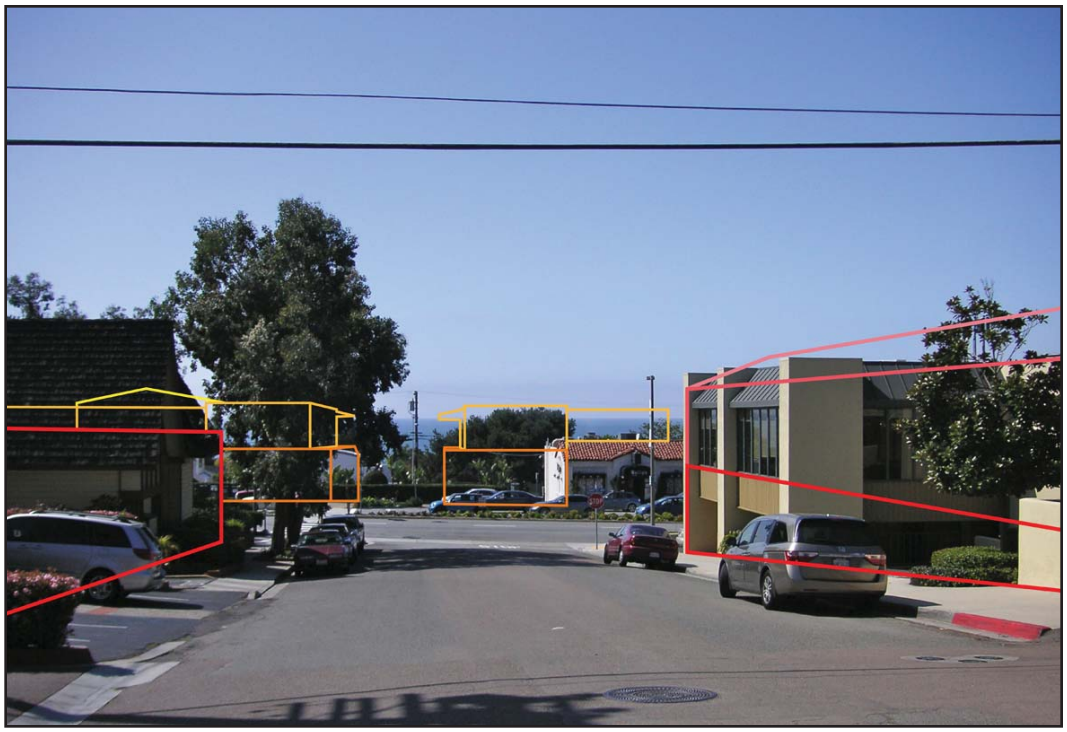


FIGURE 4.1-15
Key View F3

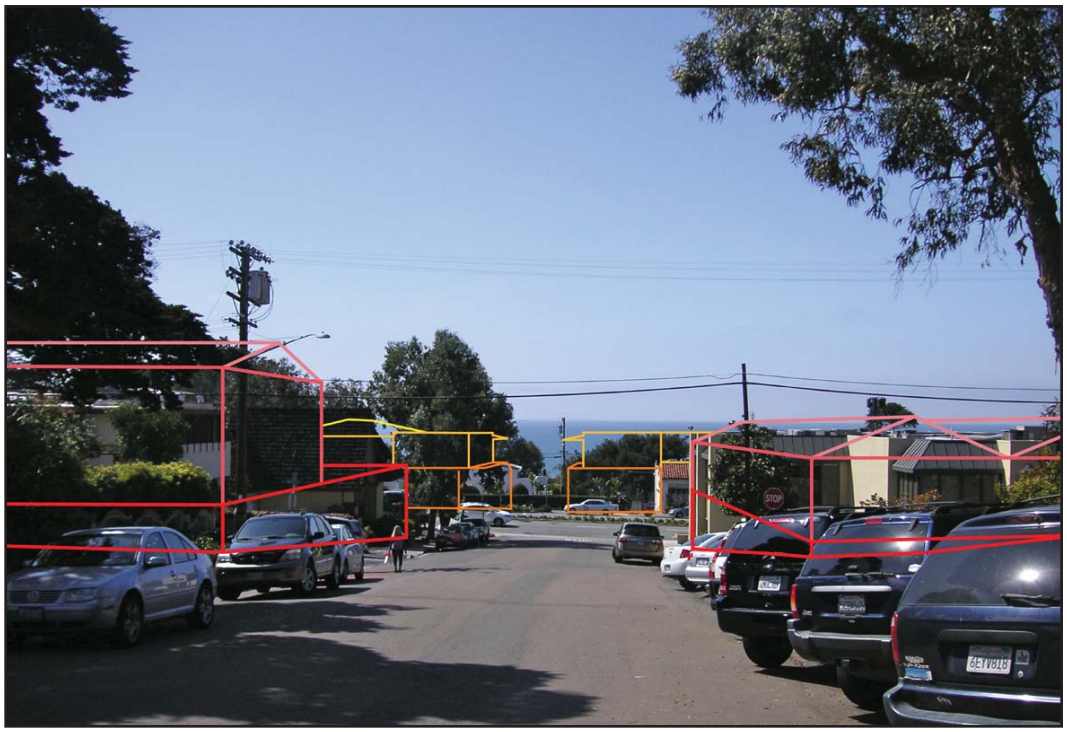


FIGURE 4.1-16
Key View F4

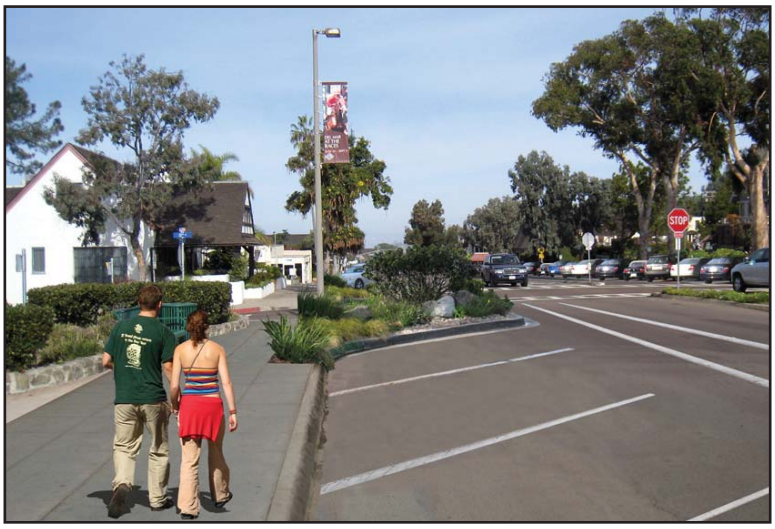


FIGURE 4.1-17
Key View G

Key View C. This view looks north on Camino del Mar just south of the intersection at 11th Street (see Figure 4.1-9). The majority of the buildings on the west side of Camino del Mar are blocked by mature trees and planting in the median. Along the east side of the street, the buildings, landscape and setbacks are not vivid, nor are they uniform. The pedestrian environment is disrupted by the parallel parking along the street and in front of store fronts. For a pedestrian or a motorist, the visual experience is not intact nor would it be considered a high visual quality area.

Key View D1. This view looks west from the elevated library patio adjacent to Camino del Mar and is depicted in Figure 4.1-10. This view is high in intactness and visual quality, and has a view of the ocean. In addition, the architectural character represented in the view along Camino del Mar is vivid and characteristic of Del Mar in its pedestrian scale buildings, Spanish style architecture, large storefront windows, and diverse pedestrian environments. Due to the ocean view, this view is considered significant.

Key View D2. As shown in Figure 4.1-11, this view looks northwest from the east side of Camino del Mar in front of the library at street level. This view is highly intact. Different from Key View D1, there is not a view of the ocean. Again, the architectural character represented in the view along Camino del Mar is vivid and characteristic of Del Mar in its pedestrian scale buildings, Spanish style architecture, large storefront windows, and a diverse pedestrian environment. In addition, the streetscape provides uniformity for the character of the area.

Key View E. This view looks west to the ocean across Camino del Mar from the north side of 12th Street at Maiden Lane see (see Figure 4.1-12). This view represents a typical view corridor to the ocean found on most of the numbered streets running in an east/west direction. The view is considered to be highly intact, though it is partially blocked by mature vegetation. This is also typical of most of the view corridors in the study area. These views create a vivid view and uniform rhythm of views when driving, riding or walking down the street. The view includes the ocean, though it is partially interrupted by large mature trees in the middle ground and background. Due to the views of scenic resources including the ocean and trees, this view is significant.

Key Views F1 to F4. Views F1 to F4 are located on the south side of 14th Street between the 14th Street and Camino del Mar/14th Street and Luneta Drive intersections looking west to Camino del Mar (see Figures 4.1-13 to 4.1-16). This series of views is typical of the view corridors to the ocean from the numbered streets running in an east/west direction. This view is consistent along Camino del Mar and is highly intact. These views are typical of residential views on the lower slopes east of Camino del Mar. The view of the ocean is blocked by existing buildings when a viewer is standing at Camino del Mar. Where there are no buildings, the view is partially blocked by mature trees in the background. Moving up the hillside to the east, the views to the ocean open up and more of the vista is revealed. Due to the views of scenic resources including the ocean and trees, this view is significant.

Key View G. This view looks north to the intersection of Camino del Mar and is depicted in Figure 4.1-17. The majority of the buildings on the east side of Camino del Mar are blocked by mature trees and plantings in the median. Along the west side of the street, the buildings, landscape and setbacks are neither vivid nor uniform. The pedestrian environment is disrupted by the parallel parking along the street and in front of storefronts. For a pedestrian, the visual experience is not intact. In addition, there are gaps in the building storefronts along Camino del Mar. Within the view, the trees in front of the library are an important scenic resource and enhance the visual character of the area.

4.1.1.2 Existing Regulatory Framework

a. State Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. There are no designated or eligible scenic highways in the area listed in the California Scenic Highway Program.

b. California Coastal Act

Under the California Coastal Act of 1976, scenic and visual qualities of coastal areas are considered and protected as a visual resource. Permitted development should be sited and designed to protect public views to and along the ocean and scenic coastal areas. The act also requires minimizing the alteration of natural landforms, to assure that they are visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The City implements their Local Coastal Plan (LCP) through the Community Plan, various policy reports, the San Dieguito Lagoon Enhancement Program, as well as other goals and policies adopted by the City Council to guide future development within Del Mar. Aesthetic components of the LCP relevant to the Plan area include development of a community center with attractive walkways and landscaped court and open spaces, pedestrian-oriented streetscapes, and architectural style which retains a small-town character and preserves public ocean views and public access to the coastline.

c. Del Mar Community Plan

The Del Mar Community Plan (1976 amended 1985) includes goals and policies that address aesthetics. The overall goal is to “[p]reserve and enhance the special character of Del Mar, the elements of which are a village-like community of substantially single-family residential character, a picturesque and rugged site, and a beautiful beach.” Other goals applicable to aesthetics include minimizing the impact of vehicles on the character of the City, and preserving and enhancing the “special residential character

and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline." As identified in the Community Plan, Camino del Mar is a scenic roadway and views of the Pacific Ocean and other visual resources such as bluffs and trees are to be protected. Jimmy Durante Boulevard (formerly Turf Road), Crest Road, Carmel Valley Road, Coast Boulevard, and Del Mar Heights Road are also considered scenic roadways; however, the Plan area is not located within the scenic views identified for preservation for these roadways.

d. Scenic View Protection Ordinance

DMMC Chapter 23.51 provides for protection of trees, scenic views, and sunlight that contribute to the character of the City and benefit to residents. This chapter is informally known as the Scenic View Protection Ordinance and gives residents the right to preserve scenic views or sunlight that existed at the time they purchased or occupied the residence or in the last 10 years, whichever is shorter. Scenic views are defined as "a view of the ocean, lagoons, canyons, the community and its landscapes and urban forest character, or other scenic vistas, from the Primary Living Area of a residence." Primary Living Areas are defined as the "[single] portion of a residence from which a Scenic View is observed most often by the occupants and guests at the residence." Under this ordinance, vegetation and trees must be properly maintained within 300 feet of residential properties to preserve scenic views and sunlight. The Municipal Code has established a procedure to resolve conflicts regarding protected trees, scenic views and sunlight rights.

~~d.~~e. Tree Ordinance

The Tree Ordinance (Chapter 23.50 of the DMMC) provides for the orderly protection of trees, including the following measures:

> B. In the interest of the public health, safety and welfare, as well as general aesthetics of the community and the importance of the ecology of the area, the City of Del Mar finds it necessary to encourage conservation of trees and the application of management techniques to create a healthy, diverse urban forest, including but not limited to pruning, thinning, trimming, shaping, and selective planting and removal of trees and vegetation within the City of Del Mar on private as well as public property. [Ord. 749]
>
> C. The species Torrey Pine, the species Monterey Cypress, and all species of trees located within the Central Commercial zone and the environmentally sensitive Open Space Overlay zone are of particular significance to the City, and should therefore be protected to conserve the environmental qualities of the City.

To further enforce this protection, the City of Del Mar prepared a Public Tree Policy Manual in 2004. This manual directs tree preservation in order to preserve the community's unique, village-like atmosphere, which is distinguished by its community forest. Trees species of particular concern include Torrey pines and Monterey cypress, although the manual indicates all trees within the Plan area are considered significant. A Tree Removal Permit is required to remove a Protected Tree, except in certain situations outlined in the Municipal Code Chapter 23.50.050. In the case of public trees, a separate Encroachment Permit from the City is also required (this statement does not apply to the City or its contractors). Implemented through the Design Review process, trees are also required to be protected during construction to prevent tree loss.

~~e.~~f. Design Review Ordinance

The Design Review Chapter 23.08 of DMMC Title 23 (also known as Design Review Ordinance) requires all new construction or major remodeling projects within the Plan area to obtain a Design Review Permit (DRP). The purpose of the DRP is to "to achieve and protect a residential, seaside community which is both beautiful and pleasant in character, by fostering and encouraging good design which encompasses the use of harmonious materials and colors, compatible proportional relationships and appropriate use of landscaping, and to protect the citizens of the City of Del Mar."

The DRP process includes several evaluation components, including many related to aesthetics. Overall, the evaluation components provide the following guidance:

- Minimize the disruption of existing natural features such as trees and other vegetation, natural ground forms, and view. This includes blending proposed grading with existing topography.
- Include landscaping that matches existing landscaping in the area and compliments and visually softens buildings.
- Unattractive features shall be screened from view.
- Minimize blockage impacts to public and private coastal views, and retains scenic resources.
- Development shall be similar in scale and design (including style, materials, or colors) relative to the surrounding neighborhood; however, similar or identical building façades shall be avoided on adjacent parcels.
- Design lighting to reduce adverse impacts to the local neighborhood and be architecturally integrated.
- Views and designs shall be considered in all elevations.

The Design Review section of the Design Regulations (Section 23.08.070) does not allow projects where "design unreasonably blocks significant public coastal views" or "unreasonably encroaches upon primary scenic views of neighboring property." As the above information is only a summary of several pages of evaluation components, please refer to the Design Review Ordinance for more information.

As a part of the Design Review aesthetics analysis, story poles may be required to indicate the proposed alignment and massing of a development. Story poles are required for projects that involve a new structure, a second-story addition to an existing structure, or any addition which, in the estimation of staff or the Design Review Board, may cause concerns about inappropriate bulk and mass, or view blockage. The story pole analysis shall be completed per the City's story poles application guide.

The Design Review Board, or City Council, has the authority to impose conditions on projects to protect and enhance the health, safety, and welfare of the surrounding area, and to ensure that projects fully meet the criteria as set forth in Chapter 23.08 of the Municipal Code. As stated in Chapter 23.08.100, conditions shall be reasonably related to the project.

~~f.~~g. Historic Preservation Overlay Zone

The DMMC designates the HP-OZ. The HP-OZ protects the architectural and historic integrity of certain historically significant properties located within the City. ~~Both t~~The Stratford Square and the City Library are the two ~~historic~~ sites within the Plan area with HP-OZ designations ~~within the Plan area~~. In addition, the residence at 110 15th Street, the former train station, the Powerhouse Community Center located west of Coast Boulevard, and the "Rock House," a residence located adjacent to the east side of the Plan area are nearby properties with ~~designated as~~ HP-OZ designations.

~~g.~~h. Other Municipal Code Regulations

Other DMMC regulations also indirectly regulate aesthetic impacts. Supplemental Municipal Code zoning regulations in Chapter 30.86 pertain to undergrounding utilities; fences; screening of unsightly uses including garbage storage space; rooftop structures (chimneys and vents); yard landscaping; and yard projections. The zoning code provides height and density restrictions. Within the Plan area, height restrictions include 26 feet for properties along east side of Camino del Mar and 14 feet along the west side of Camino del Mar. Currently, 70 percent of the structures on the west side of Camino del Mar are nonconforming in that they already exceed this 14-foot building height restriction.

Assignment of a maximum FAR, the amount of building square footage relative to the size of a development parcel is a primary means by which Del Mar and other communities control the visible bulk and mass of structures. The maximum allowable

FAR in the Central Commercial Zone ~~FAR~~ is 0.45 and the Public Facilities Zone does not have a FAR limit. ~~In addition, 40~~Forty ~~-~~percent of the existing buildings in the Village already exceed the current CC Zone 0.45 FAR limitation. In addition, signs are regulated by Municipal Code Chapter 30.84.

4.1.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to aesthetics would be significant if the proposed Plan adoption would:

Threshold AES-1 Have a substantial adverse effect on a scenic vista;

Threshold AES-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

Threshold AES-3 Substantially degrade the existing visual character or quality of the site and its surroundings; or

Threshold AES-4 Create a new source of light or glare which would adversely affect day or nighttime views in the area.

4.1.3 Methodology

The Visual Impact Assessment for the proposed Plan relied on the Visual Impact Assessment for Highway Projects (Federal Highway Administration 1981) and Visual Resource Management methods (Bureau of Land Management, National Parks Service, and the National Forest Service) for guidance in evaluating the proposed Plan relative to the CEQA Appendix G significance thresholds. The following six general steps were followed to conduct the visual analysis:

1. Define the project setting and viewshed.
2. Identify key views for visual assessment.
3. Analyze existing visual resources and viewer response.
4. Depict the visual appearance of project alternatives.
5. Assess the visual impacts of project alternatives.
6. Propose methods to mitigate adverse or significant visual impacts.

For a thorough description of methodology, refer to Appendix B.

4.1.4 Impact Analysis

4.1.4.1 Issue AES-1: Views

Threshold AES-1 states that implementation of the Plan would cause significant aesthetic impact if it would result in a substantial adverse change on a scenic vista. A change would be considered substantial and adverse if the majority of an existing scenic view was blocked. Within the study area, there are scenic views of the Pacific Ocean. Camino del Mar is designated as scenic by the Community Plan for its view of the ocean. Also, the City protects scenic views from a resident'sial Primary Living Area ~~views~~ per the Design Review Ordinance and Scenic View Protection Ordinance, and scenic views from public property such as the Del Mar library and public streets. ~~Thus, view blockage of ocean from Camino del Mar and residential Primary Living Areas are of particular concern.~~

While the Plan would allow for a maximum buildings height increase along the west side of Camino del Mar from 14 feet to 26 feet (with roof articulation not to exceed 30 feet) and additional development density, the Plan would not result in a substantial blockage of scenic ocean views. The majority of the existing properties on the west side of Camino del Mar already exceed existing height restriction and much of the development within the Plan area also exceeds the existing FAR limit. As discussed in the existing conditions and illustrated in Figures 4.1-7 to 4.1-17, the existing scenic views are limited by existing intervening buildings and vegetation. Views from Camino del Mar of the ocean are mostly blocked by intervening buildings and vegetation, and are limited to the view corridors provided by the east/west roadways that extend west to the bluffs. Key views D1 (see Figure 4.1-10), E (see Figure 4.1-12), and F1 to F4 (see Figures 4.1-13 to 4.1-16) are examples of the existing scenic views of the ocean in the Plan vicinity. Thus, the potential for the physical change allowed by the Plan to impact scenic vistas would be limited.

Further, the physical increase in building height along the west side of Camino del Mar allowed by the Plan would have limited view impacts due to Plan implementing strategies. Specifically, the Plan (Allowed Uses and Development Standards chapter) requires new side street setbacks and intersection corner setbacks within the Plan area. The street side setback requires an upper building level located on a street that intersects with Camino del Mar to be set back a minimum of 10 feet from the side street. The intersection corner setback prevents properties located along Camino del Mar at intersections from including buildings within a triangular area measured 10 feet back from the respective property lines at the intersecting street frontages. These setback requirements would result in the preservation of the majority of the side street view corridor that extends to the ocean and the intermittent ocean views from Camino del Mar. Other strategies include controlling streetscape vegetation, promoting view corridor preservation, and Design Guidelines criteria for public and private residential views.

Below is a complete list of the view implementation strategies in the Protection of Community Resources chapter:

- Require a 10-foot architectural stepback for the second story of buildings (upper building level) that front Camino del Mar and a side street (both east and west sides of Camino del Mar). This will preserve and enhance public views to the west down the side streets.
- Require a 10-foot diagonal corner setback for the buildings fronting the west side of Camino del Mar that are located at side street intersections to preserve and expand public views down side streets.
- Preserve and enhance public views for northbound Camino del Mar by controlling streetscape vegetation.
- Preserve existing public views between buildings by creating incentives to establish view corridors that are a minimum of 35 feet wide where view corridors currently exist.
- Amend the Design Review Ordinance to include specific measures to apply to the Plan area ~~Create strong measures in the Design Guidelines~~ to protect and enhance public views within the Village. Include the flexibility to redesign or relocate existing public view corridors in the Design Guidelines if parcels are combined or redeveloped.
- Amend the Design Review Ordinance to include specific guidance ~~Create strong measures in the Design Guidelines~~ for the Design Review Board to assess private residential views and protect these primary views from significant interruption by Village development.
- Amend the Design Review Ordinance to include specific design measures ~~Establish Design Guidelines~~ for enforcement through the Design Review Board review. These guidelines will include protecting scenic views and preventing an unreasonable invasion of the privacy of neighboring properties.~~incursions into private areas.~~
- Require the “Upper Building Levels” of buildings adjacent to residential zones to be stepped back to reduce the invasion of privacy and shadowing from structures.
- Require architectural stepbacks for structures adjacent to side streets that provide scenic public views to the ocean so that existing public views are maintained and enhanced.
- Require a minimum 10-foot setback from all property lines adjacent to a residential zone.

v Provide a significant incentive, in the form of bonus FAR, for a project that protects an existing public view or establishes a new public view corridor.

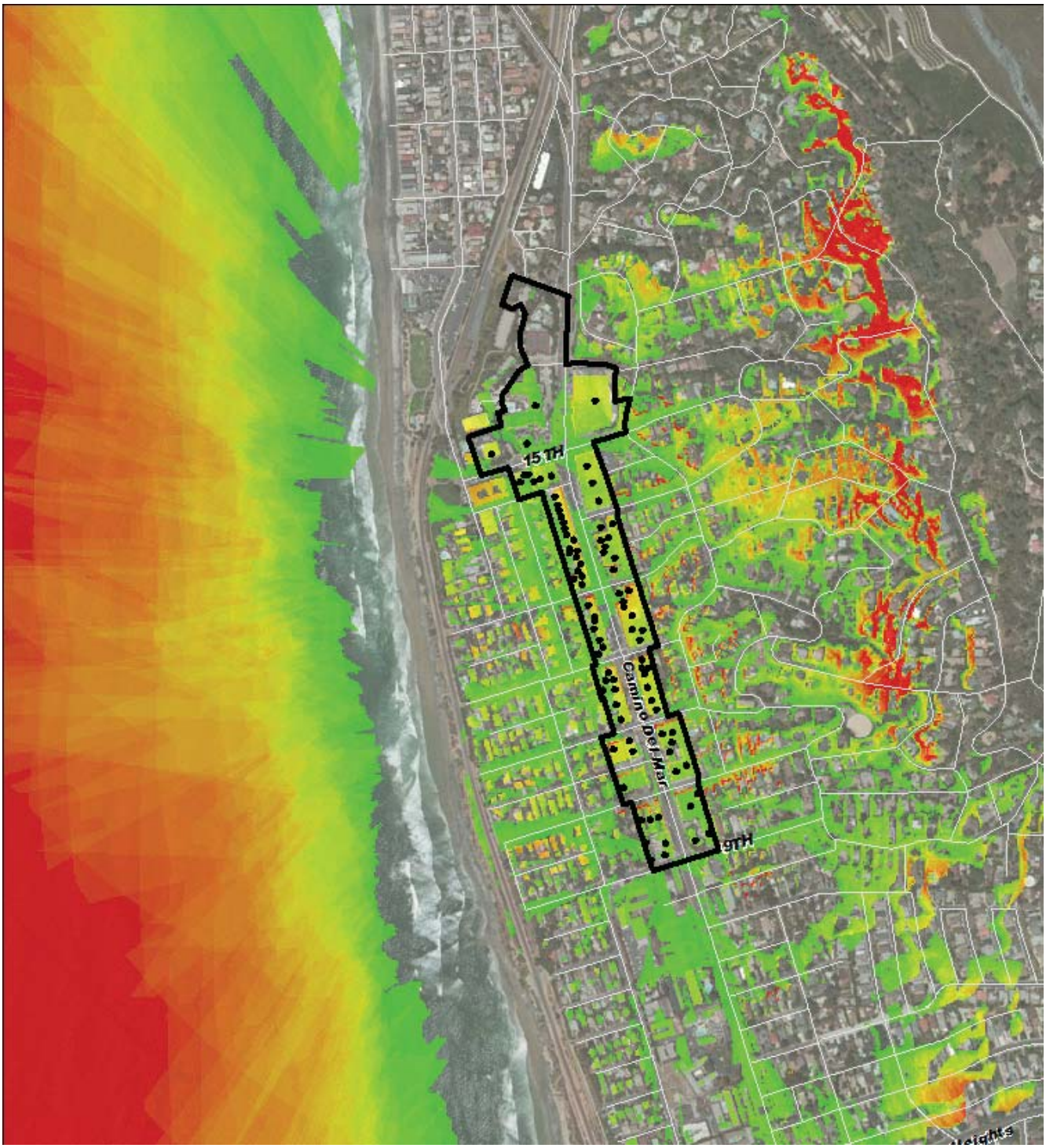
A viewshed analysis was completed to show how the building height limit change would affect the viewshed. Figure 4.1-18 illustrates where the Camino del Mar buildings with height increase would be visible and Figure 4.1-19 shows just where the height increase would affect the visibility of these buildings. Figure 4.1-20 shows the potential ocean view blockage impact of the Plan. The proposed building height would increase the building visibility within the scenic ocean vista and could affect the quality of the scenic vista. Also, the height limit increase would potentially block the majority of the ocean view from some residencests located on the hillside to the east of the Plan area, depending on location. Generally, as one proceeds up the hill to the east, the line-of-sight visibility of the ocean improves and the maximum allowable heights proposed in the Plan would not obscure or interfere with views of the ocean. For locations where ocean views could be affected, tThe existing Design Review Ordinance, Scenic View Protection Ordinance, and Plan regulations would ensure that future buildings would be aesthetically pleasing and would preserve thesignificant residential ocean views from unreasonable blockage. Specifically, the Design Review Ordinance requires projects to be designed so that they do not unreasonably block significant public coastal views or unreasonably encroach upon the primary scenic views of a neighboring property. Future development that proposes to add a second story to a single-story structure would also be required to implement a Citizen's Participation Program (see DMMC 23.08) and would be required to complete a story pole visual analysis to illustrate bulk and mass or view blockage.

In addition to the overall viewshed analysis, a visual simulation analysis was completed that illustrates how the proposed Plan would affect scenic vistas from specific viewpoints. Visual simulations were completed of key views D1, E, and F1 to F4 to evaluate potential scenic vista ocean view blockage impacts (see bottom photos in Figures 4.1-10 and 4.1-12 to 4.1-16). Below are the results of that analysis.

Key View Simulation D1. This view represents what a person sitting on the library patio would see. The ocean is visible between trees from this location (see top photo in Figure 4.1-10). The Plan would allow for an increase in building height along the south side of Camino del Mar that could block the majority of the existing ocean view (see bottom photo in Figure 4.1-10). Both a 26-foot flat roof and the 30-foot articulated roof would block the views of the ocean.

To determine the significance of this view blockage, the impact to the viewer was evaluated. The number of viewers and viewer duration is low resulting in a low viewer exposure. The viewer sensitivity would be high. Viewer response to the changes in the building massing and scale compared to the adjacent building and streetscape environment would not be considered high.

Map Source: KTU+A Planning and Landscape Architecture



Legend

CDM Observer Points

Village Specific Plan Area

Potential Camino del Mar Buildings Viewshed

High: 65

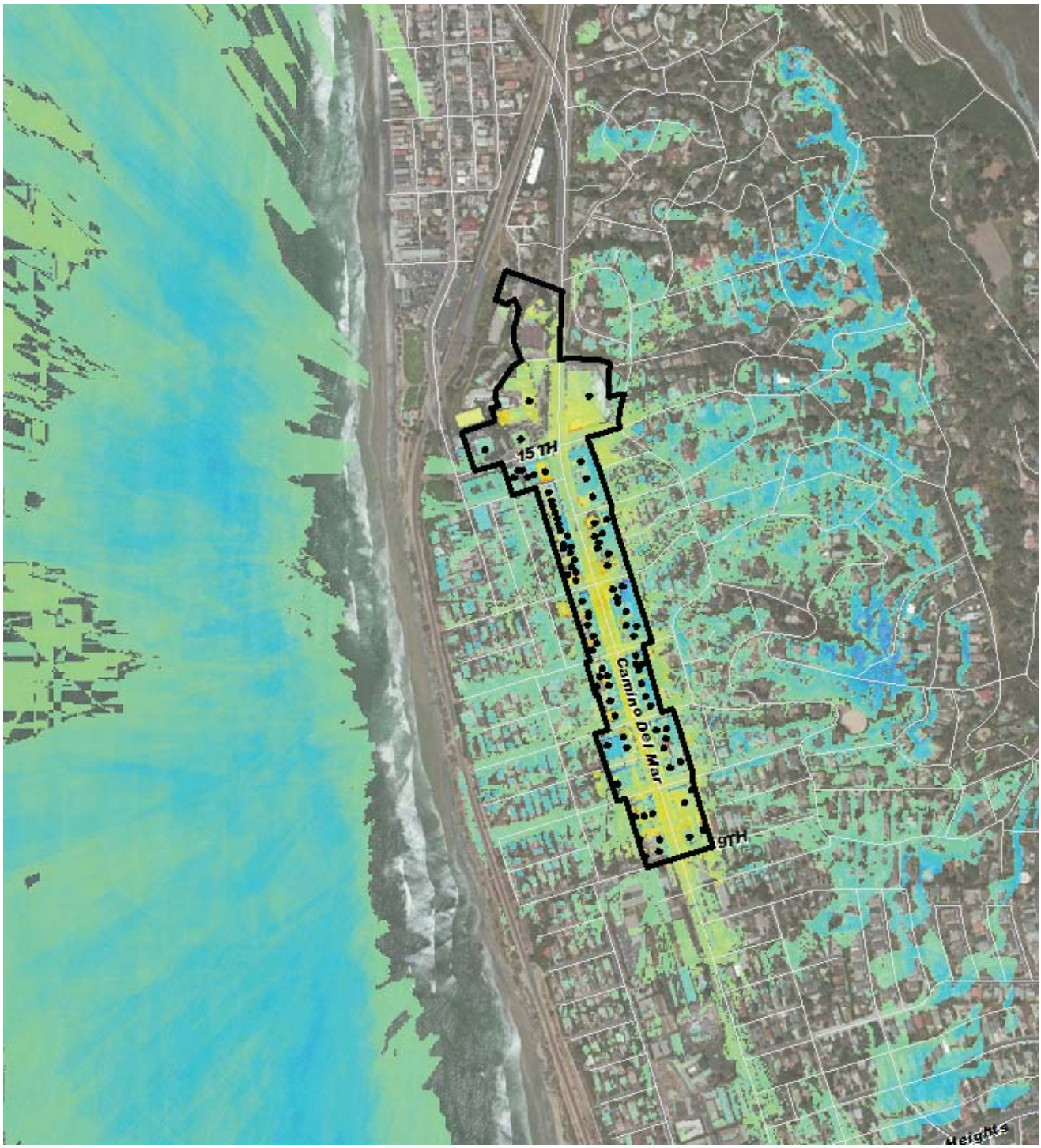
Low: 0

0 Feet 1000

FIGURE 4.1-18

Viewshed of Proposed Buildings

Map Source: KTU+A Planning and Landscape Architecture



Legend

CDM Observer Points

Village Specific Plan Area

Potential Camino del Mar Buildings Viewshed

Low Potential Impact: -1

High Potenital Impact: -42

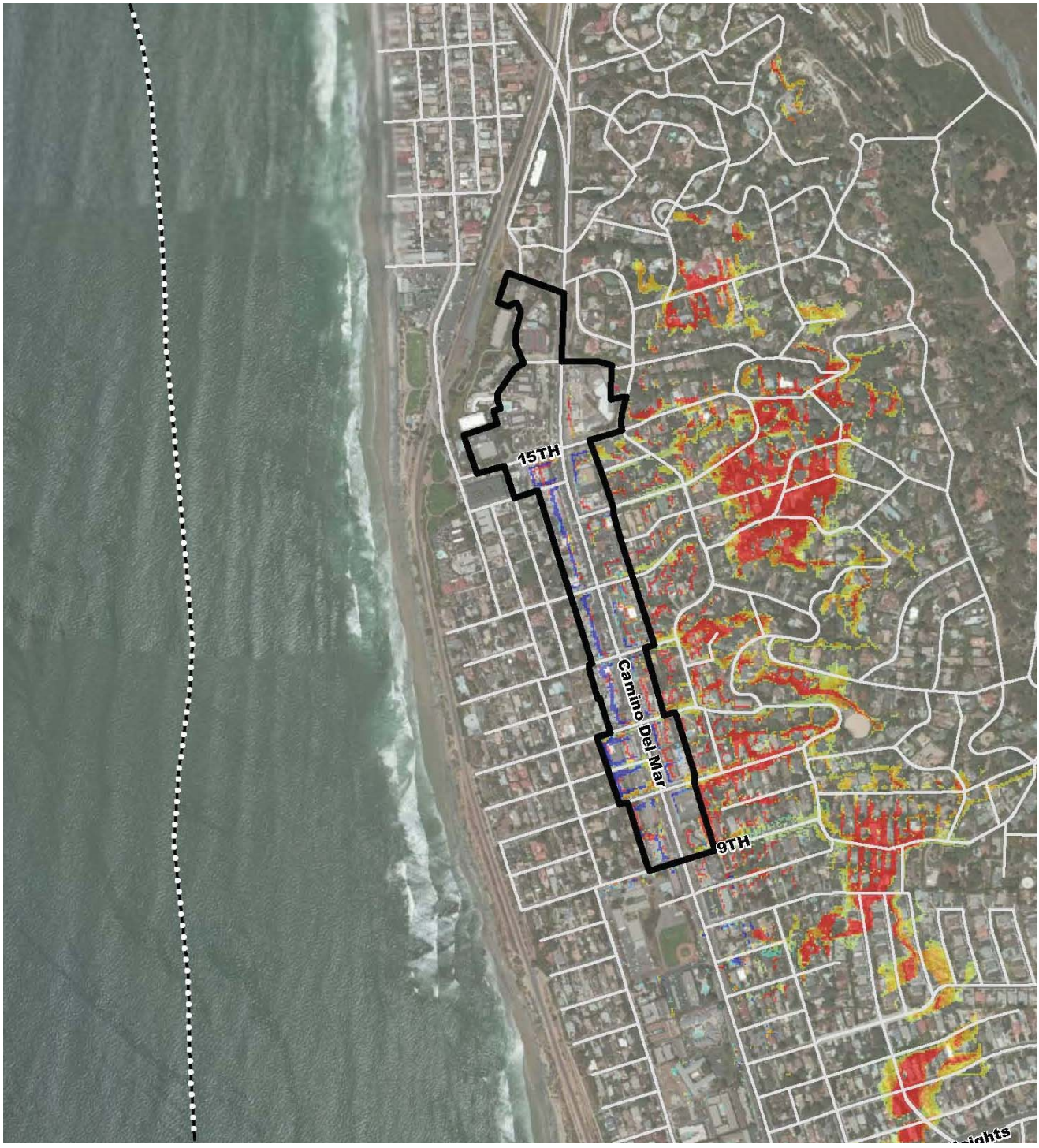
0 Feet 1000

FIGURE 4.1-19

Viewshed Net Difference of Building Heights

M:\JOBS4\6447\env\graphics\fig4.1-19.ai 03/14/12

Map Source: KTU+A Planning and Landscape Architecture



Legend

Camino del Mar

Observer Points

Village Specific Plan Area

Visual Trendline

Viewshed Impact Potential

Low Potential: 0

High Potenital: -86

0 Feet 1000

FIGURE 4.1-20

Ocean View Blockage

M:\JOBS4\6447\env\graphics\fig4.1-20.ai 03/14/12

Overall, the Plan impact on the view corridor from a public viewing place would be moderately to highly adverse. The Plan impact view due to view blockage of the ocean would be potentially significant. Ultimately, the Design Review Ordinance would require a view assessment to ensure preservation of scenic views. With the completion of the Design Review process and compliance with the Design Review Ordinance and Scenic View Protection Ordinance, the view blockage impact would be less than significant as these regulations provide adequate regulatory framework to protect scenic views (see Section 4.1.5).

Key View Simulation E. This key view represents homeowners/residents, retail workers, customer, and motorist views. A partial view of the ocean that is interrupted by mature plant material exists at this location (see top photo in Figure 4.1-12). The Plan would allow for additional development height along Camino del Mar that would be visible from Key View E. The existing vegetation is already partially blocking the scenic vista to the ocean and would not be affected by the new development. The extended heights on the buildings would result in minor ocean view blockage where the ocean is visible through existing trees (see bottom photo of Figure 4.1-12). The overall view of the ocean and the scenic vista would be maintained. The upper story stepbacks required at the corner lots would reduce the view blockage from pedestrian and viewers located adjacent to the roadway. The Plan would not result in view blockage impacts to motorists, as the roadway corridor would continue to be preserved.

To determine the significance of this view blockage, the impact to the viewer was evaluated. The viewer exposure and sensitivity to the changes allowed by the Plan at this location would be low. The proposed scale is not out of character with other buildings in the area and new buildings would likely have a higher visual and design quality. Thus, the Plan would not adversely affect the scenic quality of the view.

Overall, the resulting visual impact of this view would be considered low to moderate. The scenic vista to the ocean is almost entirely preserved. The minor blockage would not be considered significant. The change to the visual character and quality is also considered to be low to moderate, and would not affect the scenic vista quality. Depending on the final design of replacement buildings, the visual character could be improved as well as the overall visual quality. Thus, the Plan impact at this location would be less than significant.

Key Views F1 to F4. This series of views represents residential, retail workers, customer, and motorist views along the east/west roadways in the Plan vicinity. This series is located along 14th Street to the north of Camino del Mar. Currently F1 and F2 have a view of the ocean between two existing buildings that is interrupted by vegetation, a telephone pole, and street light pole (see top photos in Figures 4.1-13 and 4.1-14). From F3 and 4 located further uphill, an additional strip of the ocean is visible on the horizon above the existing buildings and vegetation (see top photos in Figures 4.1-15 to 4.1-16). The extended building heights allowed by the Plan would not interrupt

ocean views from viewpoints closer to Camino del Mar (Key Views F1 and F2), as the plaza area between the existing two buildings would be maintained (see bottom photos in Figures 4.1-13 and 4.1-14). This view corridor would also be maintained in F3 and 4, but the view of the ocean above the buildings would be obscured by the increase in height (see bottom photos in Figures 4.1-15 to 4.1-16).

The proposed building heights from a massing and scale perspective are not in contrast with other buildings in this area. Also, increased public views would be possible with the development of a Paseo plaza open to the public, between these buildings. The removal of surface parking would also be an improvement. Changes to the visual quality would not likely have a negative effect on the quality of the scenic view.

Overall, the resulting visual impact of this view would be considered low to moderate. The scenic vista to the ocean is mostly preserved, though a portion would be affected. The viewer exposure and sensitivity to these changes would be moderate. Thus, the Plan impact at this location is considered moderate and would be less than significant.

4.1.4.2 Issue AES-2: Scenic Resources

Threshold AES-2 indicates that the Plan would have a significant aesthetic impact if its implementation would damage scenic resources within a state scenic highway. As indicated under the existing conditions, no scenic highways exist in the Plan vicinity. Nonetheless, the DMMC and Community Plan identify scenic resources to be protected. These scenic resources include the Pacific Ocean, bluffs, trees, and the historic landmark properties. While not a scenic resource itself, Camino del Mar is designated as a scenic roadway by the Community Plan. In addition, the City protects scenic views from the Primary Living Area of residences. Thus, impacts to scenic resources within the Camino del Mar or Primary Living Areas views would be potentially significant and further analysis is completed below.

The Plan would not directly affect the Pacific Ocean, beaches, or associated bluffs. The Plan area is located inland from these areas. The ocean view impacts are discussed under Section 4.1.4.~~2~~1. Beaches and bluffs are not visible from the designated scenic Camino del Mar roadway. As discussed above, ocean view impacts would be less than significant with the implementation of the Plan and existing regulations. Thus, the Plan impact to the scenic ocean views from Camino del Mar and Primary Living Areas would be less than significant.

Buildings, roundabouts, and the realignment of the street allowed by the Plan have the potential to remove mature trees within the Plan area. The trees along Camino del Mar are considered to be characteristic of the Del Mar setting, help to strengthen the vividness of the City and ultimately are a significant scenic resource. While trees may be removed, future development and street improvements would be required to comply with the Design Review Ordinance, the Tree Ordinance (Chapter 23.50 of the DMMC), the

Public Tree Policy Manual, and Plan implementing strategies. The regulations require avoidance of tree removal, as feasible. A permit and associated arborist report would be required to remove any existing tree. Removed trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Chapter 23.50.090). Also, regulations require tree protection during construction to prevent inadvertent tree impacts. The Plan includes tree protection implementation strategies that require compliance with the Municipal Code Chapter 23.50; encouragement of the preservation and protection of Village trees to maintain the urban forest and community character; and encouragement of planning new trees within development projects to further expand the urban forest (see PEIR Section 4.3.4.1 or see Protection of Community Resources chapter of the Plan). With the implementation of these existing regulations and the Plan's implementing strategies, Plan impacts to scenic trees within the Camino del Mar corridor would be less than significant. Thus, impacts to scenic views along Camino del Mar and views from Primary Living Areas related to tree removal would also be less than significant.

The Plan does not make recommendations to remove or modify any existing historic buildings. Roadway improvements have been designed to avoid impacts to the existing historic library and library expansion is not proposed. Stratford Square exceeds the maximum height and FAR allowed by the Plan, and thus the Plan would not allow further increases in height for this structure. These two properties have essentially been excluded from the Plan's future buildout projections and density intensification. The Historic Preservation Overlay Zone would continue to exist with the implementation of the Plan, and would continue to protect the library and Stratford Square visual appearance. The Plan also includes several implementing strategies to preserve these historic structures and other currently unidentified historic structures (see PEIR Section 4.4.4.1 and the Protection of Community Resources chapter of the Plan). Ultimately, future development would be required to comply with the City's Design Review Process and applicable federal and state laws that concern the preservation of historical resources. Thus, no impact to historic properties scenic value, or Camino del Mar and or Primary Living Areas scenic views of historic properties would occur as a result of the Plan.

4.1.4.3 Issue AES-3: Character

According to Threshold AES-3, the Plan would have a significant aesthetic impact if its adoption would substantially degrade the character or quality of the site or the surroundings. The Community Plan, Design Review Ordinance, Tree Ordinance, and Municipal Code indicate that the existing unique, village-like atmosphere and small town character is important to retain. Thus, impacts that would affect these character aspects or adversely affect visual quality would potentially be significant.

The Plan includes guidance and several implementing strategies to control changes to character within the Plan area. As discussed above under 4.1.4.1, the Plan would include less restrictive height and FAR limits. While this would allow for an increased in density and height that would potentially change the character from a village town to an urban City, much of the existing development already exceeds the existing limits and the actual physical visual changes resulting would be limited. Also, the existing uniform flat roofs would be allowed to be articulated under the Plan creating a varying skyline and building individuality that results in a small town feel. The Plan includes new setbacks and design standards, which would limit the bulk and scale appearance of structures. The setbacks would require corner buildings to have stepbacks, which would reduce the scale of the additional second building level allowed by the Plan. The proposed roundabouts and pedestrian crossings would also slow traffic through the area and promote a small town pedestrian-oriented character. Other implementing strategies included in the Plan would ensure scenic resources, such as the ocean, trees and historical structures, are retained to preserve the community character (see Section 4.1.4.2~~2~~1). ~~The Design Guidelines, which will be appended to the Plan, directs the "overall design effort shall be to create a logical sense of order, distinct identity, and visual continuity that creates a vibrant attractive, economically viable, pedestrian oriented area that preserves the traditional village character." More specifically, the guidelines are intended to:~~

- ~~Protect/enhance the traditional village character~~
- ~~Improve the quality of physical changes~~
- ~~Focus public awareness on appropriate areas of architectural quality~~
- ~~Act as a basis for objective decision making~~
- ~~Prevent incompatible new construction.~~

Visual simulations were completed for Key Views A/B, C, D1, and G to evaluate character and visual quality impacts (see bottom photos in Figures 4.1-7, -8, -9, -11, and -17). Below are the results of that analysis.

Key View Simulations A/B. This Key View is located along Camino del Mar near 12th Street looking south. The visual simulations (see middle and bottom photos in Figures 4.1-7 and 4.1-8) illustrate how the increase in height from the existing single-story structures to a two-story structures would affect the visual quality and character within the Plan area. As shown, neighboring buildings already exceed the existing height limit and the increase in height of other buildings would not represent a significant scale and massing impact or change in character. With the implementation of building improvements and pedestrian walkway improvements, the Plan would likely increase the vividness and visual unity in this Key View, thereby increasing the visual quality of the area. Overall, the visual impact to this Key View would be low and less than significant.

Key View Simulation C. This Key View is looking north along Camino del Mar near the 11th Street intersection. This simulation illustrates the pedestrian walkway and roadway improvements of the Plan in the foreground, as well as the increase in the allowed building height in the background (see bottom photo in Figure 4.1-9). The proposed features would eliminate a large mature tree in the existing median reducing the vividness of the median, but it would be replaced by other trees on the parkway side of the street. These proposed changes may actually increase the intactness of the view as seen by a pedestrian or motorist. The walkway environment and the roundabout itself would increase the visual quality of the area due to increased landscaping, improved paving materials and the decrease in the scale of the street resulting from the proposed improvements in the street. The character would change from vehicle oriented to pedestrian oriented, which improves the small-town character. As discussed under Key View A/B above, the height increase would not significantly impact the character or visual quality considering there are existing buildings of similar height in the area. Thus, the impact to character and visual quality at this key view would be less than significant.

Key View Simulation D2. View D2 is from the Camino del Mar at street level in front of the library looking south. The existing visual quality of this area is considered high due to the architectural character and streetscape (see top photos in Figure 4.1-11). Given the Design Review and Plan requirements, it is anticipated that the Plan would allow for taller buildings of similar architectural style with setback and stepbacks (see bottom photos in Figure 4.1-11). This would create visual interest and protect the first floor scaled buildings that establish some of the character of the village. In general along Camino del Mar, the Plan would enhance the pedestrian realm with outdoor dining, shopping, seating, and plantings where setbacks occur. The pedestrian scale of the buildings would be maintained and the visual character would remain intact. The overall change to the visual environment is not considered to be dramatic. By maintaining the existing architectural character and increasing the height, the change to the view scene and visual character is moderate. With the implementation of the Design Review, Plan impacts would be less than significant.

Key View Simulation G. This view is looking north towards the intersection of Camino del Mar and 13th Street and represents a pedestrian viewpoint. The existing view is neither vivid, uniform, nor intact due to the parallel parking, gaps in store fronts, and inconsistent landscaping and setbacks (see top photo in Figure 4.1-17). The Plan would allow for the replacement of parallel parking with angled parking, a bike lane, sidewalk realignment, and the reduction of the roadway to one lane. The middle simulation in Figure 4.1-17 shows the addition of pedestrian-oriented improvements only, while the bottom photo in Figure 4.1-17 shows pedestrian and building improvements. As shown in these simulations, the proposed changes have a low visual impact and may actually increase the intactness of the pedestrian and motorist view. The overall scale and dominance of the roadway does improve and is not as expansive and vehicular

dominant. Overall, the Plan would improve the small-town pedestrian-oriented character and visual quality. The Plan impact at this location would be less than significant.

Ultimately, all future discretionary projects within the Plan area would still have to undergo Design Review in compliance with the Plan and Municipal Code to evaluate architectural appropriateness and ensure character is not adversely affected (see Section 3.4.3 of this PEIR). The Design Review Ordinance would not allow projects where:

- The proposed grading or vegetation changes will unreasonably, adversely impact upon neighboring, developed areas.
- The proposed development fails to provide adequate landscaping to minimize paved area appearances and to compliment the development.
- The design detracts from the natural beauty of the coastal area.
- The design is out of scale with other structures in the neighborhood.
- The design is not harmonious with or is functionally incompatible with the surrounding neighborhood in one or more of the following respects:
  1. Color scheme
  2. Structural siting on the lot
  3. Existing improvements or natural elements in the area
  4. Architectural features and ornaments
  5. Type and quality of material
  6. Existing and proposed open spaces areas
- The proposed development unreasonably fails to screen unattractive features from the view from neighboring properties and public places.
- The proposed development fails to avoid similar or identical building façades on the same or adjacent parcels.
- The proposed development fails to coordinate the components of exterior building design on all elevations with regard to color, materials, architectural form, and detailing to achieve design harmony and continuity.
- The proposed development fails to limit the number of materials on the exterior face of the building resulting in inharmonious design and lack of continuity.

- The proposed development fails to minimize roof penetrations by grouping all plumbing vents and ducting and mechanical equipment together.

- The proposed development fails to design and/or screen all rooftop mechanical and electrical equipment as an integral part of the building design.

- The proposed development fails to limit the amount of design components which unnecessarily add bulk and mass to the building but which are not calculated as FAR pursuant to DMMC Title 30, the Zone Code.

4.1.4.4 Issue AES-4: Light and Glare

The last Threshold, AES-4, indicates that the Plan would have a significant aesthetic impact if it would result in a new source of substantial light or glare that would adversely affect day or nighttime views.

The DMMC Chapter 23.51 protects residents' rights to sunlight. As a part of the Visual Impact Analysis (see Appendix B), a shadow study was completed. Based on calculations and modeling for the longest day of the year, the proposed allowable increase in the height of the building would result in a less than significant adverse change to the shadow pattern on adjacent buildings. Existing conditions currently result in a partial shade pattern on the façade of residential buildings at 8 a.m.; however, the shade pattern disappears from the façade by 9 a.m. The same situation would occur when the building heights are increased in accordance with the proposed Plan.

Computer modeling was also used to evaluate the shade patterns on Camino del Mar during the equinox and solstice. The models showed an increase in shadow patterns as the building heights increased. During the longest day of the year, shadow patterns formed on the buildings on the west side of the street stretched to the median by mid-afternoon, but did not shade the entire corridor of Camino del Mar. The proposed setbacks and articulation in the buildings allowed by the Plan would result in more light coming through the buildings to Camino del Mar, and therefore would result in a less than significant adverse change.

Ultimately, future projects would be required to comply with the Scenic View Protection Ordinance that limits landscaping shade impacts to residences and the Design Review Ordinance that prohibits projects that "adversely affect the lighting of the local neighborhood." Future development projects would also be reviewed for compliance with other ~~the~~ applicable lighting regulations, including the glazing and exterior lighting requirements in the City's Zoning Ordinance, and the specific development standards contained within the proposed Village Specific Plan ~~and Design Guidelines, and any other applicable regulations~~. As such, the future development allowed by the proposed Plan would result in a less than significant change to the glare and ambient light into the nighttime sky.

4.1.5 Level of Significance Prior to Mitigation

Scenic vistas in the Plan vicinity consist of public and private ocean views that are partially obstructed by vegetation, buildings, and utilities. The Plan would increase maximum buildings heights along the ~~south~~ west side of Camino del Mar and increase~~d~~ allowed density that could potentially impact the existing scenic views of the ocean from public vantage points such as the library and east-west roadways, as well as private residential vantage points protected by the Design Review Ordinance.

The results of the Visual Impact Analysis illustrate the potential impacts to ocean views. As shown in the visual simulation analysis completed in Section 4.1.4.1, the majority of the public roadway ocean views would be preserved, as the Plan includes setback and stepback requirements at corners and side streets. The Plan would only potentially result in significant public view blockage where the public vantage point is located on the east side of Camino del Mar with views to the ocean. This situation occurs at the public library patio where the ocean is visible above the existing single-story development on the west side of Camino del Mar. While the Plan would potentially allow for an increase in height to two stories that could block the majority of the ocean view from this location (see Figure 4.1-10), the implementation of the Design Review Ordinance would not allow redevelopment to occur as shown in the visual simulation. The Design Review Ordinance (Section 23.08.070) states that projects shall not be approved if "design unreasonably blocks significant public coastal views" or "unreasonably encroaches upon primary scenic views of neighboring property." Private residential views are also protected by the Design Review Ordinance. While the analysis completed in Section 4.1.4.1 and in the Visual Impact Assessment does illustrate specific examples, it is noted that these are only examples and do not represent actual development proposals. As future projects are proposed, they would individually be subject to review in accordance with regulations. At the Plan level, scenic view impacts would be less than significant (Threshold AES-1) considering the Plan would not result in the blockage of the majority of existing ocean views within the overall Plan area and future development would be ~~Given that future project are~~ required to undergo the Design Review process and ~~compliance~~ comply with the Design Review Ordinance ~~and Scenic View Protection Ordinance~~ that ensures the protection of views~~, view blockage impacts (Threshold AES-1) would be less than significant.~~

The Plan would result in a less than significant impact to the scenic resources in the study area, including the ocean, beaches, bluffs, trees, and historic properties. The ocean, beaches, and bluffs are located outside of the Plan area and would not be physically damaged by the Plan. The Plan would potentially result in tree removal through streetscape improvements. However, tree removal would be minimized and any removed trees would be required to be replaced in compliance with the Tree Ordinance. The Plan does not make recommendations to remove or modify any existing historic buildings; therefore, there are no adverse changes to the historic buildings. Camino del

Mar is designated as a scenic roadway by the Community Plan for its view of the ocean. Residential Primary Living Area views of scenic resources are also protected by the Scenic View Ordinance. As indicated above, Plan impacts to scenic resources visible from Camino del Mar and residential Primary Living Areas would be less than significant. Thus, impacts to scenic resources (Threshold AES-2) would be less than significant.

The changes proposed by the Plan would be pedestrian-oriented, create a uniform visual environment, and would be of similar architectural style relative to the existing community. Overall, the Plan would improve the visual character and quality. The application of Design Review Ordinance~~Guidelines and the Design Review Board~~ would ensure maintenance or improvement of visual character. Therefore, the proposed Plan would not have a significant impact on visual character and quality (Threshold AES-3).

The shade analysis determined that the increase in height, setbacks, and articulation allowed by the Plan would not adversely impact residential buildings. Also, the proposed building height increase would result in a low adverse change to the glare and ambient light into the nighttime sky. Future development would be required to undergo Design Review and comply with the Scenic View Protection Ordinance that would control shade and light impacts. Overall, shade, light, and glare impacts (Threshold AES-4) would be less than significant.

4.1.6 Mitigation

No mitigation is required.

4.2 Air Quality

This section addresses the potential for significant impacts to occur as associated with the emission of air pollutants during both construction and post-construction daily operations of Plan buildout. It is based on the Air Quality Technical Report prepared for the proposed Plan (March 2012). The Air Quality Technical Report is summarized below and included in its entirety as Appendix C of this PEIR.

4.2.1 Existing Conditions

4.2.1.1 Environmental Setting

a. Air Basin/Geographic Setting

The state of California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The Plan area is located within the western portion of the SDAB, which encompasses the entire County of San Diego. The westerly, coastal areas of the SDAB typically experience westerly winds which direct pollutants eastward, as described below. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed federal standards set by the federal Environmental Protection Agency (U.S. EPA) or state standards set by CARB.

b. Climate

The Plan area is located less than 0.25 mile east of the Pacific Ocean and, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature for the Plan area is 63 degrees Fahrenheit (°F). The average annual precipitation is 10 inches, falling primarily from November to April. Winter low temperatures in the Plan area average about 49°F, and summer high temperatures average about 74°F. The average relative humidity is 69 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center [WRCC] 2011).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow

pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet AMSL. In winter, the morning inversion layer is about 800 feet AMSL. In summer, the morning inversion layer is about 1,100 feet AMSL. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin (SCAB) to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

4.2.1.2 Existing Regulatory Framework

Poor air quality results from the emission of air pollutants from both mobile and stationary sources. Mobile sources of air pollutants include motor vehicles, construction equipment, trains, and airplanes. Motor vehicles are the San Diego region's leading source of air pollution and the largest contributor to greenhouse gases (GHG) (County of San Diego 2008). Mobile sources of air pollution are regulated by state and federal agencies such as CARB and the U.S. EPA through the establishment of emission standards and emissions reduction programs and regulations. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile and stationary sources of air pollutants and what measures are currently being taken to achieve and maintain healthful air quality in the SDAB.

a. Federal Clean Air Act

The federal Clean Air Act (CAA) was enacted in 1970 (and amended several times since) for the purpose of protecting and enhancing the quality of the nation's air resources. In 1971, the federal EPA developed National Ambient Air Quality Standards (NAAQS) for six pollutants of concern: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and particulate matter less than 10 microns (PM_{10}). In 1997, the NAAQS were refined by replacing the 1-hour ozone standard with an 8-hour ozone standard and by adding a new standard for suspended particulates 2.5 microns or less in diameter ($PM_{2.5}$). The current NAAQS are presented in Table 4.2-1 and represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect public health and welfare considering long-term exposure of the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

b. California Clean Air Act

The U.S. EPA allowed states the option to develop different (stricter) air quality standards. Through the California CAA signed into law in 1988, the CARB has generally set more stringent limits on the seven criteria pollutants as shown in Table 4.2-1.

The California CAA additionally requires that air quality management districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures and:

- Demonstrate the overall effectiveness of the air quality program;
- Reduce nonattainment pollutants at a rate of 5 percent per year, or include all feasible measures and expeditious adoption schedule;
- Implement public education programs;
- Reduce per-capita population exposure to severe nonattainment pollutants according to a prescribed schedule;
- Include any other feasible controls that can be implemented, or for which implementation can begin, within 10 years of adoption of the most recent air quality plan; and
- Rank control measures by cost-effectiveness and implementation priority.

TABLE 4.2-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	15.0 µg/m^3		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	–
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Gas Phase Chemi-luminescence	0.053 ppm (100 µg/m^3)[8]	Same as Primary Standard	Gas Phase Chemi-luminescence
	1 Hour	0.18 ppm (339 µg/m^3)		0.100 ppm[8]	None	
Sulfur Dioxide (SO_2)[9]	24 Hour	0.04 ppm (105 µg/m^3)	Ultraviolet Fluorescence	–	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)[9]
	3 Hour	–		–	0.5 ppm (1300 µg/m^3)[9]	
	1 Hour	0.25 ppm (655 µg/m^3)		0.075 ppm (196 µg/m^3)[9]	–	
Lead[10]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m^3	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average[11]	–		0.15 µg/m^3		
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

TABLE 4.2-1
AMBIENT AIR QUALITY STANDARDS
(continued)

SOURCE: State of California 2010

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; – = not applicable.

[1]California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2]National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency (EPA) for further clarification and current federal policies.

[3]Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4]Any equivalent procedure which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5]National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[6]National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7]Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.

[8]To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010).

[9]On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99^{th} percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will remain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour SO_2 standard of 0.14 ppm and the annual primary SO_2 standard of 0.030 ppm, effective August 23, 2010. The secondary SO_2 standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA.

[10]The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[11]National lead standard, rolling 3-month average; final rule signed October 15, 2008.

c. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving ambient air quality standards. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve its objectives.

d. Regional Air Quality Strategy

The SDAPCD prepared the 1991/1992 Regional Air Quality Strategy (RAQS) in response to requirements set forth in the California CAA. Attached as part of the RAQS are the Transportation Control Measures (TCMs) adopted by SANDAG. Updates of the RAQS and corresponding TCM are required every three years. The RAQS and TCM set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The most recent update of the RAQS and TCM occurred in 2009.

4.2.1.3 Existing Air Quality in the Project Area

The SDAPCD maintains 10 air quality monitoring stations throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

Table 4.2-2 summarizes the number of days per year during which state and federal standards were exceeded in the SDAB overall during the years 2006 to 2010. The Del Mar–Mira Costa College monitoring station, located 0.25 mile south of the Plan area, the San Diego–Overland monitoring station, located 11.67 miles southeast of the Plan area, and the San Diego–Union Street monitoring station, located 16.81 miles south of the Plan area, are the nearest stations to the Plan area. The Del Mar–Mira Costa College monitoring station measures ozone. The San Diego–Overland monitoring station measures ozone, NO_2, PM_{10}, and $PM_{2.5.}$ The San Diego–Union Street monitoring station measures CO. Table 4.2-3 provides a summary of measurements of ozone, CO, NO_2, PM_{10}, and $PM_{2.5}$ collected at the Del Mar–Mira Costa College, San Diego–Overland, and San Diego–Union Street monitoring stations from 2006–2010.

As detailed below, the SDAB is classified as a federal nonattainment area for ozone and a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$.

TABLE 4.2-2
AMBIENT AIR QUALITY SUMMARY – SAN DIEGO AIR BASIN

Pollutant	Average Time	California Ambient Air Quality Standards[a]	Attainment Status	National Ambient Air Quality Standards[b]	Attainment Status[c]	Maximum Concentration					Number of Days Exceeding State Standard					Number of Days Exceeding National Standard				
						2006	2007	2008	2009	2010	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
O_3	1 hour	0.09 ppm	N	N/A	N/A	0.121	0.134	0.139	0.119	0.107	23	21	18	8	7	0	1	2	0	0
O_3	8 hours	0.07ppm	N	0.075 ppm	N	0.100	0.092	0.110	0.098	0.088	68	50	69	47	21	38	27	35	24	14
CO	1 hour	20 ppm	A	35 ppm	A	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na
CO	8 hours	9 ppm	A	9 ppm	A	3.61	5.18	3.51	3.24	2.46	0	0	0	0	0	0	0	0	0	0
NO_2	1 hour	0.18 ppm	A	0.100 ppm[d]	A	0.097	0.101	0.123	0.091	0.091	0	0	0	0	0	--	--	--	--	--
NO_2	Annual	0.030 ppm	A	0.053 ppm	A	0.017	0.015	0.015	0.016	0.013	NX	NX	NX	NX	NX	NX	NX	NX	NX	NX
SO_2	1 hour	0.25 ppm	A	0.075 ppm	A	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na
SO_2	3 hours	N/A	N/A	N/A	N/A	Na	Na	Na	Na	Na	--	--	--	--	--	--	--	--	--	--
SO_2	24 hours	0.04 ppm	A	N/A	N/A	Na	Na	Na	Na	Na	Na	Na	Na	Na	Na	--	--	--	--	--
PM_{10}	24 hours	50 mg/m^3	N	150 mg/m^3	U	134.0	392.0	158.0	123.0	108.0	27/159.4*	27/158.6*	30/163.4*	25/146.4*	22/136.0*	0*	1*	1*	0*	0*
PM_{10}	Annual	20 mg/m^3	N	N/A	N/A	54.0	58.4	56.1	53.9	47.0	EX	EX	EX	EX	EX	--	--	--	--	--
$PM_{2.5}$	24 hours	N/A	N/A	35 mg/m^3	A	63.3	151.0	44.0	78.4	52.2	--	--	--	--	--	2.1	11.4	3.5	3.4	2.0
$PM_{2.5}$	Annual	12 mg/m^3	N	15 mg/m^3	A	13.1	13.3	14.9	12.2	10.8	EX	EX	EX	EX	EX	NX	NX	NX	NX	NX

SOURCE: State of California 2011a. California Air Quality Data Statistics. California Air Resources Board Internet Site. URL http://www.arb.ca.gov/adam/welcome.html.
*Measured Days/Calculated Days - Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year. Data to determine federal calculated days were not available.
[a]California standards for ozone, carbon monoxide (except at Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM_{10} are values that are not to be exceeded. Some measurements gathered for pollutants with air quality standards that are based upon 1-hour, 8-hour, or 24-hour averages, may be excluded if the CARB determines they would occur less than once per year on average.
[b]National standards other than for ozone and particulates, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.
[c]A = attainment; N = non-attainment; U = Unclassifiable; N/A = not applicable; Na = data not available; NX = annual average not exceeded; EX = annual average exceeded.
[d]Effective January 22, 2010. Not applicable to monitoring from 2005 through 2009.
ppm = parts per million, mg/m^3 = micrograms per cubic meter.

TABLE 4.2-3
SUMMARY OF AIR QUALITY MEASUREMENTS RECORDED AT THE DEL MAR–MIRA COSTA COLLEGE, SAN DIEGO–OVERLAND, AND SAN DIEGO–UNION STREET MONITORING STATIONS

Pollutant/Standard	2006	2007	2008	2009	2010
DEL MAR—MIRA COSTA COLLEGE					
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	1	2	1	0
Days State 8-hour Standard Exceeded (0.07 ppm)	1	4	11	3	2
Days Federal 1-hour Standard Exceeded (0.12 ppm)	0	0	0	0	0
Days '08 Federal 8-hour Standard Exceeded (0.075 ppm)	0	3	3	1	0
Max. 1-hr (ppm)	0.086	0.110	0.117	0.097	0.085
Max 8-hr (ppm)	0.074	0.079	0.079	0.084	0.072
SAN DIEGO—OVERLAND AVENUE					
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	1	0	4	2	2
Days State 8-hour Standard Exceeded (0.07 ppm)	2	5	12	3	3
Days Federal 1-hour Standard Exceeded (0.12 ppm)	0	0	0	0	0
Days '08 Federal 8-hour Standard Exceeded (0.075 ppm)	1	2	5	1	0
Max. 1-hr (ppm)	0.108	0.088	0.100	0.105	0.100
Max 8-hr (ppm)	0.092	0.076	0.093	0.082	0.074
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.091	0.087	0.077	0.060	0.073
Annual Average (ppm)	0.017	0.015	0.014	0.014	0.013
PM_{10}*					
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	1	0	0	0
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	6.1	0	0	0
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Max. Daily ($\mu g/m^3$)	42.0	65.0	41.0	50.0	33.0
State Annual Average ($\mu g/m^3$)	22.6	23.6	23.8	24.9	18.7
Federal Annual Average ($\mu g/m^3$)	22.5	23.2	23.5	24.7	18.6
$PM_{2.5}$*					
Measured Days '97 Federal 24-hour Standard Exceeded (65 $\mu g/m^3$)	0	0	0	0	0
Calculated Days '97 Federal 24-hour Standard Exceeded (65 $\mu g/m^3$)	0	Na	Na	0	0
Measured Days '06 Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0	0	0	0	0
Calculated Days '06 Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0	Na	Na	0	0
Max. Daily ($\mu g/m^3$)	26.3	30.6	27.2	25.1	18.7
State Annual Average ($\mu g/m^3$)	Na	Na	Na	10.5	8.7
Federal Annual Average ($\mu g/m^3$)	11.0	Na	Na	10.5	8.7
SAN DIEGO—UNION STREET					
Carbon Monoxide					
Days State 1-hour Standard Exceeded (20 ppm)	0	0	0	0	Na
Days State 8-hour Standard Exceeded (9 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (35 ppm)	0	0	0	0	Na
Days Federal 8-hour Standard Exceeded (9 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	Na	Na	Na	Na	Na
Max. 8-hr (ppm)	3.5	5.18	2.24	Na	Na

SOURCE: State of California 2011a.
Na = Not available.
*Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

a. Ozone

Nitrogen oxides and hydrocarbons (reactive organic gases [ROGs]) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. Ozone is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution, or smog, is mainly a concern during the daytime in summer months.

About half of smog-forming emissions come from vehicles. More strict automobile emission controls, including more efficient automobile engines, have played a large role in the steady decrease in ozone levels in the SDAB since the late 1970s. However, not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the Los Angeles Basin and combine with ozone formed from local sources to produce elevated ozone levels in the SDAB.

In the SDAB overall, during the five-year period of 2004 to 2010 the state 1-hour O_3 standard of 0.09 parts per million (ppm) was exceeded 23 days in 2006, 21 days in 2007, 18 days in 2008, 8 days in 2009, and 7 days in 2010.

The 1-hour state standard for O_3 of 0.09 ppm was exceeded four times at the Del Mar–Mira Costa College monitoring station, and nine times at the San Diego–Overland Avenue monitoring station during the five-year period of 2006 to 2010.

In order to address adverse health effects due to prolonged exposure, the U.S. EPA phased out the national 1-hour O_3 standard and replaced it with the more protective 8-hour ozone standard. The SDAB is currently a nonattainment area for the previous (1997) national 8-hour standard and is recommended as a nonattainment area for the revised (2008) national 8-hour standard of 0.075 ppm.

In the SDAB overall, the revised national 8-hour standard of 0.075 was exceeded by 38 days in 2006, 27 days in 2007, 35 days in 2008, 24 days in 2009, and 14 days in 2010. The stricter state 8-hour ozone standard of 0.07 ppm was exceeded by 68 days in 2006, 50 days in 2007, 69 days in 2008, 47 days in 2009, and 21 days in 2010.

The revised national 8-hour standard of 0.075 ppm was exceeded seven times at the Del Mar–Mira Costa College monitoring station and nine times at the San Diego–Overland Avenue during the five-year period from 2006 to 2010. The stricter state 8-hour ozone standard of 0.07 ppm was exceeded 21 times at the Del Mar–Mira Costa College monitoring station and 25 times at the San Diego–Overland Avenue during the five-year period from 2006 to 2010.

Local agencies can control neither the source nor the transport of pollutants from outside the air basin. The SDAPCD's policy, therefore, has been to control local sources to reduce

locally produced emissions. Through its TCMs, enhanced motor vehicle inspection and maintenance program overseen by the Bureau of Automotive Repair, and the clean-fuel vehicle program overseen by CARB, continuing reductions in ozone concentrations are anticipated.

Actions that have been taken in the SDAB to reduce ozone concentrations include:

- **TCMs, if vehicle travel and emissions exceed attainment demonstration levels.** TCMs are strategies that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

- **Enhanced motor vehicle inspection and maintenance program.** The smog-check program is overseen by the Bureau of Automotive Repair. The program requires most vehicles to pass a smog test once every two years before registering in the state of California. The smog-check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying "gross polluters," or vehicles that exceed two times the allowable emissions for a particular model. Regular maintenance and tune-ups, changing oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.

- **Clean-fuel vehicle program.** The clean-fuel vehicle program, overseen by CARB, requires the development of cleaner burning cars and clean alternative fuels by requiring the motor vehicle industry to develop new technologies to meet air quality requirements. Clean-fuel vehicles are those that meet the emissions standards set in the 1990 amendments to the CAA. Cleaner vehicles and fuels will result in continued reductions in vehicle pollutant emissions despite increases in travel.

b. Carbon Monoxide

The SDAB is classified as a state attainment area and as a federal maintenance area for carbon monoxide (County of San Diego 1998). Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the county. No violations of the state or federal CO standards have occurred since 2003. As shown in Tables 4.2-2 and 4.2-3, the state and national standards have not been exceeded at the San Diego—Union Street monitoring station or the SDAB during the five-year period from 2006 to 2010.

Small-scale, localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hot spots" and are a concern at congested

intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO.

c. PM_{10}

PM_{10} is particulate matter with an aerodynamic diameter of 10 microns or less. Ten microns is about one-seventh of the diameter of a human hair. Particulate matter is a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Sources of PM_{10} emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

Under typical conditions (i.e., no wildfires), particles classified under the PM_{10} category are mainly emitted directly from activities that disturb the soil, including travel on roads and construction, mining, or agricultural operations. Other sources include windblown dust, salts, brake dust, and tire wear (County of San Diego 1998). For several reasons hinging on the area's dry climate and coastal location, the SDAB has special difficulty in developing adequate tactics to meet present state particulate standards.

The SDAB is designated as federal unclassified and state nonattainment for PM_{10}. The measured federal PM_{10} standard was exceeded once in 2007 and once in 2008 in the SDAB. The 2007 exceedance occurred on October 21, 2007, at a time when major wildfires were raging throughout the county. Consequently, this exceedance was likely caused by the wildfires and would be beyond the control of the SDAPCD. As such, this event is covered under the U.S. EPA's Natural Events Policy that permits, under certain circumstances, the exclusion of air quality data attributable to uncontrollable natural events (e.g., volcanic activity, wild land fires, and high wind events). The 2008 exceedance did not occur during a wildfire and is not covered under this policy. The stricter state standard was exceeded a calculated number of 159.4 days in 2006, 158.6 days in 2007, 163.4 days in 2008, 146.4 days in 2009, and 136.0 days in 2010. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard, had measurements been collected every day. Particulate measurements are collected every six days.

At the San Diego—Overland Avenue monitoring station, the national 24-hour PM_{10} standard was not exceeded during the years 2006 through 2010. The stricter state 24-hour PM_{10} standard was exceeded one day in 2007.

d. $PM_{2.5}$

Airborne, inhalable particles with aerodynamic diameters of 2.5 microns or less have been recognized as an air quality concern requiring regular monitoring. Federal regulations required that $PM_{2.5}$ monitoring begin January 1, 1999 (County of San Diego 1999). The San Diego–Overland Avenue monitoring station is one of five stations in the SDAB that monitors $PM_{2.5}$. Federal $PM_{2.5}$ standards established in 1997 include an annual arithmetic mean of

15 micrograms per cubic meter ($\mu g/m^3$) and a 24-hour concentration of 65 $\mu g/m^3$. As discussed above, the 24-hour $PM_{2.5}$ standard has been changed to 35 $\mu g/m^3$. However, this does not apply to the monitoring from 2004 to 2006. State $PM_{2.5}$ standards established in 2002 are an annual arithmetic mean of 12 $\mu g/m^3$. Table 4.2-3 shows that, from 2006 through 2010, neither the prior 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ nor the new standard of 35 $\mu g/m^3$ was exceeded.

The SDAB was classified as an attainment area for the previous federal 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ and has also been classified as an attainment area for the revised federal 24-hour $PM_{2.5}$ standard of 35 $\mu g/m^3$ (U.S. EPA 2004, 2009b). The SDAB is a non-attainment area for the state $PM_{2.5}$ standard (State of California 2005).

e. Other Criteria Pollutants

The national and state standards for NO_2, SO_x, and previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. As discussed above, new standards for these pollutants have been adopted, and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility reducing particles.

4.2.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to air quality would be significant if the proposed project would:

Threshold AIR-1 Conflict with or obstruct implementation of applicable air quality plan;

Threshold AIR-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

Threshold AIR-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

Threshold AIR-4 Expose sensitive receptors to substantial pollutant concentrations; or

Threshold AIR-5 Create objectionable odors affecting a substantial number of people.

There are no known sources of specific, long-term odors in the Plan area and the Plan would not allow land uses that are typically associated with the creation of objectionable

odors (such as rendering plants, landfills, treatment plants, etc.). Therefore, Threshold A-5 is not evaluated in this PEIR.

4.2.3 Methodology

Air quality impacts can result from the construction and operation of a project. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from growth-inducing development or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways. In the case of the proposed Plan, operational impacts are primarily due to emissions to the basin from mobile sources associated with the vehicular travel along the roadways within the Plan area.

Air emissions were calculated using the California Emissions Estimator Model (CalEEMod) computer program (South Coast Air Quality Management District [SCAQMD] 2011). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects in the state of California. The model generates emissions from three basics sources: construction sources, area sources (e.g., fireplaces and natural gas heating), and operational sources (e.g., traffic).

Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, vehicle fleet mix (percentage autos, medium truck, etc.), trip distribution (i.e., percent home to work, etc.), duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files are contained in Appendix C and indicate the specific inputs for each model run. Emissions of NO_x, CO, SO_x, PM_{10}, $PM_{2.5}$, and ROGs, an ozone precursor, are calculated. Emission factors are not available for lead, and consequently, lead emissions are not calculated. The SDAB is currently in attainment of the state and federal lead standards. Furthermore, fuel used in construction equipment and most other vehicles is not leaded.

4.2.4 Impact Analysis

4.2.4.1 Issue AIR-1: Air Quality Plan Consistency

Threshold AIR-1 states that implementation of the proposed Plan would cause significant air quality impacts if it would conflict with or obstruct implementation of the RAQS or applicable portions of the SIP.

The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards for ozone, CO, SO_2, and NO_2 to prepare and implement plans to attain the standards by the earliest practicable date. The SDAB is designated

nonattainment for ozone. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state ozone standards, PM_{10}, and $PM_{2.5}$ (but as noted, the California Clean Air Act only requires, in this case, a plan for ozone). The two pollutants addressed in the RAQS are volatile organic compounds (VOCs) and NOx, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2009 as the air quality plan for the region.

The RAQS control measures focus on emission sources under the SDAPCD's authority, specifically stationary emission sources and some area-wide sources. The stationary source control measures identified in the RAQS have been developed by the SDAPCD into regulations through a formal rulemaking process. Rules are developed to set limits on the amount of emissions from various types of sources and by requiring specific emission control technologies. Following rule adoption, a permit system is used to impose controls on new and modified stationary sources and to ensure compliance with regulations by prescribing specific operating conditions or equipment on a source. By complying with the SDAPCD rules and regulations, the proposed Plan would not interfere with the RAQS control measures for stationary sources.

The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed in general plans. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would be consistent with the RAQS. In the event that a project would propose development which is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the proposed project would exceed the growth projections used in the RAQS for the specific subregional area.

There are currently two existing residential dwelling units in the Plan area. Buildout of the proposed Plan could result in an additional 138 dwelling units, for a total of 140 units in the Plan area. Using the average population generation rate for Del Mar of 2.13 persons per household from SANDAG, the increased number of units could house an additional population of 294. From 2008 to 2030, SANDAG projects that the population of Del Mar will increase by 400 persons to a total population of 4,900. From 2008 to 2050, SANDAG projects that the population of Del Mar will increase by 590 persons (a 12 percent increase), while the total number of housing units will only increase by 71 dwelling units (or 3 percent). Growth due to the proposed Plan would thus be consistent with SANDAG future growth projections and would not conflict with the RAQS or applicable portions of the SIP. While Plan implementation would result in the development of increased residential capacity within the Plan area, it would not foster unplanned population growth and would instead provide

housing needed to accommodate the projected population growth for Del Mar given the projected lack of future housing. Also, by accommodating additional housing within an already developed area in close proximity to cultural, recreational, employment, and resident-serving uses, the proposed Plan provides a smart growth pattern of development. Impacts associated with Plan implementation would be less than significant.

4.2.4.2 Issue AIR-2: Violation of Air Quality Standards

Threshold AIR-2 states that implementation of the proposed Plan would cause significant air quality impacts if it would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

There are currently no air quality violations in or near the Plan area. The proposed Plan would allow residential, retail, and office uses. It is not anticipated that projects constructed as a result of the proposed Plan would result in significant stationary sources of emissions. Impacts would be less than significant.

Emissions from increased traffic on area roadways may lead to air quality violations. Emissions due to operation and construction of the proposed Plan are discussed in Section 4.2.4.3 below.

4.2.4.3 Issue AIR-3: Increase in Particulates or Ozone

Threshold AIR-3 states that impacts related to air quality would be significant if the Plan's implementation would result in a cumulatively considerable net increase in any criteria pollutant (including ozone precursors) for which the SDAB is in non-attainment. As detailed above in Section 4.2.1.3, the SDAB is classified as a federal non-attainment area for ozone and a state non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

a. Construction Emissions

Air pollutants generated by the construction of projects within the Plan area would vary depending upon the number of projects occurring simultaneously and the size of each individual project. Construction-related pollutants result from dust (particulates) raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more nitrogen oxides, sulfur oxides, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less carbon monoxide and less reactive organic gases than do gasoline-powered engines. Standard construction equipment includes dozers, rollers, scrapers, dewatering pumps, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, pile drivers, and so on.

The exact number and timing of all development projects that could occur under the proposed Plan are unknown. However, since the area is heavily developed, it can be assumed that these areas would experience relatively small projects in terms of land area, most of which would involve the demolition of existing structures and improvements.

To illustrate potential air effects from the projects that could occur, a hypothetical project was evaluated. One of the largest lots and buildings existing in the Plan area is a 13,000-square-foot retail use on a 28,500-square-foot lot. The hypothetical project included the demolition of this building and the construction of a 28,000-square-foot commercial retail project. It should be noted that a majority of the lots and existing developments in the Plan area are smaller than this project; therefore, this is assumed to be a worst-case project.

CalEEMod default parameters were used for the equipment needed for all phases of construction which are estimated based on the size of the land use subtype features entered in the land use module. As of January 1, 2011, architectural paints and coatings are required to comply with VOC limits specified in CalGreen 2010 (California Green Building Standards Code, California Code of Regulations, Title 24, Part 11) unless more stringent local limits apply. Currently, depending on the coating, the CalGreen VOC limits generally are more stringent than the SDAPCD limits specified in Rule 67.0. The CalGreen VOC limit is 150 milligrams per liter (mg/L) whereas SDAPCD Rule 67.0 allows a VOC content for coatings of up to 250 mg/L. The CalGreen architectural coating VOC limit of 150 mg/L was used for new all construction coatings. All other CalEEMod defaults were used. Table 4.2-4 summarizes the anticipated emissions from this hypothetical project.

TABLE 4.2-4
MAXIMUM DAILY CONSTRUCTION EMISSIONS OF HYPOTHETICAL PROJECT
(pounds/day)

Pollutant	Emissions (pound per day)	SDAPCD Threshold
ROG	78	137
NOx	20	250
CO	13	550
SO_2	0	250
PM_{10} Total	4	100
PM_{10} - fugitive dust	3	- -
PM_{10} - exhaust	1	- -
$PM_{2.5}$ Total	2	55
$PM_{2.5}$ - fugitive dust	0	- -
$PM_{2.5}$ - exhaust	1	- -

Emissions summarized in Table 4.2-4 are the maximum emissions for each pollutant and they may occur during different phases of construction. They would not necessarily occur simultaneously. These are, therefore, the worst-case emissions.

As seen, the worst-case hypothetical project is not expected to exceed the applicable thresholds. This project is illustrative only. Approval of the proposed Plan would not permit

the construction of any individual project, and no specific development details are available. The information is presented to illustrate the potential scope of air impacts for projects that could be reviewed under the proposed Plan. However, based on this analysis, it is not anticipated that construction activities expected to occur would result in a significant impact if the proposed Plan were adopted.

b. Operation Emissions

Operational source emissions would originate from traffic generated within or as a result of the proposed Plan. Area source emissions would result from activities such as use of natural gas and landscaping maintenance associated with the proposed landscaping. For comparative purposes, air emissions were calculated for the existing land uses in 2011, existing land uses in 2035, and the buildout of the proposed Plan in the year 2035 using CalEEMod 2011. The reason why existing land uses were calculated for the year 2035 was to capture the mobile emissions reductions that CARB's CalEEMod accounts for due to regulations on vehicle emissions and carbon fuels which begin to take full effect by 2020. By comparing those estimated "existing" emissions to the proposed Plan's emissions, a more accurate net Plan emissions calculation is derived. Table 4.2-5 summarizes the existing and future buildout land uses input to model air emissions.

TABLE 4.2-5
EXISTING AND FUTURE MODELED LAND USES

Land Use			Existing	Proposed Plan (2035)	Trip Rate		
Type	Subtype	Unit	Intensity	Intensity	Weekday	Saturday	Sunday
Commercial	Motel	Rm	17	60	9.00	10.50	8.40
Commercial	Government (Civic)	KSF	23.592	30.126	30.00	0.00	0.00
Educational	Library	KSF	4.874	4.874	50.00	46.55	25.49
Residential	Apartments Low Rise	DU	2	140	8.00	7.16	6.07
Commercial	General Office Building	KSF	169.646	170.00	20.00	0.41	0.14
Recreational	City Park	Acres	0.05	0.14	1.59*	1.59*	1.59*
Recreational	Quality Restaurant	KSF	32.394	66.00	160.00	94.36	72.16
Retail	Strip Mall	KSF	41.811	138.5	40.00	42.04	20.43

SOURCE: KOA Traffic Impact Study 2012.
Rm = room; KSF = 1,000 square feet; DU = dwelling unit.
*Trip rates for City Parks were not provided by the KOA Traffic Impact Study. CalEEMod default values were used.

Trip generation rates were obtained from the Traffic Impact Study prepared for the proposed Plan and are summarized in Table 4.2-5 above (KOA Corporation 2012). The Traffic Impact Study did not provide trip generation rates for city parks; therefore, the CalEEMod default trip rate was used. Using the trip rates shown in Table 4.2-5, CalEEMod calculates that the existing land uses generate 11,368 weekday trips, 5,303 Saturday trips, and 3,494 Sunday trips. Buildout of the proposed land uses would generate 22,308 weekday trips, 13,979

Saturday trips, and 9,094 Sunday trips. A regional average trip length of 5.8 miles was used (SANDAG 2012). All other default mobile source parameters such as fleet mix were used.

All CalEEMod defaults for area source emissions, including those associated with fireplaces, were used. There are 140 proposed multi-family units. CalEEMod assumes that 49 units would have wood burning fireplaces, 77 units would have natural gas fireplaces, and 14 units would not have fireplaces.

All CalEEMod defaults for energy source emissions were used. The default included adjustment is to the 2008 Title 24 energy code (Part 6 of the CBC). Adjustments to simulate the 2005 Title 24 energy code are available in the model by selecting the "use historical data" box. For the existing conditions estimate, the historical data box was selected in order to reflect GHG emissions from energy use as associated with a building built to the 2005 Title 24 energy code. For buildout of the proposed land uses, construction in accordance with the 2008 Title 24 energy code was used.

A summary of the operational emissions for the existing uses, the existing uses in year 2035, and the proposed Plan in year 2035 is shown in Table 4.2-6.

As seen in Table 4.2-6, future emissions of ROG, SO_x, PM_{10}, and $PM_{2.5}$ under the proposed Plan are projected to be greater than existing emissions of ROG, SO_x, PM_{10}, and $PM_{2.5}$. This is due to the increased density in the Plan area. Despite the increase in vehicle traffic, future emissions of NO_x and CO under the proposed Plan are projected to be less than the existing emissions of NO_x and CO. This is due to the future increased efficiency of the vehicle population.

Table 4.2-7 compares the operational emissions under buildout of the proposed Plan in year 2035 to the existing operational emissions and to the operational emissions under buildout of the existing land uses (i.e., buildout of the No Project scenario). To evaluate the significance of increased emissions that would be discharged to the SDAB if the proposed Plan were approved, the SDAPCD's Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (per SDAPCD Rule 20.2 and Rule 20.3) are used. As shown in Table 4.2-7, the change in emissions between buildout of the proposed Plan and the existing land uses (2011) are projected to be less than the applicable thresholds for all criteria pollutants. Operational emissions would therefore be less than significant.

4.2.3.4 Issue AIR-4: Sensitive Receptors

Threshold AIR-4 states that implementation of the proposed Plan would cause significant air quality impacts if it would expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or daycare centers) to substantial pollutant concentrations including air toxics such as diesel particulates.

TABLE 4.2-6
AVERAGE DAILY EMISSIONS TO THE SAN DIEGO AIR BASIN
(pounds/day)

Season/ Pollutant	Existing Emissions (Year 2011)				Existing Emissions (Year 2035)[1]				Buildout of Proposed Plan (Year 2035)			
	Area Source	Energy Sources	Mobile Sources	Total[2]	Area Source	Energy Sources	Mobile Sources	Total[2]	Area Source	Energy Sources	Mobile Sources	Total[2]
Summer												
ROG	9	0	48	57	9	0	19	28	91	1	37	129
NO_x	0	3	88	91	0	3	35	38	1	5	67	74
CO	2	2	430	434	2	2	141	145	121	4	271	396
SO_x[3]	0	0	0	0	0	0	0	0	0	0	1	1
PM_{10}	0	0	49	50	0	0	49	49	16	0	92	109
$PM_{2.5}$	0	0	3	4	0	0	3	3	16	0	5	22
Winter												
ROG	9	0	51	60	9	0	20	29	91	1	39	131
NO_x	0	3	92	95	0	3	35	38	1	5	67	74
CO	2	2	449	453	2	2	147	151	121	4	284	408
SO_x[3]	0	0	0	0	0	0	0	0	0	0	1	1
PM_{10}	0	0	49	50	0	0	49	49	16	0	92	109
$PM_{2.5}$	0	0	3	4	0	0	3	3	16	0	5	22

[1]Reflects existing land uses modeled for year 2035 emissions to account for mobile emissions reductions due to regulations on vehicle emissions and carbon fuels which begin to take full effect by 2020.
[2]Totals may differ due to rounding.
[3]Emissions calculated by CalEEMod are for SO_2.

TABLE 4.2-7
CHANGE IN AVERAGE DAILY EMISSIONS DUE TO THE PROPOSED PLAN
(pounds/day)

Season/ Pollutant	Proposed Plan (2035) – Existing Uses (2011)				Proposed Plan (2035) – Existing Uses (2035)				SDAPCD Significance Thresholds
	Area Source	Energy Sources	Mobile Sources	Total[1]	Area Source	Energy Sources	Mobile Sources	Total[1]	
Summer									
ROG	82	1	-11	72	82	1	18	101	137
NO_x	1	2	-21	-17	1	2	32	36	250
CO	119	2	-159	-38	119	2	130	251	550
SO_x[2]	0	0	1	1	0	0	1	1	250
PM_{10}	16	0	43	59	16	0	43	60	100
$PM_{2.5}$	16	0	2	18	16	0	2	19	55
Winter									
ROG	82	1	-12	71	82	1	19	102	137
NO_x	1	2	-25	-21	1	2	32	36	250
CO	119	2	-165	-45	119	2	137	257	550
SO_x[2]	0	0	1	1	0	0	1	1	250
PM_{10}	16	0	43	59	16	0	43	60	100
$PM_{2.5}$	16	0	2	18	16	0	2	19	55

[1]Totals may differ due to rounding.
[2]Emissions calculated by CalEEMod are for SO_2.

The potential for exposure of sensitive receptors to substantial pollutant concentrations was evaluated through analysis of localized carbon monoxide concentrations as well as exposure to diesel particulate matter.

a. Localized Carbon Monoxide Impacts

Small-scale, localized concentrations of carbon monoxide above the state and national standards have the potential to occur near stagnation points of heavily traveled intersections. Localized, high concentrations of CO are referred to as “CO hot spots.” CO hot spots can occur when projects contribute traffic to area intersections. However, CO hot spots almost exclusively occur near intersections with LOS E or worse in combination with relatively high traffic volumes on all roadways.

No intersections are calculated to operate at LOS E or worse due to Plan implementation, either in the existing condition or year 2035. Therefore, impacts associated with localized carbon monoxide concentrations would be less than significant.

b. Diesel Particulate Matter

Impacts due to exposure of sensitive receptors have the potential to occur if new sensitive land uses are placed within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural road with 50,000 vehicles per day. The Plan area is not located within 500 feet of a freeway or heavily traveled roadway; therefore, impacts due to exposure to diesel particulate matter would be less than significant.

4.2.5 Level of Significance Prior to Mitigation

Impacts associated with Threshold AIR-1, air quality plan consistency, would be less than significant because population growth accommodated by the Plan’s new residential units would not exceed SANDAG growth projections for Del Mar. Projects that propose development that is consistent with the growth anticipated by SANDAG are considered to be consistent with the SIP and RAQS which are based on these projections.

Impacts associated with Threshold AIR-2, violations of any air quality standard, would be less than significant because it is not anticipated that projects constructed as a result of the proposed Plan would result in significant stationary sources of emissions. Nor would emissions from Plan-associated vehicular traffic lead to air quality violations.

Impacts associated with Threshold AIR-3, increases in particulates or ozone, would be less than significant as the Plan’s net emissions are projected to be less than the applicable thresholds for all criteria pollutants. The future increased efficiency of the vehicle population due to adopted regulations plays a substantial role in reducing criteria pollutant emissions.

Impacts associated with Threshold AIR-4, sensitive receptors' exposure to air toxics, would be less than significant. The Plan area is not located within 500 feet of a freeway or heavily traveled roadway; thus, impacts due to exposure to diesel particulate matter would be less than significant. Also, because no intersections within the Plan area are calculated to operate at LOS E or worse due to Plan implementation, impacts associated with localized carbon monoxide concentrations would also be less than significant.

4.2.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

4.3 Biological Resources

4.3.1 Existing Conditions

4.3.1.1 Environmental Setting

The Plan area is composed of developed lands with no naturally vegetated areas. Ornamental vegetation occurs in public right-of-ways 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 and other ornamental species along Camino del Mar and Torrey Pine trees in the median.

a. Sensitive Vegetation and Species

Sensitive vegetation communities are those identified by the California Natural Diversity Database (CNDDB; 2009), Holland (1986), and/or those considered sensitive by resource agencies. Reasons for the sensitive status of vegetation communities include restricted range, cumulative losses throughout the region, and a high number of endemic sensitive plant and wildlife species that occur in the vegetation communities. These communities are considered sensitive whether or not they have been disturbed.

Plant or wildlife species are considered sensitive if they are (1) covered species under the Multiple Species Conservation Program (MSCP) (City of San Diego 1997); (2) listed by state or federal agencies as threatened or endangered or are proposed for listing; (3) on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Vascular Plants of California* (2001); or (4) considered fully protected, sensitive, rare, endangered, or threatened by the State of California and CNDDB, or other local conservation organizations or specialists. The designation of California Fully Protected was adopted by the state of California prior to the creation of the state Endangered Species Act and provides wildlife protection from harm or harassment. Noteworthy plant species are those that are on List 3 (more information about the plant's distribution and rarity needed) and List 4 (plants of limited distribution) of the CNPS Inventory.

Sensitive Vegetation Communities

No sensitive vegetation communities occur within the Plan area. The Plan area is fully built out and is composed of developed or disturbed lands. The nearest natural vegetation communities are those associated with the bluffs adjacent to the ocean shore (west of the Plan area), including those contained in the North Bluffs Preserve and the Torrey Pines State Reserve; and the vegetation communities found in regional canyons and along the

San Dieguito River, such as within the San Dieguito Lagoon Preserve and River Park and Crest Canyon Open Space Park. These latter areas are well north and east of the Plan area.

Sensitive Plants

No sensitive plants are expected to occur within the Plan area, as it is primarily developed land. Results of a CNDDB search indicate that while there are some plant species known to occur in the Plan area vicinity (within two miles of the Plan area) which are federally listed threatened or endangered, they are not mapped as occurring within the Plan area due to the lack of suitable habitat.

Sensitive Wildlife

No sensitive wildlife species are expected to occur within the Plan area, as it is primarily developed land with little vegetated areas. The vegetated areas contain ornamental, non-native plantings, with the exception of several Torrey Pine trees. Wildlife species that are known to occur in the Plan area vicinity (within two miles of the Plan area) which are federally listed threatened or endangered are not expected to occupy the Plan area due to the lack of suitable habitat.

The trees within the Plan area may, however, provide suitable nesting and roosting habitat for raptor species and other tree-nesting bird species. Raptors and active raptor nests are protected by the California Department of Fish and Game (CDFG) Code 3503.

b. Jurisdictional Waters

All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredge or fill material into waters of the U.S. (wetlands and non-wetland jurisdictional waters) in accordance with Section 404 of the federal Clean Water Act. Streambeds fall under the jurisdiction of CDFG (Section 1600 of the California Fish and Game Code). Under Sections 1600–1607 of the Fish and Game Code, CDFG regulates activities that would alter streams, rivers, or lakes. CDFG also has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. Areas considered jurisdictional by CDFG extend to the outer edge of riparian vegetation, at the top of the bank of streams or lakes, or as far as the associated floodplain, whichever is wider.

There are no wetlands, non-wetland jurisdictional waters, or any riparian habitat within the Plan area.

c. Wildlife Movement and Corridors

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or

human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. These areas are considered sensitive by resource and conservation agencies. The Plan area contains no natural habitat and, therefore, does not function as a wildlife corridor.

4.3.1.2 Existing Regulatory Framework

The following describes regulations most relevant to protecting biological resources associated with urban settings and the built environment.

a. Migratory Bird Treaty Act

Raptors (birds of prey) and active raptor nests, as well as most other bird nests, are protected by CDFG Code 3503.5, which states that it is "unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized. In addition, active nests of most bird species are protected during the breeding season under the federal Migratory Bird Treaty Act. Migratory birds may nest or stage in ornamental vegetation associated with urban areas, or the fringes of urban areas, as well as in naturally vegetated habitat.

b. Multiple Species Conservation Program

The MSCP, adopted in 1997, is a comprehensive, habitat conservation planning program for the San Diego region. It serves to implement the Natural Communities Conservation Program of the CDFG, pursuant to Fish and Game Code Section 2800–2835. One of the primary objectives of the MSCP is to identify and maintain a preserve system that allows for animals and plants to exist at both the local and regional levels. The MSCP has identified large blocks of native habitat having the ability to support a diversity of plant and animal life, known as core biological resource areas. Linkages between these core areas provide for wildlife movement. These core biological resource areas and linkages have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region.

The MSCP consists of 11 planning subareas. Each subarea is required to prepare a Subarea Plan to meet the goals of the MSCP within the larger program. The Plan area is not located within an approved Subarea Plan. At its closest point, the City of San Diego's Subarea Plan preserve area or Multiple Habitat Planning Area (MHPA) lies 0.47 mile to the east, an area that encompasses Crest Canyon and, to its north, the San Dieguito river valley (Figure 4.3-1). The City of San Diego's MHPA that encompasses the Torrey Pines State Park Reserve is located 0.75 mile south of the Plan area.

Del Mar Subarea Plan

The City of Del Mar has yet to approve a Subarea Plan. A Draft Subarea Plan has not yet been submitted to the CDFG or the U.S. Fish and Wildlife Service (USFWS) for consideration, nor is it available for review. The Del Mar Subarea Plan is expected to focus on implementation within key areas that have significant resources in the mostly built-out City. Although take authorizations will be sought, very little take of special-status species for development is anticipated, and the focus is on limited exclusions for recreational access and public facilities in a few areas.

A review of the boundaries of the rough "hard line" preserve area proposed for conservation (i.e., the MHPA), available through the SanGIS website, indicates that portions of Stevens Creek and the San Dieguito River are under consideration for inclusion in the Del Mar MHPA. These areas are in the northern portion of the City, well outside the Plan area.

c. Del Mar Community Plan

The Del Mar Community Plan has several policies in place to protect open space and associated biological resources. These are associated with implementing Goal 1 of the Community Plan, which calls for the establishment of a program to preserve and acquire permanent open space in order to preserve and enhance natural resources. The policies are focused on preserving shoreline resources, coastal bluffs and canyons, the San Dieguito Lagoon and lagoon habitat, Crest Canyon, and other natural resource areas outside of the Plan area.

d. Del Mar Municipal Code

Land Conservation

Chapter 23.33 of the City Municipal Code addresses land conservation and when a land conservation permit is necessary. The purpose of the chapter is to ensure that development results in minimum disturbances of existing or natural terrain and vegetation and does not create soil erosion, silting of lower slopes, slide damage, flooding problems, severe cutting or scarring.

Section 23.33.020 states that:

> A. It shall be unlawful for any person to make any alteration in the existing or natural grade elevation, in excess of 18 inches, without having first obtained a Land Conservation Permit.

Image Source: Aerials Express (flown March 2010)

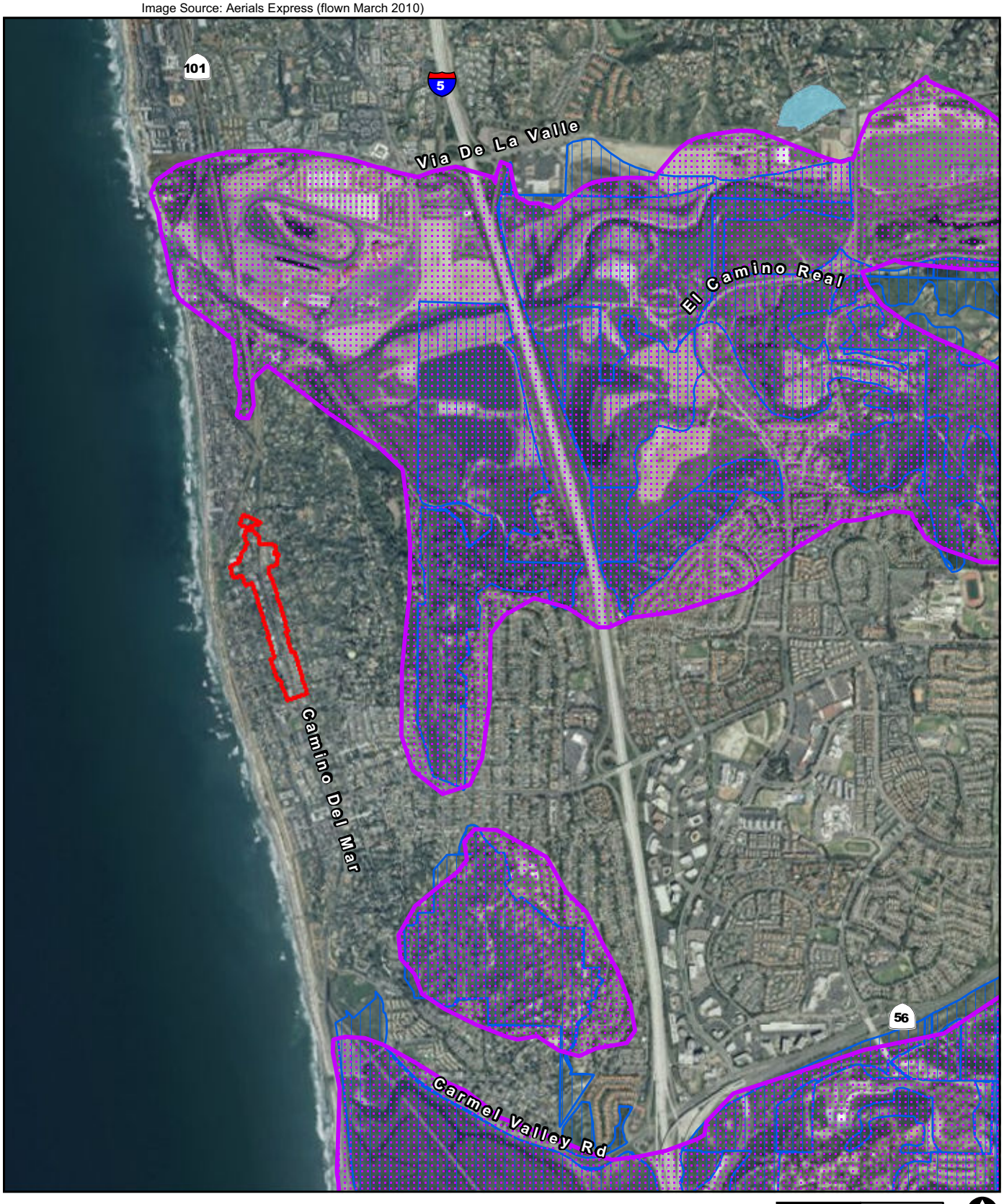


FIGURE 4.3-1

MSCP/MHPA Preserves within the Project Vicinity

M:\JOBS4\6447\common_gis\fig4.3-1.mxd 3/14/2012

B. There is exempt from the provisions of this chapter, any excavation replaced by a structure or pool, and any temporary alteration of grade elevation which proposes the restoration within 18 inches of the original grade elevation within 30 days and any excavation to fill less than 25 cubic yards.

Tree Ordinance

The Tree Ordinance (Section 23.50) of the Del Mar Municipal Code provides for the orderly protection of specified trees as detailed below.

B. In the interest of the public health, safety and welfare, as well as general aesthetics of the community and the importance of the ecology of the area, the City of Del Mar finds it necessary to encourage conservation of trees and the application of management techniques to create a healthy, diverse urban forest, including but not limited to pruning, thinning, trimming, shaping, and selective planting and removal of trees and vegetation within the City of Del Mar on private as well as public property. [Ord. 749]

C. The species Torrey Pine, the species Monterey Cypress, and all species of trees located within the Central Commercial zone and the environmentally sensitive Open Space Overlay zone are of particular significance to the City, and should therefore be protected to conserve the environmental qualities of the City.

e. Public Tree Policy Manual

The City of Del Mar prepared a Public Tree Policy Manual in 2004 in order to preserve the community's unique, village-like atmosphere, which is distinguished by its community forest. The Public Tree Policy Manual establishes specific technical regulations, standards, and specifications needed to implement the Tree Ordinance, and to realize the City's public forest goals. Although the primary intent of the policy manual is to provide guidance to the City for the management of public trees, all Del Mar residents are urged to use it as a reference tool for selecting, planting, and maintaining privately owned trees within the City.

Public Trees

Prior to performing any work on any public tree, an Encroachment Permit from the City of Del Mar must first be obtained. The requirement does not pertain to City personnel or contracted service providers involved in work-related/approved activities. When an Encroachment Permit is required for work involving a public tree, specifications for the proposed work shall be written and shall be administered by a qualified arborist. Such specifications shall be designed to promote the preservation of tree structure and health.

Protected Trees

A Protected Tree may not be removed without City review and approval, except in certain emergencies. A protected tree is defined as:

1. A tree of the species *Cupressus macrocarpa* (Monterey Cypress);

2. A tree of the species *Pinus torreyana* (Torrey Pine);

3. A tree of any species located on property within the Central Commercial, Open Space Overlay Zones of the City, within a public right-of-way, or on public or City-owned property; or

4. Any tree planted as a result of required mitigation for the removal of another Protected Tree(s).

A Tree Removal Permit is required to remove a Protected Tree, except in certain situations outlined in the Municipal Code Section 23.50.050. In the case of public trees, a separate Encroachment Permit from the City is also required (this statement does not apply to the City or its contractors). The purpose of City review is to verify that the removal is allowed under City law, and to prevent unnecessary tree removal. In some cases, a removed tree must be replaced by the property owner or, in the case of public trees, the City.

Hazardous Trees

To remove a dangerous tree, it must first be evaluated and determined to be "hazardous" as defined by the policy manual. This must be verified in writing by the City Arborist, and a Tree Removal Permit shall be obtained before its removal. In accordance with Municipal Code Section 23.50.050(C), the City may remove a tree in an emergency situation for reasons of public health, safety, and welfare.

Protection of Trees during Construction

Prior to commencement of a development project, the applicant shall have prepared a Tree Protection and Preservation Plan if any activity is proposed within the drip line of a Protected Tree, or if the applicant has been directed to do so by the Design Review Board or City Council. During construction, the policy manual sets forth specific policies to eliminate undesirable consequences that may result from uninformed or careless acts, and preserve both trees and property values. The policies intend to provide clear direction to applicants for private development when tree protection has been made a condition of Design Review approval.

All protected or designated trees to be retained on a development site shall be shown on approved sets of civil, building, and landscape plans and shall be protected during the construction process.

Arborist Reports

An arborist report may be needed for development projects and tree removal permits. If required, a report must be prepared by a certified arborist for the applicant and submitted to the City for the purpose of providing accurate information and opinion regarding the condition, welfare, maintenance, preservation, or value of a protected tree. Generally, there are two circumstances in which tree reports are required:

1. When a tree removal permit is sought, and

2. To assess tree impacts and establish tree protection from approved property development.

Types of report formats are a letter report, a tree protection and preservation plan, and a tree appraisal.

4.3.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to biological resources would be significant if implementation of the proposed Plan would:

Threshold BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFG or USFWS;

Threshold BIO-2 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

Threshold BIO-3 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

Threshold BIO-4 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

Threshold BIO-5 Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or state HCP.

4.3.3 Methodology

Given the highly developed nature of the Plan area, the only biological resources anticipated to occur would be raptors and migratory birds associated with the Plan area's trees, and the protection of locally designated trees within the Plan area. With this in mind, the biological resources survey consisted of a review of aerial photographs confirming the locations of large trees. An in-house GIS database search of the CNDDB was also performed to identify locations of any sensitive species within or around the Plan area. Other secondary source information, such as reviewing local regulations, is cited as such throughout the text.

4.3.4 Impact Analysis

4.3.4.1 Issue BIO-1: Sensitive Species

Threshold BIO-1 states that impacts to biological resources would be significant if implementation of the proposed Plan would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFG or USFWS.

No plants that are considered fully protected, sensitive, rare, endangered, or threatened by the State of California, CNPS, or CNDDB are expected to occur within the Plan area, as it is dominated by ornamental plants and developed land. Currently, all species of trees located within the Plan area are protected by the existing Tree Ordinance (Section 23.50) of the Municipal Code.

With the exception of raptors and other tree-nesting bird species, no sensitive wildlife species are expected to occupy the Plan area. Trees within the Plan area may provide suitable nesting and roosting habitat for raptor and other tree-nesting bird species. Most of the trees in the Plan area are located within the median of Camino del Mar. Over the life of the proposed Plan, it is possible that improvements to Camino del Mar could affect the median and the trees that occupy it. As outlined above in Section 4.3.1.2.d, the City's Tree Ordinance and associated Tree Protection Manual contain measures to avoid or reduce potential impacts to all tree species within the Plan area. In accordance with the Tree Ordinance, City review would have to verify that any tree disturbance is allowed under City law. In cases where trees are proposed to be removed, the Tree Ordinance provides that a removed tree be replaced. Removed trees shall be replaced at a rate and species determined appropriate by the City in accordance with the Tree Mitigation Replacement Scale (see Municipal Code Section 23.50.090). By virtue of the existing regulatory ordinance that protects trees, raptors and other tree-nesting birds would also be protected.

The proposed Plan also includes implementation strategies to conserve trees on both private and public property. In the Plan's Protection of Community Resources chapter, the following tree protection implementing strategies are included:

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

Given the protection afforded to trees in the Plan area through the existing tree protection ordinance and the new implementing strategies of the proposed Plan, potential impacts to sensitive wildlife species would be less than significant.

4.3.4.2 Issue BIO-2: Wetlands

Threshold BIO-2 states that impacts to biological resources would be significant if implementation of the proposed Plan would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

There are no wetland areas, wetland buffer areas, or non-wetland waters of the U.S. within the Plan area. Additionally, there are no riparian habitats, streams, rivers, or lakes within the Plan area. The Plan area, as stated above, is composed of entirely developed lands. No impact would occur to wetlands or riparian areas.

4.3.4.3 Issue BIO-3: Wildlife Corridors

Threshold BIO-3 states that Plan impacts to biological resources would be significant if its implementation would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The Plan area, as stated above, is composed of developed lands. The Plan area contains no natural habitat and does not function as a wildlife corridor. Therefore, implementation of the Plan would not interfere with any wildlife corridor and would not have a significant impact to wildlife movement.

4.3.4.4 Issue BIO-4: Policies and Ordinances Protecting Biological Resources

The BIO-4 states that the Plan's impacts to biological resources would be significant if it conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As stated above, all species of trees located within the Plan area are protected by the Tree Ordinance (Section 23.50) of the Del Mar Municipal Code. This ordinance applies to both private property owners and, in the case of public trees, the City. There is nothing in the proposed Plan that would conflict with the City's adopted regulations pertaining to trees. Both public improvements and private development projects in the Plan area would be required to comply with the Tree Ordinance to avoid significantly impacting protected trees. Impacts would be less than significant.

4.3.4.5 Issue BIO-5: Habitat Conservation Planning

Threshold BIO-5 states that Plan impacts to biological resources would be significant if it were to conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

As discussed above, the City of Del Mar has yet to approve a Subarea Plan. A Draft Subarea Plan has not yet been submitted to CDFG or the USFWS for consideration, nor is it available for review.

At its closest point, the City of San Diego's Subarea Plan preserve area or MHPA lies 0.47 mile to the east, an area that encompasses Crest Canyon and, to its north, the San Dieguito river valley (see Figure 4.3-1). The City of San Diego's MHPA that encompasses the Torrey Pines State Park Reserve is located 0.75 mile south of the Plan area.

A review of the boundaries of the rough "hard line" preserve area proposed for conservation (i.e., the Del Mar MHPA), available through the SanGIS website, indicates that portions of Stevens Creek and the San Dieguito River are under consideration for inclusion in the Del Mar MHPA. These areas are in the northern portion of the City, well outside the Plan area.

Redevelopment in accordance with the proposed Plan would therefore not conflict with an adopted HCP, NCCP, or any other approved local, regional, or state HCP. Thus, there would be no impact to habitat conservation planning as a result of Plan implementation.

4.3.5 Level of Significance Prior to Mitigation

Impacts associated with Threshold BIO-1 would be less than significant given the existence of existing regulations and new Plan implementing strategies that protect trees, and thus raptors and other tree-nesting birds, in the Plan area.

No significant impacts associated with Threshold BIO-2 would occur. The Plan area does not contain any federally protected wetlands and Plan implementation would not adversely affect federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

The proposed Plan area does not function as a wildlife corridor; therefore, the project would not interfere with wildlife movement. No significant impacts associated with Threshold BIO-3 would occur.

The proposed Plan would not conflict with the City's adopted Tree Ordinance and Public Tree Policy Manual. No significant impacts associated with Threshold BIO-4 would occur.

The proposed Plan would not conflict with an MSCP or any local, regional, and state habitat conservation plans. Thus, no significant impacts related to Threshold BIO-5 would occur.

4.3.6 Mitigation

No mitigation is required.

4.4 Cultural Resources

This section addresses the proposed Plan in relation to potential impacts associated with historic structures, archaeological resources, and paleontological resources.

4.4.1 Existing Conditions

4.4.1.1 Cultural Setting

a. Prehistoric Period

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993).

The Archaic Period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Large side-notched and Elko series projectile points appeared. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge which suggest the ethnohistoric Kumeyaay. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, but effective technological innovations. The late

prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D. L. True at Cuyamaca Rancho State Park (True 1970). The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert side-notched (more common) and Cottonwood Series projectile points.

b. Ethnohistory

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. The settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a and 1984b). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available, fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets. These employed either coiled or twined construction. The Kumeyaay also made pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brownware, but some were decorated (Meighan 1954; May 1976, 1978).

c. Spanish/Mexican/American Periods

The Spanish Period (1769–1821) represented a time of European exploration and settlement. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish invaders (Cook 1976). One of the hallmarks of the Spanish colonial scheme was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made to meritorious or well-connected individuals.

In 1821, Mexico declared its independence from Spain. During the Mexican Period (1822–1848), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching. The Mexican Period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican-

American War (1846–1848; Rolle 1998). The great influx of Americans and Europeans resulting from the California Gold Rush in 1848-49 eliminated many remaining vestiges of Native American culture.

The American homestead system encouraged settlement beyond the coastal plain into areas where Indians had retreated to avoid the worst of Spanish and Mexican influences (Carrico 1987; Cook 1976). A rural community cultural pattern existed in San Diego County from approximately 1870 to 1930. These communities were composed of an aggregate of people who lived within well-defined geographic boundaries, on farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986). In the post-World War II period, the economy shifted from ranching and agriculture to light manufacturing, the military, and tourism.

d. History of Del Mar

A few ranchers moved into the Del Mar area in the mid-1800s. The ranch of William S. Weed housed the post office for this area, and this region was known by the name of "Weed" until 1884. In 1883, the California Southern Railroad, later part of the Santa Fe system, ran its first passenger train through Del Mar. It originally ran down what is now known as Stratford Court, with the depot located between 9th and 10th streets.

In 1882 Colonel Jacob Taylor, the then owner of Rancho Los Peñasquitos, bought 338 acres for the town site (Starr 1986). Initially, 14 homes were constructed in an area now bounded by Camino del Mar, the Pacific Ocean, 9th Street, and 11th Street. The community was named Del Mar (Spanish for "of the sea") at this time. The nucleus of this initial development was the Casa del Mar, a hotel completed in 1886 at the northwest end of 10th Street overlooking the ocean. After 1887, the initial land boom ended. Fires broke out mysteriously, and the heavy rains of 1889 eroded the pathway to the beach, inundated the railroad tracks, and isolated Del Mar. In January 1890, three years after it had opened, Casa del Mar burned to the ground.

In 1905, the South Coast Land Company bought all of Colonel Taylor's land and then proceeded to move the center of town, from what is now 9th Street and Stratford Court, to 15th Street and Camino del Mar. This was accomplished through the demolition of all of the remains of the original Casa del Mar and the construction of the Stratford Inn (later known as the Del Mar Inn or Hotel). Construction of the hotel set off a minor land boom in Del Mar, and within a few months property sales of more than $500,000 were recorded. It was at this time that the South Coast Land Company built the sewer system (in use until 1974), filled in the San Dieguito slough to make lots along what is now Coast Boulevard, and developed a golf course where the fairgrounds are now located. Subsequent to the construction of the Stratford Inn, the railroad tracks and depot were moved to near 17th Street and Coast Boulevard.

The South Coast Land Company planned a residential community of "distinctive class." Lots were intentionally irregular to assure each one had individuality and a view. The Company encouraged only those building designers who built in styles compatible with the Stratford Inn: English cottage style and shingled bungalow (Spanish Villas became popular on the hill in the 1920s). The Kockritz building, constructed in 1927 and now called the Stratford Square, is a fine example of a structure built to complement the Stratford Inn.

The first road from Del Mar to La Jolla was conceived, developed, and paid for by the South Coast Land Company and E. W. Scripps. This road provided Del Mar's only vehicular connection to San Diego until Highway 101 through Rose Canyon opened in 1931. As the San Diego region and the accompanying network of highways grew during the 1940s and 50s, people gradually sought homes in small beach communities where they could find a pleasant residential environment and still commute to jobs in San Diego. The Del Mar area grew from 430 persons in 1938 to approximately 2,800 residents by 1958.

The Del Mar racetrack, next to the Pacific Ocean at the mouth of the San Dieguito River, is the area's most well-known attraction. The racetrack began in 1936 as a proposition submitted by well-known actor Bing Crosby and William A. Quigley (Engstrand 1980). Both Bing Crosby and fellow actor Pat O'Brien loaned money to the project after expected funds from the 22nd District Agricultural Association ran out. The racetrack opened on July 3, 1937 with Crosby greeting the crowds (Engstrand 1980).

Studies were conducted in the late 1950s revolving around the feasibility of incorporating Del Mar as a separate city. The citizens voted to incorporate in 1959 by a narrow margin. In 1966, the current alignment for I-5 was constructed, thereby allowing major north-south vehicular traffic to bypass Del Mar. The resulting decrease in traffic along Camino del Mar created some vacancies in the business district, and the business community expressed concern as to its future. It was evident by 1970, however, that the vitality of the retail activities in Del Mar had not only stabilized, but had improved.

4.4.1.2 Existing Resources

a. Historic Landmarks

The City has designated two properties as significant historic landmarks within the Plan area: the Stratford Square property and the Del Mar Library property. Stratford Square is located on 15th Street at the southwest corner of Camino del Mar. As noted above, it was constructed in the Tudor architectural style, with its distinctive steeply pitched roofs, first floor brick and stone cladding, and half-timbered second floor. The Del Mar Library, located on the northeast corner of 13th Street and Camino del Mar, is housed in the structure originally constructed in 1914 as the St. James Catholic Church. It is also in the Tudor architectural style, although somewhat more understated than the Stratford Square building and showing some craftsman details such as overhanging eaves with decorative braces.

b. Archaeological Resources

An archaeological records search conducted of the files at the South Coastal Information Center (SCIC) showed no historic addresses or historic archaeological resources recorded within or immediately adjacent to the Plan area.

The Del Mar Community Plan Environmental Management Element identifies the presence of recorded archaeological sites outside of the Plan area. Without identifying their specific location due to the possibility of vandalism, the Element states that the following general areas contain one or more archaeological sites:

1. North bluff area west of Camino del Mar
2. In the vicinity of Turf Road and Via de la Valle
3. On the north slopes of the Del Mar hills above Jimmy Durante Boulevard
4. On the northeast slopes of the Del Mar hills above San Dieguito Drive
5. Torrey Pines Terrace area
6. Del Mar Canyon area.

Any surface archaeological deposits have been destroyed or heavily disturbed in all developed portions of the Plan area. Also, shallow subsurface deposits have also been destroyed or heavily disturbed by construction of the existing structures and roads. There is still the possibility, however, for subsurface prehistoric or historic archaeological deposits to be present below the depth of disturbance under existing structures, hardscaping, landscaping, and in undeveloped portions of parcels in the Plan area.

c. Paleontological Resources

Paleontological resources are found in deeper bedrock layers of sandstone, mudstone, or shale. The Plan area is predominantly underlain by the Bay Point Formation and Torrey Sandstone (refer to Figure 4.5-1). The sensitivities for each of the geologic formations/units in San Diego are included in a report prepared for the San Diego Planning Commission on the Paleontological Resources of San Diego County (Deméré and Walsh 1993). The rating system includes high, moderate, low, marginal, and zero.

Although the Torrey Sandstone contains abundant invertebrate remains, invertebrate remains are both common and wide-ranging. As such, it was assigned a resource sensitivity of moderate by Deméré and Walsh (1993). The Bay Point Formation contains extremely diverse and well-preserved assemblages of marine invertebrate fossils as well as rare vertebrate fossils. Therefore, it was assigned a paleontological resource sensitivity of high by Deméré and Walsh (1993). Therefore, while the Plan area is almost entirely developed, there is a possibility of subsurface paleontological resources in undisturbed Torrey Sandstone and Bay Point Formation deposits under the existing development areas.

4.4.1.3 Existing Regulatory Framework

a. Federal Regulations

National Register of Historic Places (NRHP)

The NRHP was established by the National Historic Preservation Act enacted in 1966. The NRHP is the official list of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service. Nominations to the NRHP may come from the various State Historic Preservation Offices, Tribal Historic Preservation Offices, local governments, and from private individuals and organizations. To be included on the NHRP list, nominees must:

- Be significant in American history, architecture, archaeology, engineering, and culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
- Be associated with events that have made a significant contribution to the broad patterns our history;
- Be associated with the lives of persons important in our past;
- Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values;
- Represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events.

b. State Regulations

California Register of Historic Resources (CRHR)

Similar to the NRHP, the CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and

provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR. The CRHR was established in 1992. CEQA was amended in 1992 to define "historical resources" as a resource listed in or determined eligible for listing on the California Register, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one of more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.
2. Is associated with the lives of persons important to the nation or to California's past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. Archaeological resources are considered "historical resources" for the purposes of CEQA. Most archaeological sites which qualify for the CRHR do so under criterion 4 (i.e., research potential).

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

California Public Resources Code

Section 5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the California Native American Heritage Commission (NAHC). Section 5097.5 of the Code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological,

> paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the State or any city, county, district, authority or public corporation, or any agency thereof. Consequently, the City is required to comply with Public Resource Code Section 5097.5 for its activities on publicly owned land.

Section 5097.98 further defines the standards for the handling of Native American human remains. Section 5097.993 sets requirements for the unlawful and malicious excavation, removes, destruction, injury, or defacing of a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR.

California State Health and Safety Code

Section 7052 of the California State Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that construction activities be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

California Environmental Quality Act

Under the CEQA Guidelines Article 19, Categorical Exemptions, Section 15300.2(f) applies to historical resources. "A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource." Therefore, even if a project were otherwise qualified for an infill exemption (15332) or New Construction or Conversion of Small Structures exemption (15303), etc., it would not be exempt from CEQA if located on a hazardous waste site, and the Lead Agency would be required to prepare a Negative Declaration or EIR.

c. Local Regulations

Del Mar Municipal Code

Chapter 30.58 of the Del Mar Municipal Code designates the Historic Preservation Overlay Zone (HP-OZ). The HP-OZ is designed to protect the architectural and historic integrity of certain historically significant properties located within the City. The HP-OZ is also intended to provide for the long-term continued preservation of such designated historic landmark properties by providing architectural control and by providing permitted uses more befitting the economic viability of the historic structures occupying said properties than may otherwise exist under the permitted use provisions of the underlying zone. The HP-OZ also provides the means to designate additional properties as historically significant.

Within the HP-OZ, no building, improvement, structure, or portion thereof shall be erected, constructed, demolished, relocated, converted, altered, or enlarged, nor shall any lot or premises be excavated or graded unless approved by the Design Review Board.

Following review and recommendation by the Planning Commission and public hearings, the City Council may designate any property within the corporate limits of the City to be a designated historic landmark property, provided specific findings are made that the designated property contains artifacts of archaeological or paleontological importance, or structures of historic significance.

Historic significance is defined by the Municipal Code to mean any structure and/or use of a property that:

- Possesses a unique architectural style typifying a period of California or Del Mar history;
- Is listed on a site or federal register of historic places;
- Marks or represents a specific historic event; or
- Typifies the historic character of a specific area of the City.

Within the Plan area, both the Stratford Square (1438–1454 Camino del Mar; 225 West 15th Street) and the City Library (1309 Camino del Mar) have HP-OZ designation, and are thus subject to the special regulations of the HP-OZ zone. These properties have been designated by the City as historic landmark properties.

Adjacent to the Plan area are other parcels with the HP-OZ designation, including a private residence at 110 15th Street, the former train station along the east side of the railroad tracks, the Powerhouse Community Center located west of Coast Boulevard, and the "Rock House," a private residence located adjacent to the east side of the Plan area, north of 15th Street.

d. Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural

places. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

4.4.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to cultural and paleontological resources would be significant if the proposed Plan would:

Threshold CUL-1 Cause a substantial adverse change in the significance of a historical resource as defined in the Guidelines Section 15064.5;

Threshold CUL-2 Cause a substantial adverse change in the significance of an archaeological resource as defined in the Guidelines Section 15064.5;

Threshold CUL-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

Threshold CUL-4 Disturb any human remains, including those interred outside of formal cemeteries.

4.4.3 Methodology

Methodology involved a review of pertinent federal, state, and Del Mar regulations, and consultation with Native American tribes. RECON conducted a record search of the Plan area at the SCIC for information on previously recorded historic and prehistoric archaeological resources and listed structures. Del Mar City staff was contacted in order to identify the known inventory of listed and eligible or recorded historic and prehistoric sites and paleontological sensitivity of the area. An archaeological field survey and a survey of historic architectural resources were not conducted; instead, analysis relied on the use of existing information.

The evaluation of the potential for the proposed Plan to cause a substantial adverse change in the significance of any historical, archaeological, or paleontological resources was based on CEQA Guidelines Section 15064.5.

4.4.4 Impact Analysis

4.4.4.1 Issue CUL-1: Historical Resources

Threshold CUL-1 states that impacts would be significant if implementation of the proposed Plan would cause a substantial adverse change in the significance of a historical resource, as defined in the CEQA Guidelines Section 15064.5.

As defined in the Guidelines, "substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource is materially impaired." The Guidelines further define a historical resource to include a resource listed on, or formally determined eligible for, the following:

1. The NRHP or the CRHR, including contributors to NRHP Historic Districts or California Register Historic Districts; or

2. That meets the CEQA criteria for historical resources.

This criteria is elaborated in Section 4.4.1.3 above but generally includes any resource that:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.

- Is associated with the lives of persons important to the nation or to California's past.

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

Within the Plan area, two properties, the Stratford Square and the City Library, have been locally designated as historic landmarks. These properties are within the HP-OZ overlay zone which as described in Section 4.4.1.3.c above (and in Chapter 30.58 of the Del Mar Municipal Code) is designed to protect the historic integrity of, and to provide for the long-term continued preservation of, certain historically significant properties in the City. Within the HP-OZ, no building, improvement, structure, or portion thereof can be erected, constructed, demolished, relocated, converted, altered, or enlarged, nor can any lot or premises be excavated or graded unless approved by the City's Design Review Board.

The proposed Plan does not propose any change of land use for the two historic landmark properties over the life of the Plan. These two properties have essentially been excluded from the Plan's future buildout projections and density intensification. Significant impacts to

these designated historical resources would be avoided through compliance with the City's HP-OZ and Historic Preservation Overlay Ordinance.

Projected buildout under the proposed Plan could lead to the physical demolition, destruction, relocation, or alteration of potential historical resources, not currently designated, that are not subject to the HP-OZ regulations. However, the Protection of Community Resources chapter of the proposed Plan includes implementing strategies that would minimize or avoid impacts to potential historical resources by requiring the identification, evaluation, and preservation of such resources, including:

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

- Encourage the preservation of qualifying historical resources through designation and inclusion in the HP-OZ.

All future development under the proposed Plan shall be required to comply with applicable federal and state laws that concern the preservation of historical resources, including the National Historic Preservation Act and CEQA. In particular, future discretionary projects would be required to undergo environmental review pursuant to CEQA, which would include an assessment of impacts to historical resources.

Therefore, through compliance with the aforementioned Plan implementing strategies to protect historical and architectural character in the Plan area, and other regulations, impacts to historical resources associated with the proposed Plan would be less than significant.

4.4.4.2 Issue CUL-2: Archaeological Resources

The CUL-2 threshold states that impacts to cultural resources would be significant if implementation of the Specific Plan causes a substantial adverse change in the significance of an prehistoric or historic period archaeological resource as defined in the CEQA Guidelines Section 15064.5.

The Plan area is already developed, thus the likelihood of encountering archaeological resources is greatest on sites that have been minimally excavated in the past (e.g., undeveloped parcels, vacant lots, and lots containing surface parking; undeveloped areas around historic buildings; under buildings with post, pier, slab, or shallow wall foundations without basements; etc.). Previously excavated areas are generally considered to have a low potential for archaeological resources, since the soil containing the archaeological resources has been removed.

While the proposed Plan does not specifically propose alteration of an archaeological resource or ground disturbing activities such as grading or excavation, it can be assumed that future development consistent with the Plan could have the potential to directly or indirectly impact prehistoric/historic archaeological resources through such activities.

The Protection of Community Resources chapter of the proposed Plan includes implementing strategies that would minimize or avoid impacts to archaeological resources, including:

- Monitoring for cultural and paleontological resources during grading and construction activities shall be required for all development projects.

- Developers shall be required to work with Planning Department staff early in the development review process in order to minimize impacts to cultural and paleontological resources.

All future development under the proposed Plan shall be required to comply with applicable federal and state laws that concern the preservation of archaeological resources, including the National Historic Preservation Act and CEQA. The City is also required to comply with Public Resources Code Section 5097.5, detailed above, which precludes removal of archaeological resources on public lands without express permission by the applicable public agency. Future discretionary projects shall be required to undergo environmental review pursuant to CEQA, which would include an assessment of impacts to archaeological resources.

Therefore, through compliance with the aforementioned archaeological implementing strategies in the proposed Plan, and other regulations, impacts to archaeological resources associated with Plan implementation would be less than significant.

4.4.4.3 Issue CUL-3: Paleontological Resources

Threshold CUL-3 states that impacts would be significant if implementation of the Plan caused a significant paleontological resource to be destroyed or significantly altered.

The Plan area is underlain by the Bay Point Formation and Torrey Sandstone and thus has moderate to high sensitivity for paleontological resources. While the proposed Plan itself does not specifically propose ground disturbing activities, future redevelopment projects consistent with the Plan that would grade into undisturbed deposits of the Bay Point Formation and/or Torrey Sandstone would have the potential to significantly impact subsurface paleontological resources.

The Protection of Community Resources chapter of the proposed Plan includes implementing strategies that would minimize or avoid impacts to paleontological resources, including:

- Monitoring for cultural and paleontological resources during construction activities shall be required for all development projects.

- Developers shall be required to work with Planning Department staff early in the development review process in order to minimize impacts to cultural and paleontological resources.

All future development under the proposed Plan shall be required to comply with applicable federal and state laws that concern the preservation of paleontological resources, including CEQA. Future discretionary projects shall be required to undergo environmental review pursuant to CEQA, which would include an assessment of paleontological resources.

Therefore, through compliance with the above implementing strategies in the proposed Plan and other regulations, impacts to paleontological resources would be less than significant.

4.4.4.4 Issue CUL-4: Human Remains

Threshold CUL-4 states that impacts would be significant if Plan implementation were to disturb human remains, including those interred outside of formal cemeteries.

There are no known burial sites or cemeteries within the vicinity of the Plan area. Therefore, it is not expected that human remains would be disturbed as a result of implementation of the proposed Plan. However, since future development allowed by the proposed Plan may include ground disturbing activities, such as grading or excavation, there is still the potential for direct and/or indirect impacts to occur to previously unknown human remains. As part of the Specific Plan Process, the City conducted a Native American consultation pursuant to SB 18, which allowed Native American concerns to be addressed early during the planning process.

As detailed above, Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 and 5097.993 protect against the unexpected discovery of human remains. In the event that human remains were discovered during future development within the Plan area, no further construction activities would be permitted until the coroner is contacted, as well as any applicable Native American tribes.

The Protection of Community Resources chapter of the proposed Plan also includes implementing strategies that would minimize or avoid potential impacts to human remains, including:

- Monitoring for cultural and paleontological resources during construction activities shall be required for all development projects.

If human remains were found, future projects shall be required to comply with the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990).

Future discretionary development projects would be required to undergo environmental review pursuant to CEQA, which would include an assessment of potential impacts to burial sites and human remains. Therefore, through compliance with the aforementioned implementing strategies in the proposed Plan, impacts to human remains would be less than significant.

4.4.5 Level of Significance Prior to Mitigation

With respect to Threshold CUL-1, impacts to the existing two designated historic properties within the Plan area would be avoided through adherence to the City's historic preservation ordinance and HP-OZ (Chapter 30.58 of the Municipal Code). The possibility exists that future development in accordance with the Plan could demolish or substantially alter unevaluated historic resources. However, all future development projects would be required

to comply with the Plan implementing strategies detailed above, and applicable federal and state regulations. Future discretionary development projects also would be required to undergo environmental review pursuant to CEQA, which would include an assessment of potential impacts to historical resources. Therefore, through compliance with the aforementioned implementing strategies in the proposed Plan and other regulations, impacts to historical resources would be less than significant.

With respect to Threshold CUL-2, future development activities under the Plan also have the potential to impact undiscovered subsurface archaeological resources. However, all future development projects would be required to comply with the Plan implementing strategies detailed above. Future discretionary development projects would also be required to undergo environmental review pursuant to CEQA, which would include an assessment of potential impacts to archaeological resources. Therefore, through compliance with the aforementioned implementing strategies in the proposed Plan and other regulations, impacts to archaeological resources would be less than significant.

With regard to Threshold CUL-3, future projects allowed by the Plan could potentially impact paleontological resources. However, all future development projects would be required to comply with the Plan implementing strategies detailed above. Future development projects would also be required to undergo environmental review pursuant to CEQA, which would include an assessment of potential impacts to paleontological resources. Therefore, through compliance with the aforementioned implementing strategies the proposed Plan and other regulations, impacts to paleontological resources would be less than significant.

With regard to Threshold CUL-4, while it is highly unlikely that human remains would be disturbed as a result of Plan implementation because there are no known burial sites or cemeteries within the vicinity, future development activities under the Plan have the potential to impact human remains. However, all future development projects would be required to comply with the Plan implementing strategies detailed above. Future development projects would also be required to undergo environmental review pursuant to CEQA, which would include an assessment of potential impacts to cultural resources. Therefore, through compliance with the implementing strategies in the proposed Plan and other regulations, impacts related to the disturbance of undiscovered human remains would be less than significant.

4.4.6 Mitigation

No mitigation is required.

4.5 Geology and Soils

This section of the PEIR addresses the potential for impacts associated with seismic, geologic, and soils conditions within the Plan area and is based on research of secondary source information, such as the California Emergency Management Agency's (Cal EMA) Hazard Mitigation Portal, soil maps developed by the U.S. Department of Agriculture (USDA), and a review of other recent site-specific geotechnical investigations within the Plan area.

4.5.1 Existing Conditions

4.5.1.1 Environmental Setting

a. Plan Area Geology

San Diego County can be divided between three distinct geomorphic regions: the Coastal Plain region as exposed west of the Peninsular Ranges, the Peninsular Range region, and the Salton Trough region as exposed east of the Peninsular Ranges. The Plan area is within the Coastal Plain region. The Coastal Plain region is underlain by a "layer cake" sequence of marine and non-marine sedimentary rock units that record portions of the last 140 million years of earth history. Over this period of time the relationship of land and sea has fluctuated drastically, so that today we have ancient marine rocks preserved up to elevations around 900 feet above sea level and ancient river deposits as high as 1,200 feet. Faulting related to the local La Nacion and Rose Canyon fault zones has broken up this "layer cake" sedimentary sequence into a number of distinct fault blocks in the southwestern part of the county. North of La Jolla, the effects of faulting are not as great, and the rock units are relatively underformed (Deméré 2011).

In 1965, the California Division of Mines and Geology, in cooperation with the City of San Diego, began a comprehensive geologic investigation aimed at a better understanding of the geologic hazards that exist within the greater San Diego metropolitan area. Together, the Del Mar, La Jolla, and Point Loma quadrangles are approximately 350 square kilometers (km^2) in extent and constitute the western part of the greater San Diego metropolitan area. The western San Diego metropolitan area is underlain by valuable sand, gravel, and clay resources deemed feasibly extractable in today's market for use in the north county, Del Mar, La Jolla, Miramar, Linda Vista, and Point Loma areas. The area is underlain primarily by sedimentary rock; however, occasional outcrops of plutonic and metamorphic rocks do occur. As shown in Figure 4.5-1, the Plan area is predominantly underlain by the Bay Point Formation and Torrey Sandstone.

Image Source: Aerials Express (flown March 2010)

Project Boundary

Geologic Formations

Qbp - Bay Point Formation

Tt - Torrey Sandstone

FIGURE 4.5-1

Geologic Formations within the Plan Area

M:\JOBS4\6447\common_gis\fig4.5-1.mxd 12/30/2011

Bay Point Formation

The Bay Point Formation underlies the majority of the Plan area. The Bay Point Formation is widespread and well exposed in the area adjacent to the present-day coastline. It is composed mostly of marine and non-marine, poorly consolidated, fine- and medium-grained, pale brown, fossiliferous sandstone. The Bay Point Formation is considered mostly poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine and colluvial deposits composed of siltstone, sandstone and conglomerate (Kennedy 1975).

Torrey Sandstone

The Tertiary-age Torrey Sandstone also underlies portions of the Plan area. This unit generally consists of dense to very dense, well stratified, light orange brown, yellow-brown and white fine to medium sand with some silt. The soils of the Torrey Sandstone formation generally possess adequate strength characteristics for support of most structures (Geocon 2006).

b. Plan Area Soils

Soil Units

The San Diego County Soil Map identifies several different soil units in the Plan area (Figure 4.5-2). Marina Loamy Coarse Sand (2 to 9 percent slopes and 9 to 30 percent slopes) is found throughout the majority of the Plan area. These soils are very deep, excessively drained, loamy coarse sands to loamy sands that occur on beach ridges. These soils have a high infiltration rate, a slow to medium runoff rate, a low shrink-swell potential, and a severe erosion potential.

Loamy alluvial land-Huerhuero complex (9 to 50 percent slopes, severely eroded) also occurs at the northeastern edge of the Plan area. Loamy alluvial sand consists of somewhat poorly drained, very deep, dark brown to black silt loams and sandy loams. This type of sand is usually found on old coastal ridges, ranging from strong sloping to steep, severely eroded soils and alluvial fill along drainages. This soil type is characterized by very slow permeability and slow to medium runoff. The erosion hazard is considered slight to moderate. The elevation ranges from sea level to roughly 500 feet. Huerhuero and Carlsbad soils are generally severely eroded. Sparse coastal chaparral can grow on these soils. According to the *Soil Survey for the San Diego Area* (USDA 1973), this complex is typically used for housing developments and does not have value for farming or ranching.

Fill Soils

As typical of similar urbanized settings, the presence of documented and undocumented fills underlying the Plan area is expected. Fill soils are often placed in developing areas

Image Source: Aerials Express (flown March 2010)

0 Feet 500

Project Boundary

Soil Types

- Loamy alluvial land-Huerhuero complex, 9 to 50 percent slopes, severe
- Marina loamy coarse sand, 2 to 9 percent slopes
- Marina loamy coarse sand, 9 to 30 percent slopes

FIGURE 4.5-2

Soil Types within the Plan Area

M:\JOBS4\6447\common_gis\fig4.5-2.mxd 12/30/2011

to create a level pad for construction of improvements, and typically consist of a mixture of cobbly and gravelly loam and clay.

c. Groundwater

The San Dieguito Valley Groundwater Basin has a surface area of 5.6 square miles and underlies Osuna Valley and the lower portion of San Dieguito Valley in central coastal San Diego County. The following description of the basin was accessed via the California Department of Water Resources' (DWR) Integrated Water Resources Information System (IWRIS) in 2011; all references following in this section were not directly accessed, but were cited by the IWRIS.

The basin is bounded by the Pacific Ocean to the west and elsewhere by non-water-bearing parts of the La Jolla Group (Strand 1962). The southern boundary of the basin, as mapped by the DWR, is 0.25 mile north of the Plan area boundary. The San Dieguito River drains this valley west to the Pacific Ocean.

The water-bearing materials that form this basin are composed of Quaternary age alluvium, which reaches 180 feet thick near the Pacific Ocean (Izbicki 1983). In addition, groundwater is produced from the La Jolla Group and Santiago Peak Volcanics beneath and adjacent to the basin (Izbicki 1983). Holocene age alluvium, which is composed of unconsolidated gravel, sand, silt, and clay, has a maximum thickness of more than 150 feet near the Pacific Ocean and an average specific yield of about 13 percent (Izbicki 1983). Groundwater in this unit is unconfined and wells yield an average of 700 gallons per minute (gpm), but reach 1,800 gpm (Izbicki 1983). Older alluvium, likely Pleistocene in age, is composed of gravel, sand, silt, and clay that are partially cemented and weathered; wells in this unit yield as much as 75 gpm (Izbicki 1983).

Recharge of the alluvial aquifer is chiefly by percolation of flow in the San Dieguito River (DWR 1959). Additional sources of recharge include percolation of precipitation to the valley floor, underflow beneath Hodges Dam, and underflow through the La Jolla Group sediments (Izbicki 1983).

Historically, groundwater levels have been near the ground surface with groundwater moving westward toward the ocean (Ellis and Lee 1919; DWR 1959). By 1957, pumping depressions had created an inland flow of seawater (DWR 1959). During 1979 through 1983, water levels at one well in the central part of the basin ranged from about one to five feet below ground surface. This basin has high sulfate, chloride, and total dissolved solids (TDS) concentrations that cause inferior ratings for domestic and irrigation use for most of the basin (DWR 1967).

d. Geological Hazards

Faulting and Seismicity

Based on published geologic maps, no active or potentially active faults cross beneath the Plan area. The nearest active fault, the Rose Canyon Fault, is located approximately 2.2 miles west of the Plan area. Historically, the Rose Canyon Fault has exhibited low seismicity with respect to earthquakes in excess of magnitude 5.0 or greater. Earthquakes on the Rose Canyon Fault having a maximum magnitude of 7.2 are considered representative of the potential for seismic ground shaking within the Plan area. The "maximum magnitude earthquake" is defined as the largest earthquake magnitude that can possibly occur under the presently known tectonic framework. Table 4.5-1 below presents a list of significant active faults, their distance from the Plan area, and a summary of potential ground shaking effects (Geocon 2006).

TABLE 4.5-1
PROBABLE GROUND SHAKING EFFECTS

Fault Name	Approximate Distance from Plan Area (miles)	Estimated Maximum Earthquake Magnitude	Estimated Peak Site Acceleration (g)
Rose Canyon Fault Zone	2.2	7.2	0.47
Coronado Bank	15.6	7.6	0.23
Newport Inglewood (Offshore)	17.0	7.1	0.17
Elsinore-Julian	32.1	7.1	0.09
Elsinore-Temecula	32.6	6.8	0.07
Earthquake Valley	42.5	6.5	0.04
Palos Verdes	45.4	7.3	0.07
Elsinore-Glen Ivy	47.8	6.8	0.04
San Joaquin Hills	48.7	6.6	0.05
Elsinore-Coyote Mountain	52.3	6.8	0.04
San Jacinto-Anza	54.7	7.2	0.05
San Jacinto-Coyote Creek	55.9	6.6	0.03
San Jacinto-San Jacinto Valley	57.8	6.9	0.04
Newport-Inglewood (Los Angeles Basin)	59.2	7.1	0.04

g = gravity

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the Plan area. The Plan area is within a high earthquake shaking probability zone (Cal EMA 2011).

Seismic Settlement and Liquefaction

Soil liquefaction occurs within relatively loose, cohesionless sands located below the water table that are subjected to ground accelerations from earthquakes. Due to the dense nature of the formational materials within the Plan area, the potential for liquefaction occurring at

the Plan area would generally be considered low. The Plan area is not within a mapped liquefaction seismic hazard zone (Cal EMA 2011).

Landslides and Mudslides

The Plan area is already developed and is not prone to landslides or mudslides. The Plan area is not within a mapped earthquake-induced landslide hazard zone (Cal EMA 2011).

Tsunamis and Seiches

The Plan area, at its nearest point, is approximately 400 feet east of the Pacific Ocean. Due to its elevation (approximately 150 above mean sea level), the Plan area would not likely be affected in the event of a tsunami. Furthermore, according to maps prepared to quantify risk from tsunamis/seiches, the Plan area is not within a tsunami hazard zone (Cal EMA 2011).

4.5.1.2 Regulatory Framework

A number of regulatory requirements and/or guidelines related to potential geologic and soils issues are applicable to future development within the Plan area. Generally, these regulatory requirements and guidelines contain standards and measures to evaluate risk and address potential hazards through design and construction techniques. Specific requirements and/or guidelines that may be applicable to future development associated with implementation of the Plan are outlined below.

a. California Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act was passed by the State in 1990 and contains seismic safety standards. The act includes non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. There are no seismic hazard maps that have been completed by the State for the County of San Diego.

b. Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires that proposed developments incorporating tracts of four or more dwelling units investigate the potential for ground rupture within Alquist-Priolo Zones. Where such zones are designated, no building may be constructed without a geologic study being conducted to determine the locations of all active fault lines in the zone. No Alquist-Priolo Zones are located within the Plan area.

c. California Building Code/California Residential Code

Slope instability or erosion problems in the City are primarily regulated through the California Building Code (CBC) and the City's Grading Ordinance (see below). The CBC requires special foundation engineering and investigation of soils on proposed development sites located in geologic hazard areas. These reports must demonstrate either that the

hazard presented by the project will be eliminated or that there is no danger for the intended use. The CBC also contains design and construction regulations pertaining to seismic safety for buildings. These regulations cover issues such as ground motions, soil classifications, redundancy, drift, and deformation compatibility.

The CBC is part of the California Code of Regulations (CCR), Title 24 Part 2. The California Residential Code (CRC) will become part of the CCR, Title 24 Part 2.5. The CBC and CRC are based on the 2006 International Building Code and International Residential Code. The CBC and CRC are a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes.
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

The CBC is updated periodically. On January 1, 2010, the 2010 CBC and CRC became effective. The CBC and CRC contain seismic safety standards outlining design and construction requirements. Development projects must show compliance with the CBC and/or CRC through the development review process. Building permits are submitted and reviewed for compliance prior to obtaining necessary construction and building permits.

d. Municipal Code

As detailed in the Del Mar Municipal Code Chapter 23.12, Uniform Codes for Construction (City of Del Mar 2011a):

> All erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings and structures within the City of Del Mar shall be in conformance with the 2010 CBC and the adopted Appendix Chapters, published by the California Building Standards Commission, as well as Title 24 of the CCR.

Chapter 23.32 of the Municipal Code contains requirements associated with obtaining a grading/excavation permit. Except as otherwise provided, the City of Del Mar shall issue all excavation and grading permits, and perform related inspections, when the grading/excavation permit application conforms to the provisions of the Code.

A grading permit is required for all earthwork performed with the City unless all of the following conditions are met:

1. Excavations or fills are less than five feet in depth at the deepest locations.
2. The total quality of excavations or fills are less than 200 cubic yards.
3. Fill is being placed on a surface having an existing slope not steeper than five horizontal to one vertical.
4. No modifications will be made to the existing drainage patterns.

It should be noted that a Land Conservation Permit is also required by the Municipal Code for all projects that involve excavations or fills in excess of 18 inches in depth or greater than 25 cubic yards in volume, when such graded areas are not replaced by a structure.

The following items related to geology and soils are required before a grading permit is issued, as detailed in the application for a grading permit:

- A geotechnical investigation.
- An erosion control plan approved by the City will be required for all work to be performed between November 1 and April 15 and must be submitted and approved prior to initiating work.
- Elevations, dimensions, locations, extent, and the slopes of all proposed grading shown by contours or other means.
- The quantity of excavation and fill involved.

4.5.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to geology and soils would be significant if the proposed Plan would:

Threshold GEO-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);
- Strong seismic ground shaking;
- Seismic-related ground failure, including liquefaction; or
- Landslides;

Threshold GEO-2 Result in substantial soil erosion or the loss of topsoil;

Threshold GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

Threshold GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

Threshold GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater.

The proposed Plan does not include uses requiring septic systems or any wastewater disposal systems besides sewer. Therefore Threshold GEO-5 is not included in the analysis of Plan impacts. Impacts associated with sewer service are discussed in Section 4.15 of this PEIR. Issues GEO-3 and GEO-4 are addressed concurrently below.

4.5.3 Methodology

Geological conditions were researched using secondary source information, such as Cal EMA's Hazard Mitigation Portal, soil maps developed by the USDA, and a review of other recent site-specific geotechnical investigations within the Plan area. Although geology and soils can be generally addressed through secondary source information, it cannot be definitively stated that all soil types within the Plan area are suitable for the types of development allowed by the Plan, or that geological hazards can be definitively avoided. To conform to the CBC and Del Mar Grading Ordinance, site-specific geotechnical investigations are required for all projects in Del Mar.

4.5.4 Impact Analysis

4.5.4.1 Issue GEO-1: Seismic Hazards

Threshold GEO-1 states that impacts would be significant if the proposed Plan would expose people or structures to the risk of loss, injury, or death due the rupture of a known earthquake fault, seismic ground shaking, ground failure/liquefaction, or landslides.

a. Rupture of Known Earthquake Fault

Ground surface rupture within the Plan area is unlikely to occur due to the absence of any known active or potentially active faults that are known to cross the Plan area. Lurching or cracking of the ground surface as a result of nearby or distant seismic events is also

considered unlikely. Accordingly, impacts resulting from ground rupture of known earthquake faults would be less than significant.

b. Seismic Ground Shaking

The Plan area has a potential for strong ground shaking as a result of its proximity to nearby active faults. The Plan area is within a high earthquake shaking probability zone. Given the existing developed nature of the City, most of this development would replace older buildings. New buildings would be constructed under the most recent CBC and would therefore be safer than existing buildings. Applications for construction and/or building permits would be reviewed prior to permit issuance to assure compliance with all safety standards. Additionally, in accordance with the City Grading Ordinance, any project that requires a grading permit would be required to submit a preliminary geotechnical investigation prior to receiving the permit. The purpose of a geotechnical investigation is to identify the site geology, sample the prevailing soil conditions at the site, and based on conditions encountered, to provide recommendations relative to geotechnical aspects of developing the site as proposed. Through this existing regulatory process, potential impacts associated with seismic ground shaking within the Plan area would be ensured to be less than significant.

c. Seismic Related Ground Failure/Liquefaction

Due to the dense nature of the formational materials within the Plan area, the potential for liquefaction occurring at the Plan area would generally be considered low. The Plan area is not within a mapped liquefaction seismic hazard zone (Cal EMA 2011). Applications for construction and/or building permits are reviewed prior to permit issuance to assure compliance with all safety standards are met. Additionally, in accordance with the City Grading Ordinance, any project that requires a grading permit would be required to submit a preliminary geotechnical investigation prior to receiving the permit. Through this process, potential impacts associated with seismic-related ground failure and liquefaction within the Plan area would be less than significant.

d. Landslides

The Plan area is not prone to landslides or mudslides, nor is it within a mapped earthquake-induced landslide hazard zone (Cal EMA 2011). Impacts would be less than significant.

e. Tsunamis/Seiches

Due to its elevation (approximately 150 above mean sea level), the Plan area would not likely be affected in the event of a tsunami. Furthermore, according to maps prepared to quantify risk from tsunamis/seiches, the Plan area is not within a tsunami hazard zone (Cal EMA 2011).

4.5.4.2 Issue GEO-2: Soil Erosion

Threshold GEO-2 states that impacts would be significant if the proposed Plan would result in substantial soil erosion or the loss of topsoil.

Prior to the issuance of a grading permit, an erosion control plan approved by the City is required for all work to be performed between November 1 and April 15. Furthermore, the potential for substantial soil erosion or loss of topsoil due to the development of the proposed Plan would be less than significant due to the completely urbanized nature of the existing Plan area.

4.5.4.3 Issues GEO-3 and GEO-4: Unstable and Expansive Soils

Thresholds GEO-3 and GEO-4 state that impacts would be significant if the proposed Plan would be located on a geologic unit or soil that is unstable or expansive, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, creating substantial risks to life or property.

As discussed above, most of the Plan area is underlain by dense formational materials that typically are not likely to result in liquefaction during seismic events. Subsequent individual development projects shall be required to comply with local, state, and federally mandated grading and construction requirements, including, but not limited to the CBC, NPDES permit, and City Grading Ordinance. Any project that requires a grading permit would be required to submit a preliminary geotechnical investigation prior to receiving the permit.

If applicable, conditions would be placed on the project to ensure compliance. Additionally, subsequent development projects would be required to be designed to include the removal and recompaction of any undocumented fill in accordance with the CBC, and recommendations of the project geotechnical report.

4.5.5 Level of Significance Prior to Mitigation

There are no significant seismic (GEO-1) or geologic (GEO-2) conditions that are known to exist in the Plan area that would preclude development of subsequent projects. Implementation of a project-level geotechnical investigation, as required by the City's Grading Ordinance, and conformance to the CBC, would avoid or reduce potentially significant seismic and geological impacts to below a level of significance.

Adherence to the City's Grading Ordinance, CBC, and implementation of any recommendations described in the subsequent project's geotechnical investigation would ensure that soil erosion (GEO-3) or expansive soils (GEO-4) impacts would be less than significant.

4.5.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

4.6 Greenhouse Gas Emissions

The following section addresses the effects of Plan implementation with regard to climate change. First, the GHG emissions that would be generated by buildout of the Plan are compared to regional and state GHG emissions reduction targets. Second, the Plan is evaluated for consistency with other plans adopted for the purpose of reducing GHG emissions. A GHG emissions analysis technical report was prepared for the proposed Plan by RECON Environmental in March 2012. The results and conclusions are summarized below and the report is included in its entirety as Appendix D of this PEIR.

4.6.1 Existing Conditions

4.6.1.1 Environmental Setting

a. Understanding Global Climate Change

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated interacting natural factors that include: volcanic eruptions that spew gases and particles (dust) into the atmosphere; the amount of water, vegetation, and ice covering the earth's surface; subtle changes in the earth's orbit; and the amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances not found in nature. These events have led to a marked increase in the emissions of gases shown to influence the world's climate. These gases, termed "greenhouse" gases, influence the amount of heat trapped in the earth's atmosphere. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity. Of late, the issue of global warming or global climate change has arguably become the most important and widely debated environmental issue in the United States and the world. Because it is the collective of human actions taking place throughout the world that contributes to climate change, it is quintessentially a cumulative issue.

b. Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring and artificial. Table 4.6-1 summarizes some of the most common GHGs. Each GHG has variable atmospheric lifetime and global warming potential (GWP).

TABLE 4.6-1
GREENHOUSE GASES ATMOSPHERIC LIFETIMES AND GLOBAL WARMING POTENTIALS

Gas	Atmospheric Lifetime (Years)	100-year GWP	20-year GWP	500-year GWP
Carbon Dioxide (CO_2)	50-200	1	1	1
Methane (CH_4)[a]	12±3	21	56	6.5
Nitrous oxide (N_2O)	120	310	280	170
HFC-23	264	11,700	9,100	9,800
HFC-125	32.6	2,800	4,600	920
HFC-134a	14.6	1,300	3,400	420
HFC-143a	48.3	3,800	5,000	1,400
HFC-152a	1.5	140	460	42
HFC-227ea	36.5	2,900	4,300	950
HFC-236fa	209	6,300	5,100	4,700
HFC-4310mee	17.1	1,300	3,000	400
CF_4	50,000	6,500	4,400	10,000
C_2F_6	10,000	9,200	6,200	14,000
C_4F_{10}	2,600	7,000	4,800	10,100
C_6F_{14}	3,200	7,400	5,000	10,700
SF_6	3,200	23,900	16,300	34,900

SOURCE: U.S. EPA 2010a, Annex 6.
[a] The methane GWP includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

The atmospheric lifetime of the GHG is the average time the molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. The potential of a gas to trap heat and warm the atmosphere is measured by its GWP. Specifically, GWP is defined as the cumulative radiative forcing—both direct and indirect effects—integrated over a period of time from the emission of a unit mass of gas relative to some reference gas (U.S. EPA 2010a). The reference gas for establishing GWP is carbon dioxide (CO_2), which—as shown in Table 4.6-1—consequently has a GWP of 1. While methane (CH_4) has a shorter atmospheric lifetime than carbon dioxide, it has a 100-year GWP of 21, which means that it has a 21-times greater global warming effect than carbon dioxide on a molecule-by-molecule basis.

Of the gases listed in Table 4.6-1, carbon dioxide, methane, and nitrous oxide are produced by both biogenic (natural) and anthropogenic (human) sources. These gases are the GHGs of primary concern in this analysis. The remaining gases occur solely as the result of human processes. Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals used as substitutes for ozone-depleting chlorofluorocarbons used in air conditioners and as

refrigerants. Perfluorocarbons (PFCs) such as tetrafluoromethane (CF_4) are used primarily in aluminum production and semiconductor manufacture. Sulfur hexafluoride (SF_6) is used for insulation in electric power transmission and distribution equipment. HFCs, PFCs/CFs, and SF_6 are thus not of primary concern to the proposed Plan.

c. State and Regional GHG Inventories

The CARB performs statewide GHG inventories that are divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO_2 equivalent ($MMTCO_2E$). Table 4.6-2 shows CARB's estimated statewide GHG emissions for the years 1990, 2000, 2004, and 2008.

TABLE 4.6-2
CALIFORNIA GHG EMISSIONS BY SECTOR IN 1990, 2000, 2004, AND 2008

Sector	1990 Emissions in $MMTCO_2E$ (% total)[1]	2000 Emissions in $MMTCO_2E$ (% total)[1]	2004 Emissions in $MMTCO_2E$ (% total)[1]	2008 Emissions in $MMTCO_2E$ (% total)[1]
Sources				
Agriculture	23.4 (5%)	25.44 (6%)	28.82 (6%)	28.06 (6%)
Commercial	14.4 (3%)	12.80 (3%)	13.20 (3%)	14.68 (3%)
Electricity Generation	110.6 (26%)	103.92 (23%)	119.96 (25%)	116.35 (24%)
Forestry (excluding sinks)	0.2 (<1%)	0.19 (<1%)	0.19 (<1%)	0.19 (<1%)
High GWP	--	10.95 (2%)	13.57 (3%)	15.65 (3%)
Industrial	103.0 (24%)	97.27 (21%)	90.87 (19%)	92.66 (19%)
Recycling and Waste	--	6.20 (1%)	6.23 (1%)	6.71 (1%)
Residential	29.7 (7%)	30.13 (7%)	29.34 (6%)	28.45 (6%)
Transportation	150.7 (35%)	171.13 (37%)	181.71 (38%)	174.99 (37%)
Unspecified Remaining[2]	1.3 (<1%)	--	--	--
Subtotal	*433.3*	*458.03*	*483.89*	*477.74*
Sinks				
Forestry Sinks	-6.7 (--)	-4.72 (--)	-4.32 (--)	-3.98 (--)
TOTAL	**426.6**	**453.31**	**479.57**	**473.76**

SOURCE: CARB 2007, 2010.
[1]Percentages may not total 100 due to rounding.
[2]Unspecified fuel combustion and ozone depleting substance (ODS) substitute use, which could not be attributed to an individual sector.

As shown in Table 4.6-2, statewide GHG emissions totaled 433 $MMTCO_2E$ in 1990, 458 $MMTCO_2E$ in 2000, 484 $MMTCO_2E$ in 2004, and 478 $MMTCO_2E$ in 2008. According to data from the CARB, it appears that statewide GHG emissions peaked in 2004 and are now beginning to decrease (CARB 2010). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

The forestry sector is unique because it not only includes emissions associated with harvest, fire, and land use conversion (sources), but also includes removals of atmospheric CO_2 (sinks) by photosynthesis, which is then bound (sequestered) in plant tissues. As seen in Table 4.6-2, the forestry sector consistently removes more CO_2 from the atmosphere statewide than it emits. As a result, although decreasing over time, this sector represents a net sink, removing a net 6.5 $MMTCO_2E$ from the atmosphere in 1990, a net 4.5 $MMTCO_2E$ in 2000, a net 4.1 $MMTCO_2E$ in 2004, and a net 3.8 $MMTCO_2E$ in 2008.

A San Diego regional emissions inventory was prepared by the University of San Diego School of Law, Energy Policy Initiative Center which took into account the unique characteristics of the region. Their 2006 emissions inventory for San Diego is duplicated below in Table 4.6-3. The sectors included in this inventory are somewhat different from those in the statewide inventory.

TABLE 4.6-3
SAN DIEGO COUNTY GHG EMISSIONS BY SECTOR IN 2006

Sector	2006 Emissions in $MMTCO_2E$ (% total)[1]	
Agriculture/Forestry/Land Use	0.7	(2%)
Electricity	9.0	(25%)
Natural Gas Consumption	3.0	(8%)
Industrial Processes and Products	1.6	(5%)
On-Road Transportation	16.0	(45%)
Off-Road Equipment and Vehicles	1.3	(4%)
Civil Aviation	1.7	(5%)
Rail	0.3	(<1%)
Water-Borne Navigation	0.127	(<0.5%)
Other Fuels/Other	1.1	(3%)
Waste	0.7	(2%)
TOTAL	**35.5**	

SOURCE: University of San Diego 2008.
[1]Percentages may not total 100 due to rounding.

Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

d. Del Mar GHG Inventories

ICLEI GHG Inventories

In March 2011, Del Mar worked with the International Council for Local Environmental Initiatives (ICLEI) to develop a government operations and community-wide GHG emissions inventory. These inventories are meant to establish the City's baseline GHG emissions and comprise the first step in developing and then implementing a Climate Action Plan (CAP) for Del Mar. These inventories use the protocol developed by CARB in conjunction with ICLEI, the California Climate Action Registry, and The Climate Registry for conducting both a

community-wide inventory and government operations inventory. Their community-wide GHG emissions inventory for Del Mar is duplicated below in Table 4.6-4.

TABLE 4.6-4
DEL MAR COMMUNITY-WIDE GHG EMISSIONS IN 2005

Sector	2005 Emissions in $MTCO_2E$ (% total)[1]	
Transportation	25,825	53%
Residential	10,279	21%
Commercial/Industrial	9,184	19%
Solid Waste	3,279	6.6%
Wastewater	210	0.4%
TOTAL	**48,776**	

SOURCE: ICLEI 2011
[1]Percentages may not total 100 due to rounding.
$MTCO_2E$ = metric ton CO_2 equivalent

In 2005, the Del Mar community emitted approximately 48,776 metric tons CO_2 equivalent ($MTCO_2E$; or 0.049 $MMTCO_2E$). This amount equals roughly 0.14 percent of county-wide GHG emissions and 0.01 percent on state-wide emissions. As shown in Table 4.6-4, transportation comprised the largest source of GHG emissions, generating approximately 53 percent of Del Mar's total 2005 emissions.

Based on the ICLEI government operation inventory, GHG emissions in 2005 from the City of Del Mar's governmental operations totaled 579 $MTCO_2E$ (ICLEI 2011). Of the total emissions accounted for in this inventory, transportation-related emissions were also the largest, with the City's vehicle fleet accounting for 26.9 percent, closely followed by employee commute emissions, accounting for 25.2 percent of total government operations emissions.

Under a business-as-usual (BAU) scenario, the City's emissions are projected to grow by approximately 17 percent by year 2020, from 48,776 to 57,285 $MTCO_2E$ (ICLEI 2011). A variety of different reports and projections were used to create this emissions forecast, as detailed in the ICLEI inventory.

Plan Area Existing Emissions

The GHG emissions currently being generated within the Plan area were estimated as part of this current Plan analysis. GHG emissions were quantified by modeling the existing land uses and associated traffic using CARB's CalEEMod. This model was released by CARB in March 2011. Its methodology and input parameter assumptions are discussed in detail in Section 4.6.3 below.

Table 4.6-5 summarizes the results of the existing GHG emissions inventory. As shown in Table 4.6-5, land uses and associated traffic within the Plan area currently emit

approximately 8,827.25 $MTCO_2E$ annually. This amounts to approximately 18 percent of Del Mar's total community-wide GHG emissions. GHG emissions from vehicles associated with Plan area land uses comprises the largest existing contributor of GHG emissions, with emissions from energy use the second largest contributor. These patterns are in keeping with regional and state patterns of GHG emissions generation.

TABLE 4.6-5
PLAN AREA ESTIMATED GHG EMISSIONS IN 2011
($MTCO_2E$)

Emission Source	Existing Emissions 2011
Energy Use	2,418.08
Vehicles	5,867.48
Solid Waste	173.05
Water Use	363.85
Area Sources	4.79
TOTAL	**8,827.25**

c. Consequences of Climate Change

The increase in the earth's temperature is expected to have wide-ranging effects on the environment. Although global climate change is anticipated to affect all areas of the globe, there are numerous implications of direct importance to California. Statewide average temperatures are anticipated to increase by between 3 and 10.5°F by 2100. Some climate models indicate that this warming may be greater in the summer than in the winter. This could result in widespread adverse impacts to ecosystem health, agricultural production, water use and supply, and energy demand. Increased temperatures could reduce the Sierra Nevada snowpack and put additional strain on the region's water supply. Increased temperatures could also lead to increased energy demand for cooling. In addition, increased temperatures could result in lower inversion levels leading to a decrease in air quality. It is important to note that even if GHG emissions were to be eliminated or dramatically reduced, it is projected that the effect of those emissions would continue to affect global climate for centuries.

Throughout the state and the region, global climate and local microclimate changes could cause a sea level rise. The absorbed infrared radiation from increasing atmospheric GHG concentrations is expected to increase oceanic temperatures, causing thermal expansion of the world's oceans. It is predicted that the mean sea level rise in California will be between 1.0 meter and 1.4 meters by 2100 (King et al. 2011). It is believed that while large sections of the Pacific coast are not vulnerable to flooding, they are highly susceptible to erosion. It is estimated that a 1.4-meter sea-level rise will accelerate erosion, resulting in a loss of 41 square miles of California's coast by 2100 (Cayan et al. 2008).

Sea level rise inundation mapping prepared in 2009 by the Pacific Institute, with support from the California Energy Commission, Caltrans, and the Ocean Protection Council, indicates that the Plan area would not be subject to 100-year flooding with a projected sea level rise of 1.4 meters. Nor would erosion due to sea level rise pose a direct concern for the Plan area. However, the bluffs to the west of the Plan area may be vulnerable to erosion caused by sea level rise and adaptations for these areas, including the construction of dikes and seawalls, beach nourishment, and elevating structures and roadways, may be necessary in the future.

4.6.1.2 Existing Regulatory Framework

A summary of some of the key programs and regulations concerning GHG emissions and climate change is presented below. Additional information on other programs and regulations is contained in Appendix D.

a. International

Intergovernmental Panel on Climate Change

In response to growing concern about pollutants in the upper atmosphere and the potential problem of climate change, the World Meteorological Organization and the United Nations Environmental Program (UNEP) established the Intergovernmental Panel on Climate Change (IPCC) in 1988. The IPCC was tasked with assessing the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, economy, and human health and welfare are unavoidable.

United Nations Framework Convention on Climate Change

To address growing concern about global climate change, in 1994, the United States joined a number of other nations in signing an international treaty known as the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC recognized that global climate is a shared resource that can be affected by industrial and other emissions of GHGs and set an overall framework for intergovernmental efforts to tackle the challenges posed by global climate change.

Under this treaty, governments gather and share information on GHG emissions, national policies and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts; and cooperate in preparing for adaptation to the impacts of climate change. The UNFCCC divided countries into three main groups according to differing commitments based on economic strength, vulnerability to adverse climate change

impacts, and capacity to respond or adapt to climate change effects. The stronger economic nations, including the United States, were to provide financial and technological support to developing countries to enable them to undertake emissions reduction activities and to help them adapt to adverse effects of climate change.

The UNFCCC entered into force on March 21, 1994; however, it generally lacked powerful, legally binding measures. This led to the development of the Kyoto Protocol.

Kyoto Protocol to the UNFCCC

Knowing that the UNFCCC did not contain the legally binding measures that would be required to meaningfully address global climate change, a conference of the UNFCCC signatory nations was held in 1995 that launched a new round of discussions to determine more detailed and stronger commitments for industrialized countries. After 2.5 years of negotiations, the Kyoto Protocol was adopted in December 1997 (UNFCCC 2007). While the 1997 Kyoto Protocol shared the UNFCCC's objectives, it committed signatories to individual, legally binding targets to limit or reduce their GHG emissions. By March 1999, 84 countries, including the United States, had signed the Kyoto Protocol (UNFCCC 2009). However, only those governments which have become parties to the Protocol by ratifying, accepting, or approving it are bound by the Kyoto Protocol's commitments.

Because of the complexity of the negotiations and uncertainty associated with the rules or how they would operate, several of the signing countries, including the United States, were reluctant to actually ratify the Protocol. Therefore, a new round of negotiations was undertaken to flesh out the Kyoto Protocol's rulebook. These negotiations concluded with the adoption of the Marrakesh Accords in 2001. Several other accords have occurred since, including the Copenhagen Accord in 2009 and the Cancun Accord in 2010.

Although a signer to the Kyoto Protocol, the U.S. has not ratified the Kyoto Protocol to date because it does not mandate emissions reductions from all countries including several developing countries whose GHG emissions are expected to exceed emissions from developed countries within the next 25 years (U.S. EPA 2007a).

b. Federal

Climate Change Action Plan

Adopted in 1993, the U.S. Climate Change Action Plan (CCAP) consists of voluntary actions to reduce all significant GHGs from all economic sectors. Backed by federal funding, the CCAP supports cooperative partnerships between the government and the private sector in establishing flexible and cost-effective ways to reduce GHG emissions. The CCAP encourages investments in new technologies, but also relies on previous actions and programs focused on saving energy, reducing transportation emissions, improving forestry management, and reducing waste.

GHG Emissions Intensity Reduction Programs

The GHG Emissions Intensity is the ratio of GHG emissions to economic output. In 2002, the U.S. GHG Emissions Intensity was 183 metric tons per million dollars of gross domestic product (GDP; U.S. EPA 2007b). In February 2002, the U.S. set a goal to reduce this GHG Emissions Intensity by 18 percent by 2012 through various reduction programs, including those identified in the CCAP. New programs included the Energy Star program, which labels energy-efficient appliances and products, and the Green Power Partnership, which promotes replacing electricity consumption with green (i.e., renewable) energy sources.

Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

American Clean Energy and Security Act

On June 26, 2009, the U.S. House of Representatives passed the American Clean Energy and Security Act. The act establishes a cap-and-trade plan for GHG, under which the government sets a limit (cap) on the total amount of GHG that can emitted from large U.S. sources. It requires a 17 percent emissions reduction from 2005 levels by 2020 and includes a renewable electricity standard that will require electricity providers to produce 20 percent of its electricity from renewable sources by 2020. The bill has not yet been approved by the Senate.

Mandatory Reporting of GHGs Rule

Starting January 1, 2010, large emitters of heat-trapping gases began collecting GHG data and reporting their annual GHG emissions to the U.S. EPA. The first reports were due March 31, 2011, with extensions available under certain circumstances to September 30, 2011. Under this reporting rule, approximately 10,000 facilities are covered, accounting for nearly 85 percent of the nation's GHG emissions. This mandatory reporting applies to fossil fuel and industrial GHG suppliers, motor vehicle and engine manufacturers, and facilities that emit 25,000 $MTCO_2E$ or more per year. Vehicle and engine manufacturers outside of the light-duty sector are required to begin phasing in their GHG reporting starting with engine/vehicle model year 2011.

c. State

The state of California has a number of policies and regulations that are either directly or indirectly related to GHG emissions. Only those most relevant to land use development projects are included in this discussion.

Statewide GHG Emission Targets - Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Schwarzenegger on June 1, 2005, established the following GHG emission reduction targets for the state of California:

- By 2010, reduce GHG emissions to 2000 level.
- By 2020 reduce GHG emissions to 1990 levels.
- By 2050 reduce GHG emissions to 80 percent below 1990 levels.

This executive order also directed the Secretary of the California EPA (CalEPA) to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

California Global Warming Solutions Act - Assembly Bill 32

In response to EO S-3-05, the California legislature passed Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," which was signed by the governor on September 27, 2006. It required the CARB to adopt rules and regulations that would reduce statewide GHG emissions to 1990 levels by 2020. The CARB was also required to publish a list of discrete GHG emission reduction measures.

Specifically, AB 32, the California Global Warming Solutions Act of 2006, requires CARB to (State of California 2006):

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions by January 1, 2008.
  - ü In December 2007, CARB approved a 2020 emission limit of 427 million metric tons of CO_2 equivalent.
- Adopt mandatory reporting rules for significant sources of GHGs by January 1, 2009.
  - ü In December 2007, CARB adopted regulations requiring the largest industrial sources to report and verify their GHG emissions. Facilities began tracking emissions in 2008 and reports were due June 1, 2009. Emissions reporting for 2008 was allowed to be based on best available data. Beginning in 2010, emissions reports became more rigorous and subject to third-party verification.

This action builds on the earlier SB 177 (Sher) enacted in 2000, which established a nonprofit California Climate Action Registry for the purpose of administering a voluntary GHG emissions registry.

- Adopt a plan by January 1, 2009 indicating how emission reductions will be achieved from significant GHG sources via regulations, market mechanisms, and other actions.
  - ü A Climate Change Scoping Plan (Scoping Plan) was approved on December 12, 2008. The Scoping Plan contains the main strategies California will implement to achieve a reduction of 174 $MMTCO_2E$ GHG emissions, or approximately 29 percent from the state's projected 2020 emission level of 596 $MMTCO_2E$ under a BAU scenario. (The Scoping Plan is discussed further below.)
- Convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to advise CARB.
  - ü In January 2007, the CARB appointed a 10-member Environmental Justice Advisory Committee and appointed members to the Economic and Technology Advancement Advisory Committee.
- Ensure public notice and opportunity for comment for all CARB actions.
  - ü A number of CARB documents, including the 2020 Emissions Forecast, the Scoping Plan, and the Draft Recommended Approaches for Setting Interim Significance Thresholds, have been circulated for public review and comment.
- Prior to imposing any mandates or authorizing market mechanisms, CARB must evaluate several factors, including but not limited to impacts on California's economy, the environment, and public health; equity between regulated entities; electricity reliability; conformance with other environmental laws; and ensure that the rules do not disproportionately impact low-income communities.

Climate Change Scoping Plan

As directed by AB 32, the Climate Change Scoping Plan prepared by CARB in December 2008 includes measures to reduce statewide GHG emissions to 1990 levels by 2020. These reductions are what CARB identified as necessary to reduce forecasted BAU 2020 emissions. CARB will update the Scoping Plan at least once every five years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary. Table 4.6-6 is a duplicate of the Scoping Plan's Table 2 which lists and quantifies the statewide reduction measures needed to achieve the target 2020 GHG emissions level.

TABLE 4.6-6
CLIMATE CHANGE SCOPING PLAN-RECOMMENDED GHG REDUCTION MEASURES

Recommended Reduction Measures	Reductions Counted Towards 2020 Target In $MMTCO_2E$ (% total)((% total))[2]	
ESTIMATED REDUCTIONS RESULTING FROM THE COMBINATION OF CAPPED SECTORS AND COMPLEMENTARY MEASURES	**146.7**	
California Light-Duty Vehicle Greenhouse Gas Standards · Implement Pavley Standards · Develop Pavley II light-duty vehicle standards	31.7	(22%)((18%))
Energy Efficiency · Building/appliance efficiency, new programs, etc. · Increase CHP generation by 30,000 gigaWatts (GWh) · Solar Water Heating (AB 1470 goal)	26.3	(18%)((15%))
Renewables Portfolio Standard (RPS) (33% by 2020)	21.3	(14%)((12%))
Low Carbon Fuel Standard	15.0	(10%)((9%))
Regional Transportation-related GHG Targets[1]	5.0	(4%)((3%))
Vehicle Efficiency Measures	4.5	(3%)((2%))
Goods Movement · Ship Electrification at Ports · System-Wide Efficiency Improvements	3.7	(3%)
Million Solar Roofs	2.1	(2%)((1%))
Medium/Heavy Duty Trucks · Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction (Aerodynamic Efficiency) · Medium- and Heavy-Duty Vehicle Hybridization	1.4	(<1%)((<1%))
High Speed Rail	1.0	(<1%)((<1%))
Industrial Measures (for sources covered under cap & trade program) · Refinery Measures · Energy Efficiency and Co-Benefits Audits	0.3	(<.5%)((<.5%))
Additional Reductions Necessary to Achieve the Cap	34.4	(23%)((20%))
ESTIMATED REDUCTIONS RESULTING FROM UNCAPPED SECTORS	**27.3**	
Industrial Measures (for sources not covered under cap & trade program) · Oil and Gas Extraction and Transmission	1.1	((<1%))
High Global Warming Potential Gas Measures	20.2	((12%))
Sustainable Forests	5.0	((3%))
Recycling and Waste (landfill methane capture)	1.0	((.6%))
TOTAL REDUCTIONS COUNTED TOWARDS 2020 TARGET	**174.0**[3]	

SOURCE: Table 2 of the Climate Change Scoping Plan: A Framework for Change. Prepared by the California Air Resources Board, pursuant to AB 32 the California Global Warming Solution Act of 2006. December 2008. (CARB 2008).

[1] This measure is related to SB 375 which requires that regional targets be set. This number represents an estimate of what may be achieved from local land use changes statewide. (CARB has since established specific regional targets for some Metropolitan Planning Areas including San Diego/SANDAG.)

[2] (Percentages) are relative to the capped sector subtotal of 146.7 $MMTCO_2E$, and ((percentages)) are relative to the total target reduction of 174 $MMTCO_2E$, and may not total 100 due to rounding.

[3] The total reduction for the recommended measures slightly exceeds the 169 MMTCO2E of reductions estimated in the CARB BAU 2020 Emissions Forecast. This is the net effect of adding several measures and adjusting the emissions reduction estimates for some other measures.

As indicated in Table 4.6-6, the majority of reductions is directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities. For transportation, these most notably include new standards on passenger vehicle emissions and a new low carbon standard for vehicle fuel. For energy, the notable measures include new programs to increase energy efficiency and requirements for public utilities to supply up to 33 percent of their energy demand from renewable energy sources.

The two measures most applicable to land use planning and development are the Regional Transportation Related GHG Targets and the Energy Efficiency measures. Implementing these two measures accounts for reduction of 31.3 $MMTCO_2E$ emissions, or 21 percent of the total 146.7 $MMTCO_2E$ in reductions needed for capped sectors and 18 percent of the total 174 $MMTCO_2E$ in reductions needed overall. By applying the concept of the Million Solar Roofs measure to local jurisdictions (in addition to public utilities as the measure is intended), an additional 2.1 $MMTCO_2E$ emissions could be attributed to land use and development, for a total of 23 percent of the total 146.7 $MMTCO_2E$ in reductions needed for capped sectors and 19 percent of the total 174 $MMTCO_2E$ in reductions needed overall.

The Scoping Plan also identifies several other recommended measures which will contribute toward achieving the 2020 statewide reduction goal, but whose reductions are not (for various reasons, including the potential for double counting) additive with the measures listed in Table 4.6-6. These include state and local government operations measures, green building, mandatory commercial recycling and other additional waste and recycling measures, water sector measures, and methane capture at large dairies.

California Light-Duty Vehicle Greenhouse Gas Standards - AB 1493

This is a CARB Scoping Plan measure that was adopted as an early action item. It is being implemented by law through AB 1493 (Pavley). Enacted July 2002, AB 1493 directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year.

CARB adopted such regulations in 2004, but due to litigation and delays from the U.S. EPA, was not granted authority to proceed until June 2009. CARB has estimated that these new regulations will reduce GHG emissions from California passenger vehicles by about 18 percent statewide by 2020. These reductions are to come from automobile manufacturers' improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

Low Carbon Fuel Standard - EO S-01-07

Another key vehicle emission reduction measure identified in the CARB Scoping Plan as an early action item is the Low Carbon Fuel Standard (LCFS). Signed into law as EO S-01-07 by Governor Schwarzenegger on January 18, 2007, it directed that a statewide goal be

established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. EO S-01-07 also instructed the California EPA to coordinate activities between the University of California, the California Energy Commission, and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target.

The aim of the LCFS is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen. A 10 percent reduction in the intensity of transportation fuels is expected to equate to a reduction of 16.5 $MMTCO_2E$ in 2020. However, in order to account for possible overlap of benefits between LCFS and the Pavley GHG standards, in its Scoping Plan CARB has discounted the contribution of LCFS to 15 $MMTCO_2E$ (CARB 2008) (see Table 4.6-6).

Regional Emissions Targets – SB 375

The Regional Transportation-Related GHG Targets measure included in the Scoping Plan identified policies to reduce transportation emissions through changes in future land use patterns and community design, as well as through improvements in public transportation, that reduce vehicle miles travelled (VMT). By reducing VMT vehicle GHG emissions are reduced. Improved planning and the resulting development are seen as essential in the Scoping Plan especially for meeting the 2050 emissions target (CARB 2008:20). Statewide, CARB expects that this measure will reduce transportation-related GHG emissions by about 5 $MMTCO_2E$ or 3 percent of total statewide reductions. The specific regional reduction targets established through SB 375 determine more accurately what reductions can be achieved through this Scoping Plan measure. SB 375 was signed into law September 2008 and required CARB, in consultation with regional Metropolitan Planning Organizations (MPOs), to set regional emissions targets for passenger vehicles for 2020 and 2035. Once reduction targets are established, SB 375 further requires each of California's MPOs to prepare and adopt a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction targets.

SANDAG is the San Diego region's MPO. On August 9, 2010 CARB released a staff report on SANDAG's proposed reduction target and then subsequently approved those targets on September 23, 2010. As such, the San Diego region is required to:

- Reduce GHG emissions from cars and light trucks 7 percent per capita by 2020 and 13 percent by 2035 (SANDAG 2010).

The reduction targets are to be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

SANDAG recently completed work on its 2050 RTP that includes an SCS. The 2050 RTP and SCS were adopted October 2011. The SCS is a new element of the RTP and, as required by SB 375, has been designed to show how the passenger vehicle GHG emissions reductions established by CARB for the San Diego region would be achieved through

development patterns, transportation infrastructure investments, and transportation measures.

The 2050 RTP/SCS outlines several freeway improvements, including expansion of a segment of I-5 east of Del Mar. Enhanced public transit service, combined with incentives for land use development that provides a better market for public transit, also plays an important role in the SCS. However, many of the planned transit expansions in the RTP would not occur until late in the RTP horizon due to the projected need for acquiring funding and ridership demand. Thus far, none of the planned major transit improvements, such as extension of trolley/commuter rail lines, occur within the Plan area, although a new Coaster/commuter rail station is potentially planned at the site of the existing fairgrounds just to the northeast of the Plan area.

Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) is a Scoping Plan early action measure that promotes diversification of the state's electricity supply by requiring utility providers to meet a percentage of their needs through renewable resources. Originally adopted by law in 2002 with a goal to achieve 20 percent of energy demand through renewables by 2020, the goal has been accelerated and increased through EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. Increased use of renewables would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the energy sector. CARB estimates that full achievement of the RPS would decrease statewide GHG emissions by 21.3 $MMTCO_2E$ (CARB 2008).

Million Solar Roofs Program

The Million Solar Roofs Program is one of CARB's early action GHG-reduction measures identified in the 2008 Scoping Plan. The Million Solar Roofs Program was created by SB 1 in 2006 and includes the California Public Utilities Commission's (CPUC's) California Solar Initiative and California Energy Commission's (CEC's) New Solar Homes Partnership. It requires publicly owned utilities to adopt, implement, and finance solar-incentive programs to lower the cost of solar systems and help achieve the goal of installing 3,000 megaWatts (MW) of new solar capacity by 2020. Achievement of the program's goal is expected to equate to a reduction of 2.1 $MMTCO_2E$ in 2020 statewide BAU emissions (CARB 2008).

California Building Standards Code (Title 24)

California's building regulations and standards are contained within Title 24 of the California Code of Regulation, or CCR, published by the California Building Standards Commission. All new construction and major renovation projects in California must be designed to meet relevant Title 24 requirements. Also known as the California Building Code, Title 24 was first adopted in 1978, but has undergone various amendments due to changes in technology. It is actually a collection of all the regulations for how buildings are designed

and constructed and thus includes several different codes, including the Energy Efficiency Standards Code, Plumbing Code, Mechanical Code, Electrical Code, Fire Code, Historical Building Code, and so on. The aim of Title 24 is to ensure private and public buildings are constructed with maximum structural integrity and to enhance safety, energy efficiency and accessibility to persons with disabilities. Title 24 building standards are enforced by county and municipal inspectors and regulators. New construction and major renovations must demonstrate their compliance with all applicable regulations of Title 24 through submission and approval of a Title 24 Compliance Report to the local building permit review authority.

While not quantified as a reduction measure, the Scoping Plan acknowledged that changes to the state building code, particularly to its energy efficiency standards, would be needed to reduce GHG emissions statewide and achieve AB 32 reduction targets.

California Energy Efficiency Standards Code (Part 6 of Title 24)

Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy efficiency standards for buildings in order to reduce California's energy consumption. Specifically, Title 24 regulates building envelope energy efficiency associated with the space heating, ventilating and air conditioning (HVAC) system, water heating system, and the lighting system. Title 24 does not regulate energy consumed by uses that are independent of the construction of the building such as "plug-in" energy use (such as appliances, office equipment, electronics, plug-in lighting).

The Title 24 Energy Efficiency Standards Code is updated periodically to incorporate and consider new energy efficiency technologies and methodologies as they become available. Since adoption of the Scoping Plan, the Energy Code has been updated once. The most recent amendments to the Code are dated 2008, hence known as "2008 Title 24," but became effective January 1, 2010. The current 2008 Title 24 standards require building energy savings of roughly 15 percent above the former 2005 Title 24 energy efficiency standards. The 2005 Title 24 energy efficiency standards were in effect at the time the CARB Scoping Plan and BAU 2020 GHG Emissions Forecast were prepared. By reducing California's energy consumption through stricter energy efficiency standards (as in the current 2008 Title 24 energy efficiency standards) emissions of GHG would also be reduced.

Compliance with the Title 24 energy efficiency standards must be demonstrated by project applicants through use of California Energy Commission-approved energy performance software that shows iterative increases in energy efficiency given selection of various HVAC, sealing, glazing, insulation, and other components related to the building envelope.

California Green Building Standards Code (Part 11 of Title 24)

Part 11 of Title 24 is the California Green Building Standards Code, referred to as CalGreen. A voluntary version of CalGreen was added to Title 24 as Part 11 in 2009. A mandatory

version of CalGreen took effect January 1, 2011. It institutes mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary Tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may also adopt the CalGreen standards with amendments for stricter requirements.

The mandatory standards require:

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

The voluntary standards require:

- Tier I — 15 percent improvement in energy efficiency, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof; and
- Tier II — 30 percent improvement in energy efficiency, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

Similar to the compliance reporting procedure described above for demonstrating energy code compliance in new buildings and major renovations, compliance with the CalGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate. These reductions are relative to the currently adopted (not yet updated) Plumbing Code requirements.

The Scoping Plan recognized that substantial GHG reductions could be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Thus, the Scoping Plan includes a Green Building Strategy with the goal of expanding the use of green building practices to reduce the carbon footprint of new and existing buildings. CalGreen adoption is consistent with this strategy.

In the Scoping Plan, CARB projects that an additional 26 $MMTCO_2E$ could be reduced through expanded green building (CARB 2008:17). However, this reduction is not counted toward the BAU 2020 reduction goal to avoid any double counting, as most of these reductions are accounted for in the electricity, waste, and water sectors. Green building was identified as a vehicle to achieve the Scoping Plan's statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors. Because of this, CARB has assigned all emissions reductions that occur because of green building strategies to other sectors for meeting AB 32 requirements, but will continue to evaluate and refine the emission reductions from this green building design.

d. Local

The City of Del Mar has recognized that human-caused climate change is a reality, with potentially disruptive effects to the City's residents and businesses. The City also recognizes that local governments play a lead role in both reducing GHG emissions and adapting to the potential impacts of climate change.

Cool Cities Program and Mayors Climate Protection Agreement

Del Mar participates in the Cool Cities Program promoted by the nongovernmental organization the Sierra Club. The Cool Cities Program is a voluntary program that strives to reduce GHGs and increase energy efficiency. The participating cities make commitments to reduce GHG emissions from municipal operations and the community at large by signing the United States Climate Protection Mayor's Agreement, establishing a Cool Cities campaign, engaging the community to participate, taking initial solution steps, and performing a GHG audit.

The City of Del Mar was one of the first municipalities in the region to sign the Mayor's Climate Protection Agreement and voluntarily commit to reducing the City's GHG emissions to below 1990 levels. In 2010 the City reaffirmed its commitment to address climate change by becoming a member of ICLEI-Local Governments for Sustainability.

Local Governments for Sustainability/Regional Climate Protection Initiative

The City of Del Mar is a member of the Local Governments for Sustainability network and San Diego Regional Climate Protection Initiative. Established in 1990 as the ICLEI, the now officially named ICLEI-Local Governments for Sustainability is an international membership association made up of local governments dedicated to climate protection and sustainable development. ICLEI USA was launched in 1995 and has grown from a handful of local governments participating in a pilot project to a solid network of more than 600 cities (including the City of Del Mar) and counties actively striving to achieve tangible reductions in GHG emissions and create more sustainable communities.

ICLEI USA establishes the following five-milestone process to which participating members commit:

- Milestone One: Conduct a baseline emissions inventory and forecast.
- Milestone Two: Adopt an emissions reduction target for the forecast year.
- Milestone Three: Develop a local CAP.
- Milestone Four: Implement the CAP.
- Milestone Five: Monitor progress and report results.

The San Diego Regional Climate Protection Initiative is a regional platform that was established to address ICLEI's five milestones. To gain a greater understanding of how to grow in a more sustainable way, Del Mar will undertake the Sustainability Community self-evaluation being developed by SANDAG in Fiscal Year 2012. Also, as part of its involvement in ICLEI USA and the Regional Climate Protection Initiative, the City is in the process of preparing applicable policies and regulatory amendments, including preparation and implementation of requirements for drought-tolerant landscape planning for new commercial and residential sites (ICLEI 2011).

Climate Action Plan Development

In March 2011, Del Mar worked with ICLEI to develop both government operations and community-wide GHG emissions inventories. These inventories (discussed in Section 4.6.1.1.d above) establish the City's baseline (year 2005) GHG emissions and comprise the first step in developing a CAP for Del Mar. The City Council accepted this GHG emissions report in April 2011. Currently, City staff is working with citizen advisory groups to develop emission reductions for approval and have begun to scope out the process and funding opportunities for the CAP. Once the budget is established, the CAP will be proposed for inclusion in the Fiscal Year 2012–2013 operating and capital budget for completion by the end of Fiscal Year 2013. The goal of the CAP will be to reduce GHG emissions, curtail global warming, and establish adaptation strategies for Del Mar in response to climate change.

City staff is also presently participating in SANDAG's Energy Road Map program to develop an energy action plan tailored to the unique characteristics of Del Mar. Del Mar's road map will provide a framework for the City to save energy in government operations and in the community, resulting in cost savings and benefits to the environment until the CAP is completed.

Del Mar Sustainability Advisory Board

In 2006 the City Council established the Sustainability Advisory Board (SAB) (formerly known as the Energy Issues Advisory Committee) in order to assist the Council in promoting

clean and reliable energy and in educating Del Mar residents and businesses about energy savings programs and other sustainable practices. The SAB works with other regional and municipal groups, advises the City Council on any bills before the California Legislature that the City should take a position to support or oppose, reviews the Municipal Code sections relevant to energy consumption and savings in the City, and works with the Planning Commission and Planning staff to propose revised Municipal Code language. The SAB consists of six voting members selected by the City Council for 4-year terms. Since 2006, the SAB has:

- Given input on SANDAG Regional Energy Strategy document to City Staff/Planning;
- Lobbied City Council to join California FIRST, a property-assessed clean energy program;
- Lobbied City Council to take a position against Prop 23, and in favor of AB32, the Global Warming Solutions Act;
- Published numerous outreach articles in local newspapers regarding City activities promoting sustainability;
- Become a member in local North County Sustainability Coalition, with representatives from Solana Beach, Encinitas, Carlsbad, and Oceanside;
- Made recommendations to City Council regarding Fairgrounds EIR and compliance issues with AB 32;
- Lobbied City Council to join ICLEI and conduct a GHG assessment, and assisted City staff and ICLEI intern with report creation and presentation; and
- Provided detailed consultation and ongoing input on new waste management contract.
- Published Reduce Your Carbon Footprint and Think Renewable, Recyclable, Reusable, and Sustainable guides offering useful tips on reducing energy and water consumption and waste and include links to local and state programs and organizations that offer additional funding and technological assistance.

Del Mar Solar Energy Ordinance

Chapter 23.20 of Del Mar's Municipal Code comprises the Del Mar Solar Energy Ordinance. The purpose of this ordinance is to decrease the City's dependence on nonrenewable energy sources through encouraging solar energy systems for the heating and cooling of new building spaces. If swimming pools are to be heated, all pool water heating is also required to be provided by solar systems. The Ordinance applies to all new construction and major remodels of existing structures where the structural alterations encompass 50 percent or more of the floor area of the structure as it existed prior to the alteration. In these cases, the entire structure is required to conform to the Ordinance.

As stated in the Ordinance "it is intended that the energy requirements from conventional sources for space heating [cooling, and ventilating] shall be reduced by sixty percent or more for each structure falling within purview of this Chapter." Essentially all conventional HVAC system needs are to be provided with an active, passive, or hybrid solar system as follows:

Space Heating: All space heating is required to be provided with an active, passive, or hybrid solar space heating system, and "required solar space heating systems will at minimum meet or exceed guidelines of this policy, or shall consist of an alternative design, which is sufficient to meet or exceed the stated intent of this Chapter" (Municipal Code 23.20.040).

Space Cooling: "The installation of conventional air refrigeration systems will be discouraged in all structures. This policy will not apply to rooms where air refrigerants are necessary such as medical rooms, or rooms designed for storage, maintenance, or processing of temperature sensitive materials or equipment" (Municipal Code 23.20.040).

All required solar energy systems shall be delineated on preliminary plans and submitted to the City Planning Department prior to Design Review Board review. The plans shall contain a statement briefly describing the solar system and affirming that the system is designed to meet the requirements of Chapter 23.20. This statement shall be signed by a licensed architect, registered engineer, or qualified solar consultant or solar installation contractor.

4.6.2 Impact Significance Thresholds

The City of Del Mar does not have any adopted CEQA thresholds of significance for GHG emissions. The proposed Plan's impact significance is thus based on recent CEQA amendments and statewide GHG emissions targets quantified by CARB and AB 32.

4.6.2.1 CEQA GHG Amendments – SB 97

Based on the 2011 CEQA Guidelines Appendix G, impacts related to GHG emissions are considered to be significant if Plan implementation would:

Threshold GHG-1 Generate GHGs, either directly or indirectly, that may have a significant impact on the environment; or

Threshold GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the CEQA Guidelines additionally includes the following guidance for evaluating the significance of impacts from GHG emissions:

> (a) The determination of the significance of GHG emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> (1) Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
>
> (2) Rely on a qualitative analysis or performance-based standards.

While the CEQA Guidelines require calculation of a project's contribution, they do not establish a clear measure by which to judge whether a significant generation of GHGs has occurred. It is also important to note that the SDAPCD has not provided guidance on the quantification of GHG emissions or emissions thresholds for the San Diego region.

4.6.2.2 GHG Emissions Targets Established by AB 32 and CARB

Guidance on determining when a cumulatively significant contribution of GHGs has occurred from a plan or project can be interpreted from AB 32, EO S-3-05, and other relevant documents, including the CARB Scoping Plan and BAU 2020 GHG Emissions Forecast. As outlined in Section 4.6.1.2.c above, AB 32/EO S-3-05 established a GHG emissions reduction target to reduce 2020 statewide emissions to 1990 levels. CARB estimated that 1990 statewide GHG emission levels in 1990 were 427 $MMTCO_2E$. Thus, statewide 2020 GHG emissions are to be capped at 427 $MMTCO_2E$.

Statewide GHG emissions at the time of AB 32/EO S-3-05 exceeded this amount and were trending upward. In order to assess the scope of the reductions California would need to return to 1990 emissions levels by 2020, CARB estimated statewide 2020 GHG emissions under a BAU scenario. This scenario represents the emissions that would be expected to occur given projected population growth without any GHG reduction measures. This estimate was also based on the regulatory environment in existence at the time the estimate was prepared. Specifically, this meant the absence of Scoping Plan reduction measures and subsequent implementing actions such as the Pavley and LCFS regulations on vehicle emissions, the RPS and Million Solar Roofs energy transition programs, and the post-2005 updates to the CBC's energy and plumbing codes. Given these parameters, CARB staff

estimated that statewide 2020 BAU GHG emissions would be 596 $MMTCO_2E$, as shown in Table 4.6-7.

TABLE 4.6-7
CALIFORNIA BAU 2020 GHG EMISSIONS FORECAST

Sector	Projected BAU 2020 Emissions in $MMTCO_2E$ (% total)
Transportation	225.4 (38%)
Electricity	139.2 (23%)
Commercial and Residential	46.7 (8%)
Industry	100.5 (17%)
Recycling and Waste	7.7 (1%)
High GWP	46.9 (8%)
Agriculture	29.8 (5%)
Forest Net Emissions	0.0
TOTAL	**596.4**

SOURCE: CARB 2008.

To attain the 2020 emissions limit of 427 $MMTCO_2E$, a reduction of 169 $MMTCO_2E$ statewide would be required. This equates to a 28.3 percent reduction in GHG emissions relative to BAU.

AB 32 and the CARB Scoping Plan and 2020 BAU Emissions Forecast thus serve as the basis for establishing a 28.3 percent reduction relative to BAU goal for the City of Del Mar, consistent with several other jurisdictions in the state. It should be noted, however, that the CARB 28.3 percent reduction target encompasses all statewide sectors of GHG emissions generation, including major source emitters (i.e., large manufacturers, industries), transportation, and electricity/power plants. The GHG emissions reduction attributed solely to land use and development projects is somewhat difficult to tease out of the statewide total given overlap, but would generally be on the order of 18 to 23 percent or less, given the most applicable Scoping Plan reduction measures. (See discussion in Section 4.6.1.2.c, Climate Change Scoping Plan.)

A significance threshold of 28.3 percent reduction relative to BAU nonetheless represents a good faith effort to evaluate whether GHG impacts from the proposed Plan are significant, taking into account the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for reduction of GHG emissions. It is also consistent with the current CEQA Guidelines which state that cumulative impacts may be measured relative to a cumulative baseline that includes a:

> summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of GHG emissions.

4.6.3 Methodology

The Plan area's existing, BAU, and proposed Plan GHG emissions were estimated using the CalEEMod Version 2011.1.1 released by CARB in March 2011. CalEEMod was developed by CARB staff and consultants with the participation of several state air districts including the SDAPCD and SCAQMD. The model estimates criteria air pollutants and GHG emissions by multiplying emission source intensity factors by quantities of emission sources based on land use and other information entered by the user into the model. The input land use types and size parameters are used throughout CalEEMod in determining default variables and calculations in each of the emission source modules. Users can also override default variables in each emission source module and enter more project-specific information such as vehicle trip rates and lengths, and so on. The emissions source modules cover construction (including off-road vehicle emissions), mobile (on-road vehicle emissions), energy (both Title 24 and non-Title 24 electricity and natural gas), area sources (woodstoves, fireplaces, and landscaping equipment), water and wastewater, and solid waste.

While the proposed Plan has an approximate 30-year horizon, its estimated buildout GHG emissions are, for this analysis, assumed to occur by 2020 in order to evaluate its contribution relative to CARB's BAU 2020 GHG Emissions Forecast and the AB 32 2020 reduction target.

4.6.3.1 General Assumptions

Table 4.6-8 summarizes the existing and future land uses used to model Plan area GHG emissions.

TABLE 4.6-8
EXISTING AND FUTURE MODELED LAND USES

Land Use			Existing	Proposed Plan (2035)	Trip Rate[2]		
Type[1]	Subtype[1]	Unit	Intensity	Intensity	Weekday	Saturday	Sunday
Residential	Apartments Low Rise	DU	2	140	8.00	7.16	6.07
Commercial	Motel	Rm	17	60	9.00	10.50	8.40
Commercial	Government	KSF	23.592	30.126	30.00	0.00	0.00
Educational	Library	KSF	4.874	4.874	50.00	46.55	25.49
Retail	Strip Mall	KSF	41.811	138.5	40.00	42.04	20.43
Commercial	General Office	KSF	169.646	170.00	20.00	0.41	0.14
Recreational	Quality Restaurant	KSF	32.394	66.00	160.00	94.36	72.16
Recreational	City Park	Acres	0.05	0.14	1.59[3]	1.59[3]	1.59[3]

RM = room; KSF = 1,000 square feet; DU = dwelling unit.
[1]Land use types and subtypes are those as named in CalEEMod and correspond with the proposed Plan categories of multi-family residential, hotel, civic, retail/personal services, restaurant, office and park uses shown in Table 3-1 of this PEIR.
[2]SOURCE: KOA Traffic Impact Study 2012
[3]Trip rates for City Parks were not provided by the KOA Traffic Impact Study. CalEEMod default values were used.

The existing and future land uses shown in Table 4.6-8 were obtained from the City of Del Mar planning staff and their associated vehicle trips were obtained from the Traffic Impact Study (TIS) (attached to this PEIR as Appendix F). The future land uses shown in Table 4.6-8 were used to model the proposed Plan under both BAU conditions and the Plan as proposed, with GHG reductions. For ease of discussion, the future BAU GHG estimates of the proposed Plan land uses will be hereafter referred to as "BAU emissions" while the estimates of the future proposed Plan land uses with Scoping Plan and other GHG reductions will be hereafter referred to as "Plan emissions." While BAU emissions are the GHG emissions that would be expected to occur in the absence of Scoping Plan GHG reduction measures, the Plan emissions are the GHG emissions that would be expected to occur with GHG-reductions gained through the Scoping Plan, proposed Plan features, and/or requirements in other current regulations.

Thus, when assessing Plan emissions against the 28.3 percent reduction relative to BAU threshold, Plan emissions estimates account for, at a minimum, the following:

- California Light-Duty Vehicle GHG Emissions Standards (Pavley/AB 1493);
- Low Carbon Fuel Standard (EO S-01-07);
- 2008 Energy Efficiency Standards Code update to the California Building Code; and
- 2011 CalGreen water efficiency standards update to the California Building Code.

Differences in the modeling for the two future input scenarios for each emissions source are described in further detail in the following paragraphs. (The complete CalEEMod input and output reports are included in Appendix D.)

a. Vehicles

Mobile GHG emissions come from the combustion of fossil fuels (primarily gasoline and diesel) in vehicle engines. The quantity and type of transportation fuel consumed and the number of miles driven determines the amount of GHGs emitted from a vehicle. Based on the trip generation rates shown in Table 4.6-8 and the SANDAG regional average trip length of 5.8 miles (SANDAG 2009), the VMT associated with existing land uses was estimated to be 4,196 per year; and the VMT associated with buildout of the proposed land uses was estimated to reach 9,665 per year. The resulting GHG emissions estimates for both existing conditions and BAU assumed existing vehicle fleet mix and technology; while the projected Plan emissions estimate accounted for vehicle GHG reductions due to Pavley and LCFS implementation (as bulleted above). CalEEMod automatically defaults to the appropriate Pavley/LCFS emission factors based on the operational year selected in the model.

b. Energy Use

GHGs are emitted from the generation of electricity and the combustion of natural gas needed to supply the energy needs of building occupants. The energy use GHG emissions for the existing condition and BAU were estimated using CalEEMod's "historical" data which reflects approximately year 2005 rates of energy consumption. The energy use GHG emissions for the proposed Plan were estimated using CalEEMod's default energy rates which are adjusted to the current 2008 Title 24 energy efficiency standards rates of energy use. In this way, GHG reductions that would occur from more energy-efficient building construction were accounted for in the Plan emissions estimates. To illustrate the effects of increased energy efficiency or use of renewable energy on GHG emissions, Plan emissions estimates were also modeled to account for 15 and 30 percent improvements in 2008 Title 24; installation of energy star appliances; and use of renewable energy to provide 40 to 60 percent of electricity needs.

c. Area Sources

GHG emissions from area sources such as fireplaces and landscaping equipment result from the combustion of fuels (e.g., wood and natural gas in fireplaces; gasoline in gas-powered lawn mowers, leaf blowers, etc.). CalEEMod default area source parameters were assumed for both existing conditions and BAU emissions estimates. Plan emissions estimates were also modeled to account for natural gas only fireplaces, no fireplaces, and electric-only powered landscaping equipment.

d. Water Use

The treatment and supply of water to the Plan area consumes large amounts of energy. This type of energy use is known as embodied energy. GHGs would be emitted from the generation of this embodied energy. For existing and BAU emissions estimates, the CalEEmod default water module assumptions were used. For the Plan emissions estimates, an adjustment for a 20 percent reduction in baseline water consumption was made to account for the current 2011 Title 24 CalGreen increased water efficiency standards. In this way, GHG reductions that would occur from more water-efficient building design were accounted for in the Plan emissions estimates. To illustrate the effects of increased water efficiency, Plan emissions estimates were also modeled to account for a 35 percent improvement in baseline (i.e., to the current/2008 plumbing code standards) water consumption.

e. Solid Waste

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. The CalEEmod default solid waste parameters were used to model both existing conditions and future BAU and Plan emissions. Plan emissions estimates were also modeled to account for the option of implementing a 50 percent operational waste reduction management plan.

f. Construction

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in any water use (for fugitive dust control) and lighting for the construction activity. CalEEMod models every phase of the construction process, including demolition, grading, paving, and building. Construction GHGs occur in volumes proportional to the quantity, type, and duration of construction equipment used. The heavier equipment typically emits more GHGs per hour of use than the lighter equipment because of their greater fuel consumption and engine design.

No construction emissions were modeled for the existing conditions estimates. For the BAU and Plan emissions estimates, the CalEEmod default construction module assumptions were used. CalEEMod estimates construction emissions for each year of construction activity based on an annual construction equipment profile and other factors determined as needed to complete all phases of construction by the target completion year. As such, each year having reported construction emissions has varying quantities of GHG emissions. However, the Association of Environmental Professionals (AEP) recommends that total construction GHG emissions resulting from a project be amortized over 30 years and added to operational GHG emissions (AEP 2010). CalEEMod estimates of the total construction

emissions were thus divided by 30 and then added to the operational emissions in accordance with the AEP recommendations.

4.6.4 Impact Analysis

4.6.4.1 Issue GHG-1: GHG Emissions

Threshold GHG-1 states that GHG emissions impacts would be significant if implementation of the proposed Plan would generate GHGs that may have a significant impact on the environment. To evaluate this threshold quantitatively and in accordance with the established 2020 emissions reduction target in AB 32, the Plan area's total GHG emissions would need to equal a 28.3 percent or greater reduction relative to BAU emissions.

Thus, first annual BAU emissions are identified, and then a target annual emissions cap for the Plan area is identified that amounts to 71.7 percent of the BAU emissions (for a 28.3 percent reduction in BAU emissions).

a. BAU and Target Emissions

Table 4.6-9 summarizes the CalEEMod-estimated GHG emissions that would occur each year with buildout of the maximum allowable land uses proposed by the Plan assuming BAU conditions. To calculate these emissions, the proposed Plan land uses shown in Table 4.6-8 were modeled based on emission source factors pertinent to approximately the 2005 regulatory environment. This means that recently adopted vehicle GHG emissions and carbon fuel reduction standards were not factored into the calculations. Recent updates to the energy- and water-efficiency standards in the building code were also not factored into the calculations. This is because CARB's BAU 2020 GHG Emissions Forecast was based on growth rates applied to the 2003-2005 statewide inventory data and did not account for GHG reductions that would come from such subsequent legislative updates.

As shown in Table 4.6-9, total annual Plan area BAU emissions would be 17,045.84 $MTCO_2E$. Of the total BAU emissions, roughly 68 percent would be associated with vehicle use, 25 percent would be associated with energy use, and the remaining 7 percent would be associated with water use, waste disposal, area sources, and building construction.

TABLE 4.6-9
VILLAGE SPECIFIC PLAN
ANNUAL ESTIMATED BAU AND TARGET GHG EMISSIONS
($MTCO_2E$)

Emission Source	BAU	Target Emissions[1]
Vehicles	11,520.11	
Energy Use	4,280.52	
Water Use	569.49	
Area Sources	335.38	
Solid Waste	289.89	
Construction[2]	50.45	
TOTAL	**17,045.84**	**12,221.87**

[1]Target emissions are emissions equal to a 28.3 percent reduction in BAU emissions. Total emissions reduction can come from any one or combination of emissions sources.
[2]Construction amortized over 30 years.

Based on the estimated BAU emissions of 17,045.84 $MTCO_2E$ each year and the goal of a 28.3 percent reduction in BAU emissions, an emissions cap for the Plan area can be determined as 12,221.87 $MTCO_2E$. Therefore, the proposed Plan would be considered to be consistent with the Scoping Plan and AB 32 Year 2020 reduction goals if its allowable land uses were to emit total annual emissions resulting from vehicles, electricity, natural gas and water use, solid waste disposal, and construction activities, equal to or less than 12,221.87 $MTCO_2E$.

b. Plan Emissions

Table 4.6-10 summarizes the CalEEMod-estimated GHG emissions that would occur each year with buildout of the maximum allowable land uses proposed by the Plan given current state regulations on vehicle emissions and building design. To calculate these emissions, the future land uses shown in Table 4.6-8 were modeled based on emission factors pertinent to the current/known regulatory environment. This means that recently adopted vehicle GHG emissions and carbon fuel reduction standards, and updates to the energy- and water-efficiency standards in the building code, were factored into the calculations.

The Plan area's future GHG emission estimates were also calculated to account for two different roadway configurations of Camino del Mar. As described in the proposed Plan and in this PEIR's Project Description, the City proposes to reconfigure Camino del Mar from a 4-lane with stop-controls or signals at key intersections to a 2-lane with roundabouts at key intersections. CalEEMod considers roundabouts to be one of several different types of traffic-calming measures that can reduce VMT and associated GHG emissions depending on the extent of their implementation. Based on information in the TIS, the lowest percentage (25 percent) was selected in the model to account for the affected study area intersections. As indicated in Table 4.6-10, the presence of roundabouts on Camino del Mar could reduce the Plan's estimated annual mobile emissions by 380.01 $MTCO_2E$, or roughly 3 percent.

TABLE 4.6-10
VILLAGE SPECIFIC PLAN
ANNUAL ESTIMATED GHG EMISSIONS
($MTCO_2E$)

Emission Source	BAU	Plan with Roundabouts	Percent Reduction	Plan without Roundabouts	Percent Reduction
Vehicles	11,520.11	7,774.14	32.52[1]	8,154.15	29.2[4]
Energy Use	4,280.52	4,113.40	3.9[2]	4,113.40	3.9[2]
Water Use	569.49	455.59	20.0[3]	455.59	20.0[3]
Area Sources	335.38	335.38	0.0	335.38	0.0
Solid Waste	289.89	289.89	0.0	289.89	0.0
Construction*	50.45	50.45	0.0	50.45	0.0
TOTAL	**17,045.84**	**13,018.85**	**23.6**	**13,398.86**	**21.4**

NOTE: Construction amortized over 30 years.
[1]Due to Pavley vehicle emissions standards, LCFS, and traffic-calming roundabouts.
[2]Due to updated energy efficiency standards (2008) in the current CBC.
[3]Due to updated water efficiency standards (2011) in the current CBC.
[4]Due to Pavley vehicle emissions standards and LCFS.

Compared to total annual BAU emissions of 17,045.84 $MTCO_2E$, CalEEMod estimates total annual Plan emissions to be 13,018.85 $MTCO_2E$ with roundabouts and 13,398.86 $MTCO_2E$ without roundabouts. Neither Plan scenario would achieve the annual target emissions level of 12,221.87 $MTCO_2E$ without further GHG reduction measures, although the Plan with roundabouts option would achieve a greater reduction (23.6 percent) relative to BAU than would the non-roundabout option (21.4 percent).

Thus, unless additional GHG reductions that go beyond currently mandated GHG reductions are implemented, projected buildout under the Plan could lead to the generation of a significant contribution of GHGs that may have a significant impact on the environment per Threshold GHG-1. The proposed Plan includes implementing strategies that would minimize or avoid GHG emissions/climate change impacts. Existing City regulations also have the potential to substantially reduce GHG emissions from projects within the Plan area. These strategies and regulations and their effects on reducing GHG emissions are discussed below.

c. Plan Emissions with Additional GHG Reductions

Despite GHG reductions gained through current state standards on vehicle emissions and energy- and water-efficiency in building design, total Plan area emissions could exceed the annual Target emissions cap established for the Plan area in order to achieve a 28.3 percent emissions reduction in accordance with AB 32. However, implementing strategies are provided in the proposed Plan that, in combination with existing City regulations, would ensure that the GHG emissions of future projects in the Plan area would be limited to levels that are less than significant. These implementing strategies and regulations require renewable energy and other green building practices to be incorporated into all development projects in the Plan area. The Plan implementing strategies also require that the GHG

reductions resulting from these project design features be evaluated and verified in project-level analyses.

Renewable Energy

The City of Del Mar has a Solar Energy Ordinance that requires all new construction and major remodels to supply 60 percent of their space heating, cooling, and ventilating energy needs through on-site renewable energy sources such as photovoltaic or passive solar. (This ordinance is described in greater detail in Section 4.6.1.2.d.) The 60 percent mix is a stated goal of the ordinance but exceptions are allowed for hardship cases where either inadequate or inaccessible on-site energy resources exist. These are to be decided on a case-by-case basis by the City's Design Review Board. The overall intent of the ordinance is to reduce consumption of fossil-fuel energy and transition to carbon-neutral energy supply.

To capture the intent of this ordinance, the CalEEMod energy mitigation module was used to input a 60 percent of electricity use generated by on-site renewable energy calculation. The resulting energy GHG emissions estimate, shown in Table 4.6-11, amounts to 1,992.33 $MTCO_2E$ less per year than BAU energy emissions, for an overall 46.5 percent reduction in annual BAU energy emissions. Because renewable energies are largely carbon-free (depending on source type and/or storage and delivery system) their incorporation into building design yields substantial energy GHG emissions reductions; much higher than building design that solely incorporates improvements in building envelope energy efficiency of conventional carbon-based energy (such as through Title 24 exceedances).

Table 4.6-11 also shows the resulting GHG emissions reductions that would be achieved through 50 and 40 percent of electricity being generated on-site by renewable energy. As shown, even with a lesser renewable energy component (i.e., 40 percent) annual Plan area GHG emissions could be reduced to below the Target emissions level.

TABLE 4.6-11
VILLAGE SPECIFIC PLAN RENEWABLE ENERGY SCENARIOS
TO ACHIEVE ANNUAL TARGET GHG EMISSIONS
($MTCO_2E$)

Emission Source	BAU	Plan with Roundabouts	Percent Reduction	Plan without Roundabouts	Percent Reduction
60 Percent Renewable Energy Use:					
Vehicles	11,520.11	7,774.14	32.5	8,154.15	29.2
Energy Use	4,280.52	2,288.19	46.5	2,288.19	46.5
Water Use	569.49	455.59	20.0	455.59	20.0
Area Sources	335.38	335.38	0.0	335.38	0.0
Solid Waste	289.89	289.89	0.0	289.89	0.0
Construction	50.45	50.45	0.0	50.45	0.0
TOTAL	17,045.84	**11,193.64**	**34.3**	**11,573.65**	**32.1**
50 Percent Renewable Energy Use:					
Vehicles	11,520.11	7,774.14	32.5	8,154.15	29.2
Energy Use	4,280.52	2,592.39	39.4	2,592.39	39.4
Water Use	569.49	455.59	20.0	455.59	20.0
Area Sources	335.38	335.38	0.0	335.38	0.0
Solid Waste	289.89	289.89	0.0	289.89	0.0
Construction	50.45	50.45	0.0	50.45	0.0
TOTAL	17,045.84	**11,193.64**	**32.6**	**11,877.85**	**30.3**
40 Percent Renewable Energy Use:					
Vehicles	11,520.11	7,774.14	32.5	8,154.15	29.2
Energy Use	4,280.52	2,896.60	32.3	2,896.60	32.3
Water Use	569.49	455.59	20.0	455.59	20.0
Area Sources	335.38	335.38	0.0	335.38	0.0
Solid Waste	289.89	289.89	0.0	289.89	0.0
Construction	50.45	50.45	0.0	50.45	0.0
TOTAL	17,045.84	**11,802.05**	**30.8**	**12,182.06**	**28.5**
TARGET EMISSIONS = 12,221.87 $MTCO_2E$					

Plan GHG Reduction and Green Building Strategies

The proposed Plan includes the following prescriptions for future development to reduce GHG emissions:

- Ensure that all residential and non-residential construction complies with all applicable City of Del Mar energy efficiency measures that are in effect at the time of discretionary permit review and approval or building permit issuance, whichever is applicable.

- All permit applications for new construction or major remodeling projects shall be submitted for review to the Del Mar Planning and Community Development

Department and Design Review Board to determine whether the project design meets the greenhouse gas emissions reduction target of 28.3 percent reduction relative to BAU emissions established in the Village Specific Plan PEIR or other applicable GHG emission measure, whichever is applicable at the time of project submittal.

- o As part of the building permit application, project construction plans and specifications shall indicate the energy and green building standards, product specifications, and method of construction, in the general notes or individual drawings.

- o No building permit shall be issued for any project until the Planning and Community Development Department and Design Review Board building official determines that the plans and specifications are in compliance with the requirements of this policy.

- o Additional inspections may be conducted as needed to ensure compliance and if at any stage of construction the building official determines that the project is not being constructed in accordance with the permitted plans and documents, a stop order may be issued that will remain in effect until the building official allows.

- o Prior to issuance of a certificate of occupancy, the building official shall review all relevant information and determine whether the project has been built in accordance with the permit. If the building official determines that a project applicant has failed to construct the project in accordance with the permitted plans and documents, then the final building approval and certificate of occupancy may be withheld.

New Development Standards are also included in the proposed Plan that would support sustainable/green building practices, including the use of renewable energy, and would reduce per-square-footage GHG emissions from building occupancy. This includes:

- v Per the Specific Plan's Development Standards chapter, VSP.400 Sustainable Development] All development in the Village Specific Plan shall incorporate Sustainable or "green" building practices. Sustainable building practices shall include, but not be limited to, those recommended by the U.S. Green Building Council's LEED Program certification or Build It Green's Green Building Guidelines and Rating Systems, or other comparable industry standards [such as the minimum Tier I standards of CalGreen], as may be adopted or recognized by the City of Del Mar.

For future projects that incorporate sustainable design elements, modest increases in FAR may be allowed in accordance with the Plan's EPB program (see Section 3.3.4.4 of this PEIR).

The importance of building sustainably is also stated in the proposed Plan's Protection of Community Resources chapter. In the Village Sustainability section of this chapter, several sustainability implementing strategies are identified, including:

- Encourage all new structures to achieve Tier II CalGreen Code standards to achieve more energy and sustainable efficiencies than a building complying solely with the mandatory measures.
- Promote the use of rainwater harvesting for non-potable uses such as irrigation or toilet flushing.
- Promote the use of renewable energy by encouraging photovoltaic (solar) panels.
- Promote "green roofs" for the reduction of building energy consumption.
- Encourage all buildings to take advantage of natural ventilation and natural daylighting.
- Encourage all building materials to be of recycled content or rapidly renewable, and locally sourced.
- Promote the use of alternative forms of mobility not dependent on fossil fuels, including the installation of electric vehicle charging stations in parking structures; the provisions of bicycle racks; and the accommodation of golf carts, scooters, and motorcycle parking.

Such sustainable/green building practices would reduce GHG emissions from future development projects allowed by the Plan, as demonstrated below.

Green Building

In addition to the use of renewable over non-renewable carbon-based energy, there are numerous other green building practices that serve to reduce GHG emissions from building occupancy. These include measures to reduce energy consumption through increased building envelope energy efficiency, energy-efficient appliances (such as energy star appliances), high-efficiency lighting systems, prohibition of wood-burning or all (including natural gas burning) fireplaces, use of electric versus gasoline-powered landscaping equipment, increased water efficient plumbing fixtures, use of reclaimed water or gray water systems for outdoor water use, smart irrigation systems, drought-tolerant landscaping, reduction of packaging/waste generated, increased reuse and recycling, and so on. These are the types of practices that would be incorporated into future projects in order to comply with the Plan's standards and implementing strategies.

All projects would undergo review by the Community Planning and Development Director and the Design Review Board to ensure appropriate green building design is incorporated into future projects.

To illustrate the type and extent of green building practices that may be required to adequately reduce GHG emissions to target levels, Table 4.6-12 includes the estimated annual GHG emissions that would occur from two different green building scenarios for the proposed Plan's maximum allowable land uses. These estimates were calculated using CalEEMod's mitigation modules for area sources, energy, water and solid waste. Additional or alternate GHG reductions could also come from greener construction practices and vehicle commute VMT reduction practices such as the provision of transit subsidies, employee vanpools or shuttles, ride-sharing programs, or telecommuting and alternative work schedules. These and all types of green building practices would be determined and evaluated at the project-level based on-site and design/function. What Table 4.6-12 shows is the range of GHG emissions reductions that could come from a broad menu of design choices. These estimates also show that, as modeled through CalEEMod, substantial energy GHG emissions reductions, when they do not come from use of alternate/renewable energy, can only come through a rigorous combination of increased building efficiency design and installation of high-efficiency lighting and appliances. These estimates also show that area source emissions can be essentially eliminated through prohibition of wood-burning and natural gas fireplaces. Prohibiting gas-powered landscaping equipment adds only a negligible further reduction. What is also shown is that for water and waste emissions, by reducing the resource a certain amount, the equal amount of GHG emissions reduction would occur. This is less the case for energy for example, where a 30 percent Title 24 exceedance combined with a 30 percent increase in lighting efficiency leads to a 20 percent reduction in overall energy GHG emissions.

Most of these green building practices can be demonstrated through standard construction and engineering drawings, or modeling software and reporting tools (such as current California Energy Commission-approved Title 24 compliance models) that would be reviewed for compliance with not only all relevant CBC standards but with the green building rating system/standards to which the project aspires. Some of the green building GHG reduction measures, however, would, in order to take credit for them at project submittal, require the project applicant to develop a program or plan that provides detailed and substantial evidence supporting their reduction claims. For example, in order to take credit for instituting recycling and composting services, a project applicant would need to provide detailed evidence such as in a waste management plan supporting the amount of waste reduced or diverted to recycling and composting due to the institution of the services. This waste management plan would also need to identify the means for implementing the program and monitoring its progress.

TABLE 4.6-12
VILLAGE SPECIFIC PLAN POSSIBLE GREEN BUILDING SCENARIOS
TO ACHIEVE ANNUALTARGET GHG EMISSIONS
($MTCO_2E$)

Emission Source	BAU	Plan with Roundabouts	Percent Reduction	Plan without Roundabouts	Percent Reduction
30% Title 24 Exceedance; 30% High Efficiency Lighting; Energy Star Appliances In Residential and Lodging; No Fireplaces; 35% Baseline Water Reduction; 25% Operational Waste Reduction:					
Vehicles	11,520.11	7,774.14	32.5	8,154.15	29.2
Energy Use	4,280.52	3,412.70	20.3	3,412.70	20.3
Water Use	569.49	370.17	35.0	370.17	35.0
Area Sources	335.38	1.75	99.5	1.75	99.5
Solid Waste	289.89	217.42	25.0	217.42	25.0
Construction	50.45	50.45	0.0	50.45	0.0
TOTAL	17,045.84	**11,826.63**	**30.6**	**12,206.64**	**28.3**
30% Title 24 Exceedance; Energy Star Appliances in Residential; No Fireplaces; No Gas-Powered Lawn Equipment; 35% Baseline Water Reduction; 50% Operational Waste Reduction:					
Vehicles	11,520.11	7,774.14	32.5	8,154.15	29.2
Energy Use	4,280.52	3,690.81	13.8	3,690.81	13.8
Water Use	569.49	370.17	35.0	370.17	35.0
Area Sources	335.38	1.23	99.6	1.23	99.6
Solid Waste	289.89	144.95	50.0	144.95	50.0
Construction	50.45	50.45	0.0	50.45	0.0
TOTAL	17,045.84	**12,031.75**	**29.4**	**12,411.76***	**27.2**
TARGET EMISSIONS = 12,221.87 $MTCO_2E$					

*To achieve Target emissions, additional needed reduction of 380.01 $MTCO_2E$ per year could include further increased energy and water efficiency, alternative energy/water supply, or numerous other combinations of GHG reduction measures.

4.6.4.2 Issue GHG-2: GHG Plans, Policies, and Regulations Consistency

Threshold GHG-2 states that GHG emissions impacts would be significant if implementation of the proposed Plan would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

As outlined in Section 4.6.1.2, there are numerous local, state, and national plans, policies, and regulations that have been adopted for the purpose of reducing GHG emissions. These plans, policies, and regulations aim to reduce GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. The GHG reduction targets and standards discussed in Section 4.6.1.2 are thus largely focused on the automobile industry and public utilities.

Key among the adopted plans and regulations are the AB 32/EO S-3-05 statewide GHG emissions reduction targets and the Scoping Plan which identifies the measures needed to achieve the AB 32/EO S-3-05 targets.

a. Transportation GHG Reduction Strategies

For the transportation sector, the reduction strategy of the Scoping Plan and other complementary plans is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles vehicles travel through land use change and infrastructure investments. Land use and development projects such as the proposed Plan do not play a role in the first and second transportation strategies; these strategies are aimed at automobile manufacturers and fuel suppliers. The adopted Light-Duty Vehicle GHG Emissions Standards and the Low Carbon Fuel Standards are two such implementing regulations now in effect. Land use and development projects such as the proposed Plan do play an important role in the third transportation strategy: reducing VMT through land use change and infrastructure improvements. The types of land use changes that can measurably reduce GHG emissions associated with vehicle use include: increased density; increased diversity (mixed-use); improved walkability design; improved transit accessibility; transit improvements; integration of below market-rate housing; and constrained parking. The Plan proposes land use changes that address nearly all of these strategies.

By increasing density, especially within proximity of transit, people's travel distances are affected and greater options for the mode of travel are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical suburban residential density (CAPCOA 2010). And by increasing the diversity of land use (i.e., through mixed-use developments), a similar reduction in VMT can occur because trips between land use types would be shorter and may be accommodated by non-auto modes of transport. The Plan allows for an approximate twofold increase in density in the Plan area and proposes new mixed-use zoning and development standards to allow for more residential and lodging uses as well as a better balance of commercial and civic uses. This increase in density and mixed-use was accounted for in the Plan's traffic study through a 10 percent reduction in suburban rates of vehicle trip generation. The total projected VMT associated with buildout of Plan land uses was thus also reduced; leading to reduced vehicle emissions compared to BAU emissions.

By increasing transit accessibility (e.g., by locating a project near transit or improving transit facilities), a shift in travel mode can be facilitated along with reduced VMT. Income has a statistically significant effect on the probability that a commuter will take transit or walk to work, as lower income families tend to have lower levels of auto ownership (CAPCOA 2010). Therefore, by integrating affordable and below market rate housing, vehicle trip generation rates and resulting VMT can be further reduced. The Plan proposes to enhance transit use in the Plan area through bus stop improvements and higher frequency bus transit

(by 2020). The Plan also proposes to require affordable housing per state requirements and to incentivize additional affordable housing through its Exceptional Public Benefits program that awards increases in FAR for projects that include various benefits such as affordable housing. The Plan's traffic study accounted for a 5 percent reduction in average (i.e., suburban) rates of vehicle trip generation due to transit proximity. Thus, the total projected VMT and associated vehicle GHG emissions account for reduced vehicle emissions due to transit use.

b. Building Occupancy GHG Reduction Strategies

Second to the transportation sector, the energy sector is the next largest emitter of GHGs that the Scoping Plan and other plans focus on. Energy is consumed in the heating, cooling, ventilating, and lighting of all building spaces we occupy and visit, including the buildings we live and work in, shop and recreate in. Energy is also consumed in the treatment and delivery of water we consume both indoors and outdoors. For the energy sector, local, state and national reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development.

Policies or incentive programs for builders to exceed the current Title 24 energy efficiency standards, to install high-efficiency lighting and energy-efficient plug-in appliances (for energy uses not subject to Title 24), and to incorporate on-site renewable energy generation can result in substantial GHG emissions reductions. The energy use associated with water consumption and wastewater treatment can also be reduced by mandating water conservation standards, applying an overall water reduction strategy (i.e., a percentage reduction indoor and outdoor water use) and/or through policies and actions related to using reclaimed and gray water, installation of low-flow plumbing fixtures, use of water-efficient landscape design including turf reduction, and use of water-efficient irrigation systems. The institution of recycling and composting services can also reduce the energy embodied in the disposal of solid waste.

The proposed Plan incorporates such actions as implementing strategies to reduce building energy consumption and associated GHG emissions. First, the Plan includes a requirement (described above in Section 4.6.4.1.c) that all development be reviewed for compliance with the adopted Del Mar Solar Energy Ordinance. This ordinance calls for the use of renewable, carbon-free energy to replace 60 percent of a project's electricity needs. Preliminary calculations of buildout land uses given implementation of this requirement/ordinance demonstrate that substantial GHG reductions (see Table 4.6-11) would occur; sufficient to reduce annual BAU emissions to below annual Target GHG emissions levels.

Second, the Plan requires all future developments to be reviewed for compliance with the Plan area's Target emissions cap through demonstrating a 28.3 percent reduction in annual

BAU emissions. Project applicants must prepare a GHG emissions report or other documentation substantiating the anticipated GHG emissions reductions. Where a proposed project is initially determined it would not achieve a 28.3 percent reduction in BAU emissions, the Plan further requires that the project be redesigned to meet the target emissions reduction.

Third, the Plan includes new development standards and design guidelines that require all development in the Plan area to incorporate sustainable building practices. These would include green building practices as recommended by the U.S. Green Building Council in its LEED program, the Build It Green's guidelines, the CalGreen voluntary Tier I/II standards, and/or other comparable standards. Green building strategies not only address energy reduction through siting and building design, but also address innovative water, waste/materials, and chemical pollutants/indoor air quality features of the built environment. Through reducing potable water consumption, the use of non-renewable or carbon-intensive materials, and the use of materials or process that emit contaminants, GHG emissions are also reduced.

c. AB 32 GHG Emissions Reduction Targets

In general, the Plan standards and implementing strategies outlined above implement, for the Plan area, the intent of the statewide GHG reduction measures identified in the Scoping Plan in order to achieve the AB 32 2020 target emissions reductions. Quantification of the projected GHG emissions and reductions due to Plan implementation, relative to AB 32 and a 28.3 percent reduction in BAU emissions goal, are addressed above under Issue 1 (see Section 4.6.4.1). In that analysis, it was determined that the Plan's maximum allowable land uses and associated traffic would generate GHG emissions below threshold emissions by accounting for the GHG reductions that would occur through new development standards and implementing strategies contained in the Plan, as well as through existing DMMC regulations requiring renewable energy use and alternate heating/cooling/ ventilating systems instead of conventional HVAC systems. By factoring in these parameters, the annual estimated GHG emissions for Plan area buildout would be up to 34 percent less than the GHG emissions estimated for BAU. More specific GHG reductions relative to BAU quantities would be refined through future project-level analyses and would be dependent on the specific energy-saving and green building design features incorporated into each individual project. Overall, it was estimated that given adherence to Plan policies and the DMMC, buildout GHG emissions would achieve a 28.3 percent or greater reduction relative to BAU emissions, and Plan implementation would thus be consistent with AB 32's 2020 GHG reduction target.

While the Scoping Plan did not specifically address the measures needed to achieve AB 32's 2050 GHG reduction target due to the difficulty in speculating that far ahead, it did identify that green building practices would play an increasingly important role in achieving the 2050 reductions. Thus, the Scoping Plan includes a Green Building Strategy with the

goal of expanding the use of green building practices to reduce the carbon footprint of new and existing buildings. The proposed Plan is consistent with this strategy.

Not only would the Plan's support of green building be consistent with a longer-term GHG reduction strategy, it would be consistent with more recent policies and strategies that focus on climate adaptation. Such strategies focus on increasing climate adaptability and resilience through climate-sensitive building guidelines (e.g., through appropriate building orientation and glazing design, transition to on-site generated renewable energy sources), sea-level monitoring, and defensible building design.

d. 2005 Del Mar GHG Emissions Inventory

This report prepared by ICLEI in March 2011 included community-wide and government operations baseline GHG emissions inventories as part of developing a CAP for Del Mar (see Section 4.6.1.2). The goal of the CAP will be to reduce GHG emissions, curtail global warming, and establish adaptation strategies for Del Mar in response to climate change. Del Mar's CAP is anticipated to be completed by the end of 2013.

The ICLEI report included a section entitled Creating an Emissions Reduction Strategy, that outlined recommended policies and actions to help reduce emissions throughout the community. These include:

- Promote growth through redevelopment and infill that maintains or improves the quality of life for existing neighborhoods;
- Adopt local parking standards that encourage reduced single-occupancy vehicle travel;
- Adopt building codes that exceed Title 24 energy requirements, on either a mandatory or voluntary basis;
- Establish water conserving guidelines and standards for existing development, new development and City facilities; and
- Provide public educations programs on waste prevention, source reduction, recycling, yard waste, wood waste and hazardous waste.

The report states that "by implementing these types of strategies, the City should be able to reduce and reverse its impact upon global warming. In the process, it may also be able to improve the quality of its services, reduce costs, stimulate local economic development, and inspire local residents and businesses to redouble their own efforts to combat climate change" (ICLEI 2011:51).

As described earlier, the proposed Plan represents a smart growth infill plan for redevelopment that would provide resident-serving uses, a balanced mix of residential,

commercial, and civic uses, improved streetscapes and pedestrian and bicycle amenities, transit enhancements and facilitation of park and walk (or shuttle) parking. The Plan would thus be consistent with the first two bullet points above.

New standards and implementing strategies in the Plan would also ensure that existing DMMC renewable energy requirements, as well as new requirements and incentives for the incorporation of green building practices, would be incorporated into future projects. Such practices could include Title 24 exceedances of both its energy efficiency standards and its plumbing/water conservation standards. The Plan would thus be consistent with the third and fourth bullet points above.

The fifth bullet point is largely already being addressed by Del Mar's Sustainability Advisory Board (see Section 4.6.1.2.d). The public education and outreach efforts of the Board would be supported by the new green building requirement in the Plan's Allowed Uses and Development Standards chapter, as well as through recommendations and guidance provided in the Design Guidelines. The Plan would thus be consistent with the last bullet point above, and represents a Plan that is consistent overall with the long-term GHG reduction strategies identified in the ICLEI report.

4.6.5 Level of Significance Prior to Mitigation

Impacts associated with Threshold GHG-1, exceedance of the GHG 28.3 percent reduction threshold, would be less than significant given new Plan implementing strategies and existing City regulations that require all development to be sustainably designed, including the incorporation of renewable energy and/or increased energy efficiency features.

Impacts associated with Threshold GHG-2, conflict with adopted GHG reduction goals and strategies, would be less than significant given Plan features that reduce average community-wide VMT by enhancing the pedestrian, bicycle and transit facilities in the Plan area, and through Plan implementing strategies that ensure optimal energy efficiency and minimization of GHG emissions in individual future projects.

4.6.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

4.7 Hazards and Hazardous Materials

This section of the PEIR addresses the potential for public safety impacts associated with hazardous materials and adopted emergency response plans. It is based on secondary research and review of publicly available records.

4.7.1 Existing Conditions

4.7.1.1 Environmental Setting

a. Past Land Uses that Handled Hazardous Materials

The Plan area is currently developed with commercial office, retail, restaurants, civic, and residential uses with little potential to handle or generate hazardous materials. Past land uses within the Plan area included commercial uses that may have handled or generated hazardous wastes. The types of past businesses in the Plan area that may have generated hazardous waste or stored hazardous substances, including petroleum products, included: gasoline stations, automobile repair and other automobile-related facilities, former agricultural or lumber yard operations, dry cleaning facilities, plating shops, or photographic development facilities. During the post-war period, Camino del Mar (Highway 101) was the main automobile route between San Diego and Los Angeles. Because of this, during the 1940s and early 1950s Camino del Mar housed numerous gas stations and became referred to as Gasoline Alley. Figure 4.7-1 shows the locations of known former gas stations.

b. Environmental Database Search for Contaminated Sites

A preliminary research and review of publicly available records was conducted for the Plan area. The preliminary research and review included federal, state, and local regulatory and municipal agency databases concerning the Plan area and surrounding properties within a 2,500-foot radius.

California EPA Department of Toxic Substances Control (DTSC) Government Code Section 65962.5(a)(4) requires that the DTSC:

> . . . shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: . . . (4) [a]ll sites listed pursuant to Section 25356 of the Health and Safety Code.

Health and Safety Code (H&SC) §25356(b)(1) requires “a listing of hazardous substance release sites selected for, and subject to, a response action under this chapter.” H&SC

§25356(b)(2) requires DTSC to "update the list of sites at least annually to reflect new information regarding previously listed sites or the addition of new sites requiring response action."

The implementing regulations provide that sites may be listed pursuant to HSC §25356 if (a) they are not owned by the federal government and (b) a release or threatened release of hazardous substances has been confirmed by on-site sampling (California Code of Regulations, Title 22, Section 67400.1). DTSC's list of sites that meet those criteria as well as the criteria in HSC §25356(c) is found in a report in DTSC's "Envirostor" database.

The Plan area does not contain any sites listed on the Envirostor database. In addition to the Envirostor database, the GeoTracker database is the RWQCB's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Leaking Underground Storage Tanks [LUSTs], Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites.

There were seven sites found within 2,500 feet of the Plan area in the GeoTracker database. Six of the seven sites had a "Completed–Case Closed" status. One site, formerly operated by Del Mar Chevron Inc. and located at 941 Camino del Mar, was listed as "Open–Site Assessment." The site, though within the Plan area boundary, is within the existing Garden del Mar Specific Plan boundary. It is the site of a former gas station. The case was opened in June 1988, when a waste oil tank was removed and holes in the tank and oil stained soil were observed. In 1994, other USTs and dispensers were replaced. Free product was discovered in 1995. The gas station was closed and the USTs were removed in September 2005. As of October 2011, a corrective action plan was being prepared on the behalf of Chevron Environmental Management Company.

No federal Superfund Sites, Voluntary Cleanup Sites, School Cleanup Sites, Permitted–Operating Sites, Post-Closure Permitted Sites, Historical Non-Operating Sites, or Tiered Permit Sites were found during the preliminary review of publicly available records.

c. Older Structures within the Plan Area

In addition to the handling or release of hazardous material by commercial and industrial business operations, hazardous materials are commonly found in the building materials of structures, including residential structures, built prior to approximately 1978. Buildings constructed prior to 1978 potentially contain hazardous building materials such as asbestos-containing materials (ACMs), lead containing surfaces (LCSs) including lead-based paint (LBP), and other toxic materials such as mercury, polychlorinated biphenyls (PCBs) and freon. The federal government banned ACMs and LBP from housing in 1978. The Plan area includes some structures that were built prior to 1978.

4.7.2.1 Regulatory Framework

a. Hazardous Materials

Numerous federal, state, and local laws and regulations regarding hazardous materials have been developed with the intent of protecting public health, the environment, surface water, and groundwater resources. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances. Applicable regulatory agencies have also kept records on hazardous materials storage, use, and disposal, and make these lists publicly available. The most relevant federal, state, and local regulations are described below.

Federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The CERCLA of 1980 is also known as "Superfund," and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (amended CERCLA, SARA Title III). CERCLA, SARA Title III provides a federal framework for setting priorities for cleanup of hazardous substances releases to air, water, and land. This framework provides for the regulation of the cleanup process, cost recovery, response planning, and communication standards.

Federal Resource Conservation and Recovery Act (RCRA)

The Federal Resource Conservation and Recovery Act (RCRA) of 1976 established the authority of the EPA to develop regulations to track and control hazardous substances from their production, through their use, to their disposal.

California Department of Toxic Substances Control (DTSC)

The DTSC regulates hazardous waste primarily under the authority of the federal RCRA and Title 22 of the California Public Health and Safety Code (DTSC 2011). The DTSC regulates hazardous waste, maintains a public database of potentially contaminated properties (through its List and Hazardous Materials Division [HMD] database), cleans up existing contamination, and researches ways to reduce the hazardous waste produced in California.

The HMD is the Certified Unified Program Agency (CUPA) for San Diego County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, USTs, aboveground petroleum storage, and risk management plans (County of San Diego HMD 2011).

The California Health and Safety Code and Occupational Safety and Health Administration

The California H&SC is the collection of state laws that govern the handling of hazardous waste, corrective action (remediation), and permitted facilities. Chapter 6.7 of the H&SC

outlines the requirements for USTs, identifies requirements for corrective actions, cleanup funds, liability, and the responsibilities of owners and operators of USTs. The LUST Information System maintained by the SWRCB is available to determine if LUSTs have been reported within or near a specified property.

The California Occupational Safety and Health Administration, or Cal-OSHA, defines and enforces worker safety standards and requires proper handling and disposal of hazardous materials including ACMs and LCS according to OSHA and EPA regulations. The OSHA/EPA Occupational Chemical Database compiles information from several government agencies and organizations. This database provides reports on physical properties, exposure guidelines, and emergency response information, including the U.S. Department of Transportation (DOT) emergency response guide.

Uniform Fire Code

The Uniform Fire Code (UFC) is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The UFC regulates the use, handling, and storage requirements for hazardous materials at stationary facilities. The UFC uses a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the UFC employs a permit system based on hazard classification.

California Environmental Quality Act

Under the CEQA Guidelines Article 19, Categorical Exemptions, Section 15300.2(e) applies to hazard waste sites. "A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code." Therefore, even if a project were otherwise qualified for an infill exemption (15332) or New Construction or Conversion of Small Structures exemption (15303), etc., it would not be exempt from CEQA if located on a hazardous waste site, and the lead agency would be required to prepare a Negative Declaration or EIR.

San Diego Air Pollution Control District

The County of San Diego, through the SDAPCD and Department of Environmental Health (DEH), enforces regulations pertaining to ACM as a hazardous air pollutant under the State Clean Air Act, Cal-OSHA, and the National Emission Standard for Hazardous Air Pollutants (NESHAP). The SDAPCD, through the authority of CARB and Cal-EPA, are primarily responsible for enforcing ACM regulations. The NESHAP requires the owner or operator of a demolition or renovation project to submit an Asbestos Demolition or Renovation Operational Plan at least 10 working days before any asbestos stripping or removal work begins (such as site preparation that would break up, dislodge, or similarly disturb ACMs). A

Notice of Intent is required for all demolitions regardless of whether ACMs are present or not.

County of San Diego Department of Environmental Health

The County of San Diego's DEH, HMD is one of the four divisions of the DEH. HMD is the CUPA for San Diego County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, USTs, aboveground petroleum storage, and risk management plans. The Department administers the Site Assessment and Mitigation (SAM) program. The goal of the SAM program is to protect public health and the environment from releases of contaminants by providing oversight of assessments and cleanups in accordance with the California Health and Safety Code and the CCR. A key program of SAM is property redevelopment and "brownfields," a term which refers to real property including the expansion, redevelopment, or reuse of property which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Contaminated sites are regulated by federal and state law as described above.

b. Emergency Response/Evacuation and Planning

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. OES is responsible for notifying appropriate agencies when a disaster occurs; coordinating all responding agencies; ensuring resources are available and mobilized; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public.

OES staffs the Operational Area Emergency Operations Center, a central facility that provides regional coordinated emergency response, and also acts as staff to the Unified Disaster Council (UDC), its governing body. The UDC, established through a joint powers agreement among all 18 incorporated cities and the County of San Diego, provides for coordination of plans and programs countywide to ensure protection of life and property.

Multi-Hazard Mitigation Plan

In 2010, the County and 18 local jurisdictions, including the City of Del Mar, adopted the Multi-hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The MHMP is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination (San Diego County OES 2011).

For the MHMP, the City of Del Mar reviewed a set of jurisdictional-level hazard maps including detailed critical facility information and localized potential hazard exposure/loss

estimates to help identify the top hazards threatening their jurisdiction. After reviewing the localized hazard maps and exposure/loss table, the following hazards were identified by the Del Mar Local Planning Group (LPG) as their top five. A brief rationale for including each of these is included.

- Coastal Storm/Erosion – Constant and historical
- Wildfire – Periodic Santa Ana conditions and fuel loads
- Landslide – Coupled with above and earthquake/tsunami
- Earthquake – Proximity to local faults
- Tsunami – Proximity to Pacific Ocean.

Listed below are Del Mar's specific hazard mitigation goals, objectives, and related potential actions. For each goal, one or more objectives have been identified that provide strategies to attain the goal. Where appropriate, the City has identified a range of specific actions to achieve the objective and goal.

Goal 1: Promote public understanding, support, and demand for hazard mitigation.

Goal 2: Improve hazard mitigation coordination and communication with federal, state, local, and tribal governments.

Goal 3: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and City-owned facilities, due to floods.

Goal 4: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and City-owned facilities, due to wildfires.

Goal 5: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and City-owned facilities, due to coastal erosion and geological hazards.

The goals and objectives were developed by considering the risk assessment findings, localized hazard identification and loss/exposure estimates, and an analysis of the jurisdiction's current capabilities assessment. These preliminary goals, objectives, and actions were developed to represent a vision of long-term hazard reduction or enhancement of capabilities. To help in further development of these goals and objectives, the LPG compiled and reviewed current jurisdictional sources, including the City's planning documents, codes, and ordinances. In addition, City representatives met with consultant staff and/or OES to discuss these hazard-related goals, objectives, and actions as they related to the overall MHMP.

Del Mar Municipal Code

Additionally, Del Mar Municipal Code Chapter 2.52, Emergency Services (revised September 1993), details what defines a local emergency, a director of emergency services (the City Manager), and a Disaster Council. The Disaster Council shall:

> . . . prepare an emergency plan to provide for the effective mobilization of all of the resources of this City, both public and private, to meet any condition constituting a federal, state, or local emergency or state of war, and shall provide for the organization, powers, duties and services of that emergency organization.

4.7.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to hazards and hazardous materials would be significant if implementation of the proposed Plan would:

Threshold HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

Threshold HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

Threshold HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment;

Threshold HAZ-5 For a project located within an Airport Land Use Compatibility Plan (ALUCP) or, where such plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area;

Threshold HAZ-6 For a project within the vicinity of a private airstrip, would result in a safety hazard for people residing or working in the project area;

Threshold HAZ-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

Threshold HAZ-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Because the Plan area is not located within an ALUCP or within two miles of a public or private airport, there would be no impact in relation to Thresholds HAZ-5 and HAZ-6, thus they are not addressed further in this PEIR. Similarly, because the Plan area does not include wildlands within or adjacent to its boundary, there would be no impact in relation to Threshold HAZ-8. Thresholds HAZ-1 through HAZ-4 and HAZ-7 are discussed below.

4.7.3 Methodology

Hazardous materials are commonly stored and used by a variety of commercial and industrial businesses. They are also commonly encountered during construction, maintenance, and landscaping activities. The key to determining the presence of hazardous materials within a given area is the identification of past and current land uses or businesses that include, or might have included, the handling of hazardous materials as an operational component.

A search of the publicly available hazardous material databases, such as the DTSC's Envirostor and the RWQCB's GeoTracker, was conducted. These databases are regularly updated and maintained to provide the public with the latest data available. Sites on these databases have either historically used or transported hazardous materials, or have in the past impacted groundwater and require groundwater cleanup. Though these databases are up to date, they do not document other types of hazardous materials that could be encountered, such as ACMs that could be found in older buildings during demolition.

Consultation with the City of Del Mar was also undertaken in order to document past land uses that may have handled hazardous materials. Secondary source information, such as reviewing local regulations, is cited as such throughout the text.

4.7.4 Impact Analysis

4.7.4.1 Issue HAZ-1: Routine Transport, Use or Disposal of Hazardous Materials

Threshold HAZ-1 states that impacts would be significant if implementation of the Plan would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Plan does not include specific land uses that are anticipated to transport, use, or dispose of hazardous materials or wastes as part of their routine business practices. However, some permitted uses would have the potential to pose a health risk. Proposed retail, restaurant, office (such as medical or dental

facilities), and hotel uses may involve the use, storage, and disposal of materials considered hazardous if not properly managed. These types of uses would be subject to local, state, and federal regulations, and would be specifically required to obtain appropriate permits to ensure that hazardous materials are handled and stored properly.

In addition, two types of plans are commonly required of businesses that handle hazardous substances in amounts greater than or equal to specified thresholds. These include the Hazardous Materials Business Plans (HMBP) and Risk Management Plans (RMP). The purposes of these plans are to minimize hazards to human health and the environment from unplanned, accidental releases of hazardous substances into the air, soil, or surface water. These plans must include an emergency response program that serves to manage emergencies at the given facility and prepare response personnel for a variety of conditions. HMBPs are submitted to the County DEH HMD, and are reviewed and updated as necessary every three years, or in the event of an accidental release, change in materials storage location or use, or change in business name, address, or ownership.

RMPs are typically required of larger facilities handling particularly noxious or flammable chemicals, such as water treatment and wastewater treatment plants (that handle chlorine), ammonia refrigeration facilities, and landfills (that release methane). RMPs must include a hazard assessment program, an accidental release prevention program, and an emergency response plan.

Additionally, in the unlikely event of upset or accidental release, mandated protocols for reporting the release, notifying the public, and remediating the event (if determined necessary by regulatory agencies) are intended to minimize public risks.

Overall, the risks associated with the transport, use or disposal of hazardous materials would be managed through the implementation of existing mandatory local, state, and federal regulations. Mandatory compliance with these regulations would ensure that impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant.

4.7.4.2 Issue HAZ-2: Accidental Release of Hazardous Materials

Threshold HAZ-2 states that impacts would be significant if implementation of the Plan would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Hazardous materials that occur within the Plan area could pose significant risk to public health and safety if they occur in concentrations that exceed state and/or federal standards. Exposure to hazardous materials can occur through contact with contaminated soil or groundwater, skin contact, or the inhalation of vapors or dust. The properties within the Plan area identified during the database search could be sites of potential concern with respect to

accidental releases of hazardous materials. Additional properties, undocumented at this time, could also contain on-site contaminants both in the form of building materials and underground contaminants, including USTs.

Future redevelopment or construction activities at individual properties within the Plan area, in accordance with the Plan's land use designations, may pose hazards to the public or the environment by disturbance of existing contaminated soils or groundwater, or hazardous building materials. Specifically, during construction, workers may be exposed to hazardous materials during demolition of buildings or excavation activities. Because several of the buildings within the Plan area were built prior to 1978, demolition of buildings may expose workers to ACMs and LCSs. Inhalation of asbestos-containing dust may cause acute or chronic toxicity. Exposure to persons other than construction workers would be minimized by the exclusion of non-authorized personnel in construction areas determined to contain potentially hazardous materials. Exposure of construction works would be minimized through conformance with Cal-OSHA worker safety standards.

Grading and excavation activities could disturb soils and cause contaminants below ground to become airborne. Additionally, excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants through skin contact, ingestion, or inhalation. Likewise, excavation of land could expose workers to chemicals stored in or leaking from USTs.

Construction-related activities associated with the implementation of the Plan could pose hazards to the public or the environment through the disturbance of hazardous building materials, or contaminated soils or groundwater. The proposed Plan contains several implementing strategies that would reduce the potential for accidental releases:

- At the time of application for any new construction, grading permit, demolition or major renovation, the applicant or owner shall submit to the Community Planning and Development Department, a hazardous materials and/or site contamination disclosure form.

- No construction, grading or ground-disturbing activity shall occur on a site with prior known contamination and/or which appears on any list compiled pursuant to Section 65962.5 of the Government Code without submittal of a "No Further Action" clearance letter issued by the County Department of Environmental Health.

These Plan implementing strategies, in conjunction with existing federal and state regulations, discussed above, would reduce potential impacts associated with the accidental release of hazardous materials to a less than significant level.

4.7.4.3 Issue HAZ-3: Hazardous Emissions near a School

Threshold HAZ-3 states that if implementation of the Plan were to result in hazardous emissions or the handling of hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school, then impacts would be significant.

Within 0.25 mile of the Plan area is the Winston School of San Diego, located less than 0.05 mile southwest. The Plan does not currently include any mapped school locations. It is possible that, as population within Del Mar increases, additional schools will be needed to respond to the population and some may be located within 0.25 mile of the Plan area. It is possible that over the 30-year lifespan of the proposed Plan, additional schools may locate within 0.25 mile of the Plan area. It is also possible that the existing Winston School could relocate and that no schools would be located within 0.25 mile of the Plan area.

There are seven sites within proximity to the Plan area identified as potentially hazardous properties, as well as other facilities that routinely handle hazardous materials. In the absence of protective measures, these sites could be considered potentially hazardous properties to schools due to accidental release and/or hazardous emissions. There could also be additional properties with currently unknown contaminants or which have been removed from the lists, but continue to pose a hazardous threat. Because a school is located within 0.25 mile of the Plan area, as well as the uncertainty of where future schools may be sited, potential impacts associated with hazardous emissions, whether accidental or due to the nature of a business could occur. However, the aforementioned implementing strategies in Section 4.7.4.2 above, in conjunction with existing federal and state regulations, discussed above, would reduce potential impacts associated with the accidental release of hazardous materials in proximity to a school to a less than significant level.

4.7.4.4 Issue HAZ-4: Hazardous Materials Sites Pursuant to Government Code Section 65962.5

Threshold HAZ-4 states that impacts would be significant if the Plan area encompasses any site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.

As detailed in Section 4.7.1.1, no sites were found within the Plan area on the Envirostor database within the Plan area, which is the DTSC database that is maintained pursuant to Government Code Section 65962.5; thus impacts associated with Threshold HAZ-4 would be less than significant.

4.7.4.5 Issue HAZ-7: Emergency Response and Evacuation

Threshold HAZ-7 states that impacts would be significant if implementation of the Plan would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The potential hazards identified for Del Mar in the MHMP include: coastal storm/erosion, wildfire, landslide, earthquake, and tsunami. There are no land uses or infrastructure proposed within the Plan area that would interfere with or impair emergency response associated with these hazards, or that would conflict with any of the MHMP's specific hazard mitigation goals, objectives, and related potential actions. Therefore, no significant impacts to emergency response would result.

4.7.5 Level of Significance Prior to Mitigation

Potential impacts associated with HAZ-1 would be managed through the implementation of existing mandatory local, state, and federal regulations. Mandatory compliance with these regulations would ensure that impacts would be less than significant.

Potential impacts associated with HAZ-2 would be less than significant. Compliance with existing mandatory local, state, and federal regulations, along with the aforementioned implementing strategies in Section 4.7.4.2 above, would reduce the potential for impacts due to the existence of hazardous building materials on sites and contaminated soils and/or underlying groundwater within the Plan area.

Potential impacts associated with hazardous emissions from businesses or properties within 0.25 mile of a school (HAZ-3) would be less than significant. Compliance with existing mandatory local, state, and federal regulations, along with the aforementioned implementing strategies in Section 4.7.4.2 above, would reduce the potential for impacts due to the existence of hazardous building materials on sites and contaminated soils and/or underlying groundwater within the Plan area.

Potential impacts associated with HAZ-4 (sites compiled pursuant to Government Code Section 65962.5) would be less than significant.

Potential impacts associated with HAZ-7 (interference of emergency response plans) would be less than significant.

4.7.6 Mitigation

No mitigation is required.

4.8 Hydrology and Water Quality

The following hydrology and water quality analysis is based on the San Diego Basin Plan (RWQCB 1994), various technical reports for the Garden Del Mar Project (Dudek 2007; SECOR 2007; Geocon Inc. 2006), and applicable federal, state, and local regulations. This section addresses the proposed Plan's potential effects on drainage patterns, runoff, water quality, flooding, and groundwater recharge and quality.

4.8.1 Existing Conditions

4.8.1.1 Environmental Setting

a. Watershed

The Plan area is within the San Dieguito Hydrologic Unit (HU) (905.00), which is one of the 11 hydrologic units established within the San Diego Basin. The San Dieguito HU is divided into five hydrologic areas (HA), and the Plan area is within the Solana Beach HA (905.10). The Solana Beach HA is divided into two hydrologic subareas, and the Plan area is within the Rancho Santa Fe hydrologic subarea (905.11). The Plan area is south of the San Dieguito Lagoon and Slough, which is fed by the San Dieguito River, and north of the Los Peñasquitos Lagoon, which is fed by Peñasquitos Creek.

The San Dieguito River watershed is a drainage area of approximately 346 square miles. The watershed includes portions of the cities of Del Mar, Escondido, Poway, San Diego, and Solana Beach, and unincorporated San Diego County. The San Dieguito River is approximately 56 miles long. Three tributaries join the San Dieguito River below the dams, while two other small drainages empty directly into the lagoon basin.

Average rainfall within the Plan area is 10 inches per year. Areas at higher elevation within the watershed receive up to 30 inches of rainfall on average per year. The majority of the rainfall at higher elevations is intercepted by Lake Sutherland and Lake Hodges Reservoirs during years of average rainfall. However, during years of excessive rainfall, generally associated with El Niño, the spillways at the reservoirs may overflow, increasing the flow of the San Dieguito River below the dams. The dam at Lake Hodges consists only of a flood spillway and does not possess flood control gates to gradually release floodwaters. Therefore, in consecutive years of high rainfall, flooding of the San Dieguito River below Lake Hodges may occur. The Plan area, however, is not within a mapped dam inundation zone.

b. Surface Water Quality

Beneficial Uses

Section 303(d) of the federal Clean Water Act requires states to periodically prepare a list of all surface waters in the state for which beneficial uses of the water—such as for drinking, recreation, aquatic habitat, and industrial use—are impaired by pollutants. These include water quality limited estuaries, lakes, streams, and coastal regions that fall short of state water quality standards, and are not expected to show improvement in the next two years.

The San Diego RWQCB also designates beneficial uses of water bodies in the Basin Plan. Beneficial uses are defined as the uses of water necessary for the survival or well-being of man, plants, and wildlife. Storm water from the Plan area is currently collected by the stormdrain system and discharged into the Pacific Ocean through several outfalls. Beneficial uses of the Pacific Ocean include industrial; navigation; contact and non-contact water recreation; commercial and sport fishing; biological habitats of special significance; wildlife habitat; rare, threatened, or endangered species habitat; marine habitat; aquaculture; migration of aquatic organisms; spawning habitat; and shellfish harvesting.

303(d) List Status

Under Section 303(d) of the 1972 Clean Water Act, states, territories, and authorized tribes are required to develop a list of water quality limited segments. These waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that the above-mentioned jurisdictions establish priority rankings for waters on the lists and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality.

As indicated above, the only receiving water of the Plan area is the Pacific Ocean. A 0.86-mile segment of Pacific Ocean Shoreline along the San Dieguito Lagoon Mouth is 303(d) listed as impaired by indicator bacteria through non-point and point source discharges. This 303(d) listed segment is located northwest of the Plan area.

Water Quality Sensitive Areas (WQSAs)

In addition to the 303(d) impaired waters listed above, the City of Del Mar has identified Water Quality Sensitive Areas (WQSAs). WQSAs (or Environmentally Sensitive Areas [ESAs] in the Municipal Permit for San Diego County) are defined by the RWQCB as those areas that include, but are not limited to: all CWA Section 303(d) impaired water bodies; areas designated as Areas of Special Biological Significance by the State Water Resources Control Board (SWRCB) in the Water Quality Control Plan for the San Diego Basin (1994 and amendments; hereafter Basin Plan); water bodies designated with the RARE Beneficial Use category by the SWRCB in the Basin Plan; areas designated as preserves or their equivalent under the MSCP within the cities and County of San Diego; and any other

equivalent ESAs identified by the City. The City has designated the Pacific Ocean and San Dieguito Lagoon as WQSAs.

All development located within or directly adjacent to or discharging directly to a WQSA (where discharges from the development or redevelopment will enter receiving waters within the WQSA), which either creates 2,500 square feet of impervious surface on a project site or increases the area of imperviousness of a project site to 10 percent or more of its naturally occurring condition, is subject to more specific runoff treatment controls. “Directly adjacent” means situated within 200 feet of the WQSA. “Discharging directly to” means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands.

The Plan area is not located “directly adjacent” to a WQSA within the City; at its nearest point, the Plan area is approximately 700 feet from the Pacific Ocean. Further, subsequent projects under the Plan would not be “discharging directly to” the WQSA. Potential runoff generated from subsequent projects under the Plan would be commingled with runoff from adjacent lands, as existing storm drain infrastructure currently exists within the Plan area.

c. Groundwater Quality

A groundwater basin is generally defined as a hydrogeologic unit containing one large aquifer as well as several connected and interrelated aquifers that has reasonably well-defined boundaries and more or less definite areas of recharge and discharge. All major watersheds in the San Diego region contain groundwater basins. The Solana Beach Hydrologic Subarea (HSA) is designated with municipal, agricultural, and industrial groundwater beneficial uses to the east of I-5. The San Dieguito Creek groundwater basin is located approximately 1,000 feet to the north of the Plan area (Dudek 2007). The average direction of groundwater flow through the San Dieguito river valley is to the southwest, towards the Pacific Ocean.

According to a recent hydrology report prepared for a project within the Plan area (Dudek 2007), groundwater quality within the alluvial aquifer is generally poor and has been intruded by seawater and water from surrounding marine sedimentary rocks. The aquifer water quality is impaired by sodium chloride and dissolved solid concentrations in excess of 5,000 mg/L.

d. Plan Area Hydrology and Water Quality

Hydrology

The Plan area currently consists of impermeable surfaces. Runoff from the Plan area generally flows overland to the City of Del Mar municipal separate storm sewer system (MS4; see Section 4.8.1.2.b below), with numerous intakes located on Camino del Mar

throughout the Plan area. The MS4 outfalls into the Pacific Ocean west of the Plan area. Groundwater within the Plan area is relatively close to the surface, but confined to fractures and/or porous beds with limited vertical and lateral extents (i.e., localized perched; SECOR 2007). Groundwater was encountered at the Garden Del Mar site located in the Plan area at 17.5 and 19 feet below the surface (Geocon Inc. 2006).

Water Quality

The City's current Clean Water Program addresses pollutants through requirements and implementation of pollution prevention best management practices (BMPs) and by placing requirements on new and significant redevelopment projects. Groundwater within the Plan area is potentially contaminated by motor oil and gasoline from previous gas station uses (SECOR 2007).

4.8.1.2 Regulatory Framework

a. Federal

National Flood Insurance Act

The National Flood Insurance Act (1968) established the National Flood Insurance Program (NFIP), which is based on the minimal requirements for floodplain management and is designed to minimize flood damage within Special Flood Hazard Areas (SFHAs). The Federal Emergency Management Agency (FEMA) is the agency that administrates the NFIP. SFHAs are defined as areas that have a 1 percent chance of flooding within a given year. This is also referred to as the 100-year flood. Flood Insurance Rate Maps (FIRMs) were developed to identify areas of flood hazards within a community. According to the FEMA map (Map Number 06073C1309F), the entire Plan area is located in Zone X, which is defined as being outside of the 500-year flood.

Clean Water Act

The CWA is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States. The CWA requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. This process is known as the Water Quality Certification for a project.

Section 402 of the CWA established the NPDES to regulate the discharge of pollutants from point sources and discharge pollutants into waters of the United States. In the state of California, the U.S. EPA has authorized the SWRCB permitting authority to implement the NPDES program. In general, the SWRCB issues two baseline general permits: one for industrial discharges and one for construction activities. Rather than setting numeric effluent limitations for storm water and urban runoff, CWA regulation calls for the implementation of BMPs to reduce or prevent the discharge of pollutants from these activities to the Maximum Extent Practicable for urban runoff and meeting the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards for construction storm water. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

Section 404 established a permit program to regulate the discharge of dredged material into waters of the United States. Implementation of the CWA is the responsibility of the U.S. EPA, which has delegated much of that authority to the USACE, as well as state and regional agencies.

Under Section 303(d) of the CWA, states and territories are required to develop a list of water quality limited segments for jurisdictional waters of the United States. The waters on the list are those that do not meet water quality standards, even after point source polluters have installed the minimum required levels of pollution control technology.

b. State

California Coastal Commission

The CCC is responsible for protecting water quality in coastal environments as defined under Sections 30230 and 30231 of the California Coastal Act (Coastal Act). These water quality provisions provide a broad basis for protecting coastal waters, habitats, and biodiversity associated with new development and redevelopment projects. To meet the objectives of Sections 30230 and 30231, the CCC supports a three-pronged approach to water quality management: site design, source control, and treatment control BMPs. New development and redevelopment projects that are within the Coastal Zone are required to apply for a Coastal Development Permit (CDP) through the CCC prior to construction. As part of the CDP process, projects must demonstrate water quality protection with the implementation of site design, source control, and treatment control BMPs.

State Water Resources Control Board

In California, the SWRCB and local RWQCBs have assumed the responsibility of implementing the EPA's NPDES program and other programs under the CWA, such as the Impaired Waters Program and the Anti-degradation Policy. The primary quality control law in California is the Porter-Cologne Water Quality Act (Water Code Sections 13000 et seq.).

Under the Porter-Cologne Act, the SWRCB issues joint federal NPDES storm water permits and State Waste Discharge Requirements (WDRs) to Phase I and Phase II operators of municipal separate storm sewer systems (MS4s), industrial facilities, and construction sites to obtain coverage for the storm water discharges from these operations. The SWRCB issued general permits for industrial activities, construction activities, and Small/Phase II MS4s, while the San Diego RWQCB issued the Municipal Permit for San Diego County.

Water Quality Control Plan for the San Diego Basin (Basin Plan)

In addition to its permitting programs, the SWRCB, through its nine RWQCBs, developed Regional Water Quality Control Plans (or Basin Plans) that designate beneficial uses and water quality objectives for California's surface waters and groundwater basins, as mandated by both the CWA and the State's Porter-Cologne Act. Water quality standards are thus established in these Basin Plans and provide the foundation for the regulatory programs implemented by the State.

The San Diego RWQCB's Basin Plan, which covers the Plan area, specifically:

- Designates beneficial uses for surface waters and ground waters.
- Sets narrative and numerical objectives that must be met in order to protect the beneficial uses and conform to the State's anti-degradation policy.
- Describes implementation programs to protect all waters in the region.

The Basin Plan provides all relevant information necessary to carry out federal mandates for the anti-degradation policy, CWA Section 303(d) listing of impaired waters, and related TMDLs, and provides information relative to NPDES and WDR permit limits.

c. City of Del Mar

Clean Water Program

The Clean Water Program is an element of the Planning and Community Development Department in the City of Del Mar. The Program is committed to ensuring citywide compliance with the San Diego RWQCB's Regional Municipal Stormwater Permit and Del Mar's Municipal Code.

The Clean Water Program's primary goal is to protect the most visible and valuable natural resources—the lagoons and the Pacific Ocean—from the degradation caused by pollution in urban runoff. To accomplish this, the Clean Water Manager works with staff from the various City Departments, representatives from community and environmental groups, and staff from other jurisdictions in San Diego County to ensure that the requirements of the Municipal Permit for San Diego County are met through proper education/training, water quality monitoring and assessment, auditing, facility inspections, planning and reporting, and

enforcement activities. If necessary, the City issues Notices of Violations to obtain compliance with appropriate ordinance, and may issue infraction citation Notices to Appear.

Storm Water/Runoff Management

The City is a co-permittee (along with other San Diego County jurisdictions) under NPDES Permit No. CAS0108758. The Municipal Storm Water Permit was adopted by the RWQCB on January 24, 2007, and implements requirements of the CWA and NPDES regulations. The reissued permit updated and expanded storm water requirements for new developments and redevelopments. Storm water treatment requirements have been made more widely applicable and more stringent; minimum standards for Low Impact Development (LID) have been added, and the co-permittees (including the City of Del Mar) are required to develop and implement criteria for the control of runoff peaks and durations from development sites.

Effective January 14, 2011, the City updated the Standard Urban Stormwater Mitigation Plan (SUSMP) in order to meet the revised criteria under the Municipal Storm Water Permit. The SUSMP is implemented for all applicable development projects in the City of Del Mar. As discussed in the SUSMP, certain projects of limited scope and scale do not trigger SUSMP requirements. However, the list of project types not subject to at least a portion of these requirements is limited.

The SUSMP is one component of the City's program that is supported by the City of Del Mar Stormwater Management and Discharge Control Ordinance (Del Mar Municipal Code Section 11.30; revised May 2010). The Municipal Code aims to protect water resources, improve water quality, and implement management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state. The Municipal Code seeks to promote these purposes by:

- Prohibiting polluted non-storm water discharges to the storm water conveyance system;
- Establishing minimum requirements for storm water management, including source control requirements, to prevent and reduce pollution;
- Establishing requirements for development project low impact development site design, to reduce storm water pollution and erosion;
- Establishing requirements for the management of storm water flows from development projects, both to prevent erosion and to protect and enhance existing water-dependent habitats;
- Establishing standards for the use of off-site facilities for storm water management to supplement on-site practices at new development sites; and
- Establishing notice procedures and standards for adjusting storm water and non-storm water management requirements where necessary.

As detailed above, subsequent projects under the proposed Plan would be required to comply with the City's Municipal Code and all pertinent requirements of the City's Clean Water Program including the SUSMP. As detailed in the SUSMP (City of Del Mar 2011b), all development projects must include control measures to reduce the discharge of storm water pollutants to the maximum extent practicable.

The SUSMP requires that more specific runoff treatment controls be incorporated into Priority Development Projects (PDPs; detailed below). In general, for projects that are not PDPs, requirements include:

- Implementation of source control BMPs as listed in the appendix (of the SUSMP).
- Inclusion of some LID features that conserve natural features, set back development from natural water bodies, minimize imperviousness, maximize infiltration, and retain and slow runoff.
- Compliance with requirements for construction-phase controls on sediment and other pollutants.

Projects on previously undeveloped land are PDPs if they are in one or more of the categories listed in the SUSMP. If a project feature, such as a parking lot, falls into a PDP category, then the entire project footprint is subject to PDP requirements. Projects that generate pollutants at levels greater than background levels and disturb one acre or more of land are considered PDPs. The Plan area is either developed or has been developed in the past.

Projects on previously developed sites (redevelopment projects) can be PDPs if they create, add, or replace 5,000 square feet or more of impervious surface and also are in one of the categories listed in the SUSMP. Projects on previously developed sites may also need to retrofit drainage of all impervious areas of the entire project site. For projects creating or replacing more than 5,000 square feet of impervious area:

- If the new project results in an increase of, or replacement of, 50 percent or more of the previously existing impervious surface, and the existing development was not subject to SUSMP requirements, then the entire project must be included in the treatment measure design.
- If less than 50 percent of the previously impervious surface is to be affected, only that portion must be included in the treatment measure design.

Redevelopment projects limited to interior remodels, routine maintenance or repair, roof or exterior surface replacement, resurfacing and reconfiguring surface parking lots and existing roadways, new sidewalk construction, pedestrian ramps, or bike lanes on existing roads, and routine replacement of damaged pavement such as pothole repair, are not subject to treatment requirements. However, if a project is not subject to treatment requirements, the

project is still obligated to meet the “Requirements for All Development Projects” outlined above.

4.8.2 Impact Significance Thresholds

Based on the 2011 CEQA Guidelines, potential impacts related to hydrology and water quality (H/WQ) would be significant if implementation of the proposed Plan would:

Threshold H/WQ-1 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site;

Threshold H/WQ-2 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Threshold H/WQ-3 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

Threshold H/WQ-4 Violate any water quality standards or waste discharge requirements;

Threshold H/WQ-5 Otherwise substantially degrade water quality;

Threshold H/WQ-6 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map;

Threshold H/WQ-7 Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

Threshold H/WQ-8 Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam;

Threshold H/WQ-9 Inundation by seiche, tsunami, or mudflow; or

Threshold H/WQ-10 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

Due to overlap in the threshold issues and for clarity of analysis, the H/WQ thresholds evaluated in Section 4.8.4 Impact Analysis are grouped into the four issue headings of: drainage pattern/runoff; water quality; flooding/inundation; and groundwater.

4.8.3 Methodology

The proposed Plan's impacts to hydrology and water quality were evaluated based on the types and quantities of land uses proposed, the anticipated Plan's and subsequent projects' adherence to local, state, and federal standards, and the impact analyses contained in the technical reports prepared for the Garden Del Mar project located within the Plan area.

4.8.4 Impact Analysis

4.8.4.1 Issues H/WQ-1, H/WQ-2, and H/WQ-3: Drainage Pattern/Runoff

Thresholds H/WQ-1, H/WQ-2, and H/WQ-3 state that impacts related to drainage pattern/runoff would be significant if implementation of the Plan would result in drainage pattern changes that would result in erosion, siltation or flooding, or in the exceedance of the stormdrain system capacity.

As in the existing condition, drainage under the proposed Plan buildout conditions would be collected by the City of Del Mar MS4 and discharged into the Pacific Ocean. The overall drainage area as well as the drainage characteristics/patterns in the post-buildout condition would remain similar to existing, pre-Plan conditions. Development of future projects as allowed by the Plan may result in a slight increase to impervious surfaces; however, runoff would be required to be controlled per existing regulations so that it would not result in significant impacts to upstream or downstream properties. Applicable regulations require future projects to include permanent storm water management facilities, including LID BMPs and potentially Treatment Control BMPs that would manage, detain, and attenuate post-project runoff flows prior to discharge from the project. This could include the use of landscaping or detention pipelines. As mandated in the existing regulations, the existing peak flow rates would be maintained or reduced.

Any proposed storm drain system improvements for future projects would also be required to be designed for the 100-year storm event so that project operation would not result in flood hazards on surrounding lands, erosion or siltation, or exceed the capacity of the stormdrain system.

During construction of future projects, dewatering could be required for subterranean improvements. While temporary, dewatering could increase runoff rates and volumes. However, projects that include dewatering would be required to comply with the RWQCB dewatering and water discharge requirements to avoid significant hydrology impacts.

Overall, it is not anticipated that post-Plan-buildout runoff patterns, flow rates, or volumes would result in significant hydrology impacts, as subsequent projects implemented under the proposed Plan would comply with all regulations detailed above.

4.8.4.2 Issues H/WQ-4 and H/WQ-5: Water Quality

Thresholds H/WQ-4 and H/WQ-5 state that impacts related to water quality would be considered significant if Plan implementation would result in substantial additional sources of polluted runoff, violation of water quality standards or discharge requirements, or otherwise substantially degrade water quality.

The Plan would allow for further densification of existing development in the Plan area, including additional residences, hotel rooms, commercial uses, and civic uses. These uses typically generate runoff pollutants such as sediments, oils and grease, heavy metals, pesticides, fertilizers, trash and debris, oxygen demanding substances, and bacteria and viruses.

Future development may involve dewatering for subsurface improvements (e.g., subterranean parking). As detailed in Section 4.7, groundwater within the Plan area may be contaminated by oil and gasoline due to previous gas station uses. However, any dewatering activity would be required to obtain and comply with an RWQCB dewatering permit, which would require proper handling and disposal of contaminated water. Thus, dewatering is not anticipated to impact water quality (refer to Section 4.7 for more information regarding potential hazards to workers associated with dewatering of potentially contaminated groundwater and to Section 4.5 regarding groundwater from a geotechnical perspective).

Subsequent projects implemented under the proposed Plan would be required to comply with the City's Municipal Code and all pertinent requirements of the City's Clean Water Program, including the SUSMP. As detailed in the SUSMP, all development projects must include control measures to reduce the discharge of storm water pollutants to the maximum extent practicable. The SUSMP requires that more specific runoff treatment controls be incorporated into PDPs, as detailed above. If a project implemented under the Plan was not determined to be a PDP, regulations such as source control BMPs, LID features, and construction-phase controls on sediment and other pollutants would still need to be met before any grading or building permit was issued.

The proposed Plan also includes several implementing strategies in its Protection of Community Resources and Infrastructure and Municipal Services chapters to minimize storm water pollution. Included in the Protection of Community Resources chapter are the following sustainability implementing strategies that affect Plan area storm water quality:

- Promote the use of rainwater harvesting for non-potable uses such as irrigation or toilet flushing.

- Require all private developments and public improvements to reduce storm water runoff by implementing provisions for groundwater infiltration.

- Promote “green roofs” for the reduction of building energy consumption. [Note that green roofs also serve as biofiltration for storm runoff from roofs].

The Infrastructure and Municipal Services chapter of the proposed Plan additionally includes the following storm drain system implementation strategies that affect Plan area runoff water quality:

- Require that the design of Camino del Mar, and in particular the provision of roundabouts, maximize permeable surfaces to the extent possible to promote groundwater recharge and the infiltration of storm water.

- Require that the storm water collection system be redesigned with the Camino del Mar improvements.

- Encourage planter areas within the Camino del Mar right-of-way to be designed as “rain gardens” to aid in the infiltration of storm water, the reduction of runoff and an improved water quality.

Conformance to the Municipal Code, the Clean Water Program, the SUSMP, and the storm water implementing strategies in the proposed Plan, would ensure that impacts related to water quality would be less than significant.

4.8.4.3 Issues H/WQ-6, H/WQ-7, H/WQ-8, and H/WQ-9: Flooding/Inundation

Thresholds H/WQ-6 through H/WQ-9 state that flooding/inundation impacts would be significant if the Plan placed housing within a 100-year flood hazard area, including structures within the 100-year flood hazard that would impede or redirect flows, or would expose people or structures to a high flooding risk (including from dam or levee failure, seiche, tsunami, or mudflow).

As described in Section 4.8.1 above, the Plan area is not located within the 100-year flood area or the 500-year flood area as identified in FEMA maps. Also, the developed area does not have a history of flooding issues. Furthermore, as indicated in Section 4.8.4.1, the existing drainage patterns and runoff rates would be maintained with implementation of the Plan due to mandatory regulations. Thus, Plan implementation is not anticipated to result in flooding issues related to mapped flood hazard areas.

In regard to increased flood risk due to dam or levee failure, the Plan area is not located within an area that would be impacted by any dam or levee failure. Seiche and mudflow risk would also be very low considering the Plan area is not located near a large contained body

of water or downslope from an unstable hillside. Thus, Plan implementation is not anticipated to result in flooding issues related to dam or levee failure or to seiches or mudflows.

With regard to tsunami risk, the Plan area is located in close proximity to the Pacific Ocean, but is not located within a mapped tsunami inundation area. At its nearest point (the U.S. Post Office parcel), the Plan area is located approximately 400 feet east of the ocean, but lies on a shelf above the ocean at approximately 100 to 175 feet above mean sea level. As shown on the San Diego County Tsunami Inundation Maps (California 2009), the Plan area is located outside of a tsunami inundation area.

The County of San Diego's MHMP states that tsunamis generated in other global areas lose most of their destructive energy by the time they reach the San Diego region coastline due to the length of travel, the continental shelf off the coast of southern California and the Channel Islands which act as buffers to the waves, and inward curvature of the southern California coastline. Furthermore, existing regulations, emergency management plans, and protective structures enhance the structural integrity of coastal development, and federal emergency notification plans assist people in affected areas in successful evacuation and avoidance of tsunamis. Thus, Plan implementation is not anticipated to result in flooding issues related to tsunamis.

4.8.4.4 Issue H/WQ-10: Groundwater

Threshold H/WQ-10 states that the Plan would have a significant groundwater impact if it would substantially deplete groundwater or substantially interfere with groundwater recharge.

The majority of the Plan area is covered by impervious surfaces. The proposed Plan would allow for additional development of the Plan area, thereby allowing for a slight increase in impervious area and an associated reduction of groundwater recharge. As indicated under Sections 4.8.4.1 and 4.8.4.2, however, the projects allowed under the Plan would be required to incorporate BMPs that would minimize impervious area as much as feasible and promote water infiltration. Thus, implementation of the proposed Plan would not substantially interfere with groundwater recharge.

Given the reported depth to groundwater, future projects under the proposed Plan that install subterranean parking may require groundwater dewatering. Per the Hydrology and Water Quality Technical Report (Dudek 2007) prepared for the Garden Del Mar project located within the Plan area, the nearest groundwater basin is located along the San Dieguito river valley to the north. That aquifer has poor water quality due to saltwater intrusion, sodium chloride, and dissolved solids. According to the Basin Plan, municipal, agricultural, and industrial beneficial uses of groundwater do not apply in the Plan area. Development within the Plan area and the vicinity is serviced by the water system and does not rely on groundwater use. The RWQCB has the authority to define the types of

dewatering effluent that are regulated under an NPDES permit within its region, and if a separate permit may be required for projects implemented under the proposed Plan. Future projects under the proposed Plan that may require groundwater dewatering would be required to comply with applicable federal, state, and local regulations, including consultation with the RWQCB. Impacts associated with substantial groundwater depletion would be less than significant.

4.8.5 Level of Significance Prior to Mitigation

Implementation of the proposed Plan would conform to applicable federal, state, and City regulatory standards to effectively avoid and/or address potentially significant short- and long-term impacts related to hydrology; therefore, drainage and runoff impacts associated with Thresholds H/WQ-1, H/WQ-2, and H/WQ-3 would be less than significant.

With regard to water quality impacts associated with Thresholds H/WQ-4 and H/WQ-5, future projects allowed by the proposed Plan would incorporate BMPs and comply with applicable federal, state, and local water quality regulations to reduce pollutant discharge. Projects would also be required to comply with the storm water quality and storm drain improvements implementing strategies of the prosed Plan. Thus, significant adverse water quality impacts to the Pacific Ocean, a 303(d) impaired receiving water body, would be avoided. Implementation of the proposed Plan would thus have less than significant water quality impacts.

With regard to flooding and inundation impacts associated with Thresholds H/WQ-6 through H/WQ-9, the Plan area is not located within a 100-year flood hazard area or in an area with a high flooding risk from dam or levee failure, seiche, mudflow, or tsunami. While the Plan area is located close to the shoreline, the tsunami impact risk would be less than significant considering the elevation of the area, existing off-shore conditions, and existing emergency programs. Thus, impacts related to flooding or inundation would be less than significant.

With regard to groundwater issues, adherence to applicable federal, state, and local regulations (including consultation with the RWQCB) would minimize future development's impacts to groundwater. Overall, the proposed Plan's impacts to groundwater levels and ground water recharge per Threshold H/WQ-10 would be less than significant.

4.8.6 Mitigation

No mitigation is required.

4.9 Land Use

This section addresses the consistency of the proposed Plan with the adopted City of Del Mar Community Plan, Del Mar Vision 2020, Del Mar Municipal Code (including ordinances and zoning), the L'Auberge (Hotel), Plaza and Garden Del Mar specific plans, Local Coastal Program, Regional Comprehensive Plan, and Regional Transportation Plan.

4.9.1 Existing Conditions

4.9.1.1 Environmental Setting

a. Plan Area Existing Land Uses

The boundary of the proposed Plan area encompasses approximately 40 acres, with 10 acres in streets. The majority of land within the Plan area is commercially zoned, and consists of a variety of retail and office commercial uses aimed at serving the needs of both residents and visitors to the area. The existing commercial uses include: small boutique retail; personal services; restaurants, both of the small/convenience and quality/resort type; lodging, including a large hotel and two smaller boutique/bed and breakfast hotels; and medical, real estate, and financial offices. Two above ground-floor residential units also exist within the commercial area.

Three parcels within the Plan area are zoned for public facilities uses and include a post office, library, and City Hall. The library at the northeast corner of 13th Street and Camino del Mar occupies a designated historic building. The Stratford Square building located at the southwest corner of 15th Street and Camino del Mar is also a locally designated historic building and includes a variety of small boutique retail, office, and restaurant tenants.

The Plan area boundary also encompasses two specific plan areas that were adopted in 1987 and subsequently built out in accordance with their specific plans. The Hotel Specific Plan (HSP) is located at the northwest corner of 15th Street and Camino del Mar and consists of a 87,672-square-foot hotel with 123 rooms, a 3,500-square-foot restaurant, 4,700 square feet of pedestrian-oriented shops, and underground parking. It also includes 12 vacation condominium timeshares on the northern portion of the HSP area. A mini-park/plaza was also constructed as part of the HSP at the corner of Camino del Mar and 15th Street. This mini public park includes a small outdoor amphitheater that is currently used for art exhibits and other community events.

The Plaza Specific Plan (PSP) is located primarily north of 15th Street, east of Camino del Mar; but also includes one parcel to the south of 15th Street, east of Camino del Mar. The large northerly parcel has developed into restaurants and retail spaces with enhanced sidewalk amenities and pathways to upper public ocean-viewing west-facing terraces. The

southerly parcel is occupied by a small bistro style restaurant. A third specific plan area, the Garden del Mar Specific Plan (GDMSP), also lies within the proposed Plan boundary and encompasses one parcel at the southeast corner of 10th Street and Camino del Mar. The Garden del Mar Specific Plan was approved in 2008, but has not yet been built/redeveloped.

As explained briefly in Chapter 3.0 Project Description and in more detail below in Section 4.9.4.2.d, the HSP and PSP northerly parcel would not be subject to the regulations of the proposed Village Specific Plan and are not anticipated to redevelop further. The total square footage of existing buildings, excluding the HSP and PSP areas, approximates 279,267 square feet.

b. Surrounding Community

Land uses surrounding the Plan area consist largely of low-density, single-family, duplex and multi-family housing. To the east of the Camino del Mar commercial corridor lies the residential hills district; and to the west of the commercial corridor lies the coastal bluff residential district. Due to the natural amenities of the area (beach, shoreline, coastal bluffs, and canyons), combined with planning efforts since the 1970s to preserve those natural amenities and maintain a pedestrian-scale, small-town built environment, these two residential districts are connected to the community's commercial center, to each other, and to the area's beaches and canyons.

The Camino del Mar commercial corridor provides resident-serving shopping, entertainment, and civic/public gathering spaces with links to public trails along the shore and bluffs, and to public park amenities along the coast. Regular community events are hosted at Powerhouse Park and the Powerhouse Community Center at the west end of 15th Street outside of the Plan area, and at the public amphitheater within the Plan area at the corner of 15th Street and Camino del Mar, further adding to the cohesiveness of the Del Mar community.

Employment opportunities in the commercial core provide additional home-to-work connectivity for some residents. Pedestrian and bicycle mobility and connectivity to other modes of transport are generally supported throughout the area, although conflicts do occur between motorists, pedestrians, and bicyclists due to the popularity of the area and the streetscape and lane geometry of Camino del Mar. (See Section 4.14 Transportation/Traffic for more information on pedestrian and bicycle mobility.)

4.9.1.2 Regulatory Framework

Development within the Camino del Mar corridor is presently governed by several regulatory documents, including the Del Mar Community Plan, Del Mar Municipal Code, City ordinances, zoning regulations, the LCP Land Use Plan and Implementing Ordinances, and three adopted specific plans. In addition to these regulatory authorities, there are several

other local and regional plans and studies that provide guidance for land use and development in the Plan area. These include the 2003 Del Mar Vision 2020 and 2004 Downtown Revitalization Project, and SANDAG's RCP and RTP. These City and regional plans are described in the following paragraphs in relationship to existing conditions. A more detailed evaluation of the proposed Plan in relation to the existing goals, policies, and implementing regulations of these local and regional planning documents is provided in the Impact Analysis Section 4.9.4.2 below.

Several other regional and state plans that are also relevant to development in the Plan area are addressed more appropriately under their specific environmental issue discussions. Air quality attainment and maintenance plans adopted by the SDAPCD are addressed in Section 4.2 Air Quality; regional habitat conservation plans are addressed in Section 4.3 Biological Resources; California Building Code requirements for seismic safety and geologic hazards avoidance are addressed in Section 4.5 Geology and Soils; recent statewide legislation pertaining to global warming and GHG emission reductions are addressed in Section 4.6 GHG Emissions; regional water quality control plans are addressed in Section 4.8 Hydrology/Water Quality; the Del Mar Housing Element and SANDAG Regional Housing Program are addressed in Section 4.11 Population and Housing; and regional transportation plans are addressed in Section 4.14 Transportation/Traffic.

a. Del Mar Community Plan

The Del Mar Community Plan, first adopted in 1976 and last amended in 1985, identifies recommendations for the protection and preservation of the surrounding environment and addresses nine areas as required by state law: land use, open space, circulation, housing, seismic safety, scenic highways, safety, noise, and conservation. Three major categories were developed to organize the state-mandated elements. The Environmental Management section of the plan addresses conservation, seismic safety, open space, and safety. The Transportation section of the plan addresses circulation, scenic highways, and noise; and the Community Development section addresses land use and housing. A separate Housing Element was approved in 2004 for the 2005 to 2010 period (refer to Section 4.11 of this PEIR for more information on this element). The Community Plan also includes a Recreation Element, adopted under separate cover in 1985. The Recreation Element provides goals and objectives to manage existing and planned recreation areas. It is addressed in detail in the Section 4.13 Recreation of this PEIR.

Goal Summary

The Community Plan lists the following goals to serve as the plan's basic framework to guide future development in Del Mar:

Overall Goal: Preserve and enhance the special character of Del Mar, the elements of which are a village-like community of substantially single-family residential character, a picturesque and rugged site, and a beautiful beach.

Goal 1: Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.

Goal 2: Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.

Goal 3: Preserve and enhance Del Mar's special residential character and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.

Goal 4: Focus major retail and office activity into one economically viable, pedestrian-oriented, and attractive area that serves the need of both residents and visitors and is well integrated into the residential fabric of the community.

Goal 5: Preserve the economic integrity of the community.

Goal 6: Assure public participation in City planning by developing procedures in which citizens can participate in updating general plans and policies and help in implementing programs including consultation and advice on enabling legislation.

Each of these Community Plan goals has associated objectives and policies. The ones relevant to the proposed Plan are listed in Table 4.9-1, located at the end of this section. A detailed evaluation of the proposed Plan relative to achieving or being consistent with these Community Plan goals, policies, and objectives is provided in the Impact Analysis Section 4.9.4.2 below. An overview of the Community Plan goals and objectives is provided in the following paragraphs.

Environmental Management

The Environmental Management Element of the Community Plan addresses issues associated with Goal 1; thus, those related to the acquisition and preservation of the San Dieguito lagoon and floodplain; the beaches, bluffs, and accompanying canyons along the ocean; the bluffs and canyons at the south end of the community; Crest Canyon; and the bluffs and slopes along the north and northeast edges of the Del Mar hills. The two existing open space areas of Seagrove Park (a one-acre park located at the foot of 15th Street overlooking the ocean) and the Del Mar Bluff Preserve (located north of the mouth of the San Dieguito Lagoon adjacent to the ocean) are also addressed. None of these natural features are located within or adjacent to the Plan area. Thus, most of the Community Plan policies in this Element do not apply to the Plan area, except for select policies aimed at reducing direct and indirect water and air quality, archaeological, energy, water conservation, and seismic impacts, associated with new construction. These relevant

policies and objectives are listed in the left column of Table 4.9-1. The same types of proscriptions for maintaining air and water quality and so forth are also presently reflected in current state regulations and several Municipal Code ordinances.

The Environmental Management Element also identifies specific areas desirable as open space with the intention of preserving them. Most of these areas are outside of the Plan area; however, there is one location identified as the east-west alley west of Camino del Mar and south of 15th Street that falls within the Plan area. The recommendations for this area are to prevent vehicular access, beautify with landscaping, and to provide seating areas. Subsequent to the adoption of the Community Plan, this alley park was implemented. It is known as Caminito Park which now comprises an approximate 2,000-square-foot linear public park that is paved, with planting and benches along its perimeter.

Transportation

The Transportation Element of the Community Plan addresses policies associated with implementing Goal 2; thus issues related to public transportation (rail, bus), automobile circulation, scenic roadways, bicycle activity, pedestrian circulation, and transportation noise (from rail and vehicular traffic on Camino del Mar). The specific Goal 2 policies and objectives relevant to the proposed Plan are listed in the left column of Table 4.9-1.

Camino del Mar is specifically identified as a focus of vehicular circulation within the community. Despite the presence of I-5 (which allows major north-south traffic to bypass the community), through-traffic comprises a large proportion of traffic on Camino del Mar. In the Community Plan, this was identified as due to the increasing development along the north county coast. Currently, this also occurs when travel on I-5 is congested and motorists bypass the freeway by traveling through Del Mar, disproportionally affecting the northbound travel lanes of Camino del Mar.

Camino del Mar is also identified as one of six scenic roadways within Del Mar, and the only one within the Plan area. Major bicycle activity is identified as occurring along Camino del Mar, and due to sharing the street right-of-way with automobiles, the Community Plan considers potential conflicts to be severe.

Specific recommendations for Camino del Mar include limiting traffic flow, increasing parking, accommodating bicycle traffic, and adding streetscape amenities such as landscaping and benches. Some of these recommendations have been implemented, such as posting a low speed limit on Camino del Mar of 25 miles per hour. Streetscape planning studies for Camino del Mar since the 1985 amendment of the plan identify new landscaping, street furniture, pedestrian calming, and other streetscape improvements. However, implementation of the recommended streetscape improvements would be costly and funding is limited. In addition, some analyses have pointed to the existing four-lane roadway geometry and right-of-way width as comprising a constraint to the achievement of Community Plan and more recent street enhancement recommendations.

Community Development

The Community Development Element of the Community Plan addresses policies and objectives associated with implementing Goals 3 through 6 of the plan. Specific recommendations for different geographic areas of the City are also identified. These geographic areas, 10 in all, are referred to as districts. The proposed Village Specific Plan boundary coincides with the Village Center District of the Community Plan that extends along both sides of Camino del Mar from 9th Street to 15th Street. The policies, objectives and specific Village Center District recommendations relevant to the proposed Plan are listed in the left column of Table 4.9-1.

To preserve and enhance Del Mar's special village character and small town atmosphere, the Community Development Element includes policies restricting: height limits, massing of closely space buildings, view blockage, and incompatible development (particular commercial development that is incompatible with residential development). It also describes various architectural and site design practices to protect and enhance human scale, warmth, charm, and pedestrian involvement, and to protect notable historic landmarks and structures of historic value. Several watershed protection policies are also included. The same types of requirements for maintaining aesthetic and watershed quality and village character have since been incorporated by ordinance into the City's Municipal Code (see Section 4.9.1.2.c below). Several other policies are included in the Community Development Element to enhance retail/office activity and economic viability in a pedestrian-oriented, attractive downtown area. Many of these objectives are also reflected in current Municipal Code regulations; however, several of the economic, beautification, and village character enhancements recommended for the downtown have not been fully attained, given limited public funds and private activity.

b. Vision 2020

Since adoption of the Community Plan, several plans and studies have been developed to address the continuing challenges in the downtown corridor, and in particular to address revitalization of the Village District. These plans and studies cover a range of topics, including economic, land use compatibility, parking, traffic circulation, and pedestrian and bicycle mobility. The most relevant to the proposed Plan include the 2003 Del Mar Vision 2020 and associated 2004 Downtown Village Revitalization Project report. The findings and recommendations of these plans as they relate to the proposed Plan are briefly described below.

Prepared in 2003, the Vision 2020 report represents the long range, year 2020 planning vision for the City of Del Mar as a whole. It was the result of a series of eight community focus group meetings held in February and March 2002 to generate ideas for the vision of Del Mar in year 2020. This effort initiated the revitalization planning process and comprised part of the first of three steps; the first step being to develop a community vision and identify challenges.

The ideas were consolidated into 15 topics with an associated committee; each committee was asked to develop a clear description of the vision for their topic. Because this was a citywide visioning process, many of the 15 topics or locations discussed do not pertain to the Camino del Mar corridor/Plan area. Vision topics relevant to the Plan area include the following:

- A more walkable community with a network of pedestrian and bicycle friendly sidewalks, trails, and paths connecting the beaches, lagoons, public parks, and central village of Del Mar;
- The development of new public facilities to better serve the residents and businesses of Del Mar; to differ from present facilities by being more functional for City businesses, better serving of community needs, seismically safe, and aesthetically pleasing;
- Adequate parking for residents and visitors;
- Reduced commuter traffic and through traffic;
- Expansion of the business district south to 9th Street; and
- Working together to enhance the vitality and prosperity of the Village while preserving community character.

Prepared in 2004, the Downtown Revitalization Project represented the City and the Del Mar Village Association's decision to move forward on one of the Vision 2020 goals to focus on the Village District's businesses by starting a community-based revitalization planning process. As stated in the executive summary to the Downtown Revitalization Project report, this decision to move forward to address the Village District's vitality was also based on an increasing concern that regional issues were causing Del Mar to lose control of what its future could be. These regional issues were seen to comprise challenges to achieving their downtown vision, and included:

- Lack of adequate transportation alternatives;
- Heavy local road use by drivers who are using Camino del Mar and other parts of the Del Mar street system as a freeway bypass;
- The opening of Highway 56, which increased the number of visitors to local beaches; and
- Increasingly expensive real estate causing both business owners as well as a diverse population of people to be unable to afford Del Mar as a location for the businesses or homes.

The Downtown Revitalization Project report comprised the second part of the first step in revitalization planning: identifying challenges. Second and third steps in the revitalization planning process were to develop a Specific Plan and Program EIR, and then to conduct a

public vote to approve the Specific Plan/EIR. Originally, these steps were to occur throughout 2004 and 2005.

c. Del Mar Municipal Code

The following generally describes the land use and development provisions of the DMMC pertaining to Building Construction (Title 23), Subdivisions (Title 24), and Zoning (Title 30). The Municipal Code's other regulations pertaining to public safety and welfare (Title 9), fire prevention (Title 10), hazardous waste management and storm water management (Title 11), water supply and conservation (Title 21), and wastewater (Title 22) are described under their respective issue analyses throughout Chapter 4.0 of this document.

DMMC Title 23 Building Construction

As stated in Chapter 23.12 of the Municipal Code, the 2010 California Building Code, Title 24, of the California Code of Regulations has been adopted as the City Building Code for the purpose of prescribing regulations for the construction, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, and maintenance of buildings and structures in Del Mar, including the downtown area. Additional building specifications for downtown-specific uses, such as sidewalk cafes, are also included in Chapter 23 of the Municipal Code.

Permitting. Currently, in accordance with Section 23.08.020 of the Municipal Code, the construction, relocation, alteration, remodel, or other modification of the exterior of any structure within the Plan area must first obtain a DRP and undergo discretionary design review prior to approval. A DRP is required for all such construction and remodeling/modification projects, except as follows:

- Where such work maintains the outer dimensions and surface relationships of the existing structure; or

- For projects located within the Central Commercial (CC) zone or HP-OZ, no DRP is required unless such work will involve modification of the exterior design features of the existing structure or involve a change in the exterior materials or colors in existence on such structure; or

- Projects involving the installation or replacement of doors, windows, or other transparent surfaces on portions of the outer surface of an existing structure where such doors, windows, or other transparent surfaces currently exist (provided the surface area of the new/replacement door window or other transparent surface does not exceed the size of the door, window, or other transparent surface to be replaced by a factor of more than 10 percent and is located on the same building plane).

As shown in the Figure 2-4 (Existing Land Uses), all of the properties within the Plan area are zoned CC except for the existing public facilities (i.e., the library, post office, and City

Hall) which are zoned Public Facilities (PF). The Stratford Square and library properties are additionally overlain by the HP-OZ and are thus subject to the special development and design regulations for historic properties as contained in the Historic Preservation Overlay ordinance in Chapter 30.58 of the Municipal Code (see discussion under Section 4.4 Cultural Resources).

Design Review. The Design Review Chapter 23.08 of DMMC Title 23 requires that all new construction or major remodeling projects within the Plan area must apply for and get approval of a DRP. As part of the DRP review process, application proposals are evaluated by the Design Review Board for consistency with the provisions of the Community Plan, zoning regulations, and applicable design review standards found in the Design Review Ordinance.

The Design Review Board's review involves an evaluation of a structure's placement and size, the materials and colors to be used, and in the case of a new structure, the type and extent of the landscaping proposed. It also involves an evaluation of the project's compatibility with surrounding development. The Design Review Board, or City Council on appeal, has the authority to impose conditions on projects to protect and enhance the health, safety, and welfare of the surrounding area, and to ensure that projects fully meet the criteria as set forth in Chapter 23.08 of the Municipal Code. As stated in Section 23.08.100, no DRP shall require a condition which is not reasonably related to the project for which the DRP is requested.

A DRP application shall be approved unless the Design Review Board finds that the project design is inconsistent with the Community Plan, zoning ordinance, or applicable design review standards; or it would create a private or public nuisance; adversely affect the health or safety of the neighborhood; create an unreasonable invasion of the privacy of neighboring properties; cause the surrounding neighborhood to depreciate; discourage occupancy, investment, or orderly development in the neighborhood; fail to comply with a lawful requirement to accommodate individuals with physical disabilities; fail to site separate structures so as to avoid crowding; not functionally use open space between separate structures; or locate structures so as to adversely impact upon outdoor areas on adjacent properties.

DMMC Title 24 Subdivisions

Del Mar Subdivision Regulations. The Subdivision Map Act of California vests the regulation and control of the design and improvement of subdivisions in the legislative bodies of local agencies. Title 24 of the City of Del Mar Municipal Code addresses the requirements for subdivisions, including the sale of condominium units and/or timeshare equivalent units.

Currently, existing properties within the Plan area are fairly small and not conducive to further subdivision. Additionally, only two residential units exist within the Plan area and are

subject to the proposed Plan's regulations. Several more have been approved for the Garden del Mar Specific Plan site.

DMMC Title 30 Zoning

Currently, all of the properties within the Plan area are zoned CC except for three properties which are zoned PF. The Stratford Square and library properties are additionally overlain by the HP-OZ; and all commercial properties within the Plan area are additionally overlain by the DI-OZ.

Central Commercial Base Zone. Chapter 30.22 defines the CC zone as allowing "activities that preserve and enhance the style and quality of the village center district of Del Mar. The CC Zone is the City's principal location for retail, restaurant, personal service and office uses serving the needs of both residents and visitors. Development in the CC Zone shall be compatible with the intellectual, social and material needs of the community. Development shall emphasize pedestrian orientation" (City of Del Mar 2011a).

Allowable uses include community services and cultural uses, defined as any use where the provision of information from a recognized visitor-information organization or providing cultural and/or entertainment opportunities constitutes 51 percent or more of the establishment's activity. Personal service uses include establishments where the face-to-face provision of services to individual customers constitutes 51 percent or more of the establishment's activity. The allowable retail uses include commercial establishments where the sale of goods and/or commodities stored and sold on-site are also in face-to-face transactions constituting 51 percent or more of the establishment's activity. The same face-to-face transaction requirement applies to allowable restaurant uses as well.

Subchapter 30.22.030 specifically defines the allowable uses in street-frontage building spaces, and subchapter 30.22.032 defines the permitted uses in non-street frontage building spaces. Street-frontage building space is defined as that portion of a building having frontage along either Camino Del Mar or 15th Street and which is closest in elevation and alignment to the frontage street. Office uses, including professional and medical offices and real estate and financial institutions, are additional uses allowed in the non-street frontage building spaces, in addition to any of the uses allowed in street-frontage building spaces. Commercial mobile radio service facilities are only allowed in the CC zone with a Conditional Use Permit, and are subject to the restrictions identified in subchapters 30.22.040, 30.22.080, and 30.22.095.

Subchapters 30.22.060 and 30.22.070 define the lot area, setback, and height limit requirements for the CC zone. As stated therein, no lot in the CC zone shall be less than 6,000 square feet in area, have a width of less than 50 feet or depth of less than 90 feet, or have a street frontage of less than 35 feet. With regard to floor area, no development in the CC zone shall exceed a floor area-to-lot area ratio of 45 percent or 2,000 square feet, whichever is greater. Also, no development shall exceed a lot coverage of more than 60

percent or 2,500 square feet, whichever is greater. Every lot in the CC zone having a common boundary with properties zoned R1-10, RM-Central, or R2 shall have a minimum 10-foot-wide landscaped setback from such common boundary. Structures fronting the east side of Camino del Mar shall not exceed a height of 26 feet, and no structures fronting the west side of Camino del Mar shall exceed a height of 14 feet (measured from the elevation of the curb level adjacent to the structure on Camino del Mar).

All development within the CC zone is currently subject to design review as described above. Subchapter 30.22.080 identifies the specific building design standards for the CC zone and calls for the maintenance of a pedestrian-oriented, predominantly retail village character, with attractive walkways and courts which encourage social interaction and taking advantage of ocean vistas. Larger commercial projects (exceeding 11,500 square feet of commercial floor area) must prepare a Specific Plan and receive voter approval (see Downtown Initiative Overlay Zone discussion below).

Many of the existing CC-zoned properties within the Plan area achieve the goals of the CC zone in terms of construction standards and design; however, a handful of properties and/or building spaces fall short of achieving the current CC zone regulations. For example, the proposed Plan identifies that 40 percent of the existing buildings in the Plan area already exceed the 0.45 FAR, and approximately 70 percent of the existing buildings on the west side of Camino del Mar exceed the 14-foot maximum height limit.

Public Facilities Base Zone. Three properties in the Plan area are zoned PF. As identified in Chapter 30.31 of the Municipal Code, the PF Zone is designed for publicly owned land set aside, or in use, to support public schools and governmental offices and facilities. Public schools and city, county, state, and federal buildings and uses are among the permitted uses in the PF zone. Per the development standards identified in subchapter 30.31.070, no setbacks are required, except that a minimum 10-foot-wide setback shall be provided on those portions of PF-zoned properties located along the common boundary of any adjacent residentially zoned property. Also, consistent with the CC zone, building height is limited to 26 feet, except for structures on property fronting on the west side of Camino del Mar, which are not to exceed a height of 14 feet. All development within the PF zone is currently subject to design review as described above.

The three PF-zoned properties within the Plan area currently conform to these standards and contain the Del Mar Library, Del Mar City Hall, and U.S. Post Office.

Historic Preservation Overlay Zone. The purpose of the HP-OZ is to protect the architectural and historic integrity of historically significant properties located within Del Mar. The Stratford Square and library properties have been designated as historic landmark properties by the City Council pursuant to this Code (Municipal Code, Chapter 30.58).

Allowable uses in the HP-OZ include those allowed by the underlying base zone. In some cases, following public hearing, the City Council may permit use of a designated historic

landmark property for uses other than those permitted by the underlying zone subject to conditions and restrictions the City Council deems appropriate.

The HP-OZ design review standards identified in subchapter 30.58.060 state that all demolitions, relocations, conversions, or other alterations occurring on designated historic landmark properties shall be in keeping with the architectural style and scale characterizing the period of history in which the structure was built, and shall be in keeping with the landscaping and architectural features which caused the property to be designated as a historic landmark.

Restoration efforts utilizing forms, materials, textures, colors, and landscape features common to the period of history when the designated landmark was constructed are encouraged. Where necessary, the alternative building regulations of the state Historical Building Code can be applied (Part 2 of Title 24 of the California Administrative Code). Demolition and/or significant diminution of designated historic landmarks shall be permitted only if there are no viable alternatives for saving the landmark, and such alternatives have been fully addressed in an EIR.

Downtown Initiative Overlay Zone. The purpose of the DI-OZ as defined in Chapter 30.54 of the Municipal Code is to avoid or reduce significant adverse impacts associated with future development or redevelopment of larger commercial projects in the downtown commercial area through proper planning. Specifically, the impacts of traffic generation and resultant congestion; obstruction of important view corridors and vistas; inadequate provision of retail businesses serving local needs; unsightly parking structures; overly intense commercial development which disrupts the existing residential character of Del Mar; loss of open space; and excessive construction of offices at the expense of retail businesses serving local needs are identified in subchapter 30.54.010 as potential adverse outcomes of unplanned large-scale development.

Development projects subject to the DI-OZ restrictions include any proposal for any discretionary City approval for development or redevelopment in the downtown commercial area on a parcel or adjacent parcels under the ownership or control of the same applicant where the parcel or parcels taken together contain at least 25,000 square feet. Also, any project for which a discretionary City approval is sought, regardless of the parcel size, which proposes to develop or redevelop in excess of 11,500 square feet of commercial floor area is subject to the DI-OZ.

For such projects, per subchapter 30.54.030, a Specific Plan is required to be prepared and approved. Following adoption of the specific plan or plans for these projects by the City Council, the plan or plans shall be placed on the ballot, as soon as possible, for approval by the voters. One specific plan may be prepared covering more than one development project subject to this measure or a separate specific plan may be prepared for each subject project.

Each specific plan prepared as required by the DI-OZ shall meet all goals, objectives, policies, and requirements of the Community Plan. In addition, in developing each plan, the City Council shall prepare a report, with full public notice and public hearing that addresses:

- Floor area proposed in the plan.
- Requirements to ensure the retention of a community grocery store and other retail businesses serving local residents.
- Preservation of important view corridors and vistas.
- A traffic report that provides a comprehensive analysis of projected traffic generation and circulation from all existing and proposed commercial projects in the downtown commercial area, whether or not they meet the definition of a development project subject to this measure. The study should, at minimum, address the cumulative effect of existing and projected traffic on Camino del Mar and other local streets.
- A public facilities, services, and economic analysis that addresses the availability and adequacy of public facilities and services, individually and cumulatively, for the development projects subject to the DI-OZ, taken together with the demands of other existing and proposed development, and addressing the cost to the public, direct and indirect, for providing such facilities and services to the projects.
- The manner in which retail uses have been encouraged on the ground floor of projects.
- Provision of open space within the projects.
- The adequacy of parking within the projects and the visual impact of parking structures proposed as a part of the projects.
- The extent to which the downtown commercial area has been enlarged by the conversion of non-commercially zoned property to commercial designations.

d. Specific Plans

Three specific plans are included in the boundary of the proposed Plan: the Hotel Specific Plan, Plaza Specific Plan, and Garden Del Mar Specific Plan. All of these Specific Plans were voter approved and are accompanied by a recorded Development Agreement between the City and the developer/property owner. Any subsequent development agreements or amendments to these existing Development Agreements are required to be consistent with the Community Plan and LCP Land Use Plan.

Hotel Specific Plan

The HSP is located north of 15th Street, west of Camino del Mar. It was approved in December 1987. The HSP limits the uses on the site to a hotel, timeshare units, and associated retail uses and parking. Public and quasi-public use is also required.

The hotel has been constructed and consists of 123 hotel units for a total of 87,672 square feet, including a 3,500-square-foot restaurant. Also included is 4,700 square feet of pedestrian-oriented shops. Almost a quarter of an acre at the corner of Camino del Mar and 15th Street has been dedicated as a mini-park/plaza, including a small outdoor amphitheater which is used for art exhibits or community events. Most of the required parking has been achieved through an underground parking structure.

Twelve vacation condominium timeshares, consisting of 8,120 square feet of building and 2,400 square feet of parking, have been constructed on the far northern end of the HSP area.

The HSP has a lot area of 226,075 square feet and a floor area of 102,892 square feet. Its floor area ratio is 0.455 or 45.5 percent, computed in accordance with the Del Mar Zoning Code. The total building coverage is less than 24 percent. Design guidelines in the HSP require maintenance of the Village old world theme, and the built structures feature stone, wood, brick, shingles, and other natural materials, colors, and textures.

Plaza Specific Plan

The PSP consists of two parcels at the northeast corner of the Plan area. The larger parcel is located north of 15th Street, east of Camino del Mar; and a smaller parcel is located south of 15th Street, east of Camino del Mar. The PSP was approved February 1987; and similar to the HSP has been built out in accordance with the plan and Municipal Code zoning requirements. The PSP limits the uses in the PSP area to restaurant and retail uses, with a small percentage allowed for office use. A portion of the PSP is also devoted to public and quasi-public use, including enhanced streetscape amenities at street level and second-story outdoor terraces with seating, water features, and landscaping. At present, the large northerly parcel has developed into restaurants and retail spaces with enhanced sidewalk amenities and pathways to upper public ocean-viewing west-facing terraces; and the southerly parcel is occupied by a small bistro style restaurant.

Similar to the HSP, the design standards in the PSP require maintenance of the village old world theme, and the built structures feature stone, wood, brick, and other natural materials, colors, textures, and landscaping.

Garden Del Mar Specific Plan

The GDMSP covers one parcel located at 941 Camino del Mar, at the southeast quadrant of Camino del Mar and 10th Street. It is the site of a former gas station. The GDMSP envisions the development of approximately 20,000 square feet of gross floor area of small commercial condominium spaces for office, restaurant, and retail use. It is planned to consist of an open campus of six two-story buildings arranged in three rows parallel to Camino del Mar and organized around three public plazas: one at the corner of Camino del Mar and 10th Street; a second central plaza; and a third viewing plaza on the second level.

The front row/street-level commercial spaces along Camino del Mar and bordering the corner public plaza is planned to be reserved for retail and restaurant uses to ensure an active pedestrian-oriented streetscape. The three rows of buildings are intended to buffer the adjacent residential neighborhoods from the street level noise and activity along Camino del Mar.

The GDMSP was developed using the regulations and standards established in the Community Plan and Municipal Code, and was approved by the voters in 2008. Construction of the GDMSP project has not yet begun.

e. Local Coastal Program

All properties within the City of Del Mar are located within the coastal zone as defined in the Coastal Act and are subject to the provisions of the Del Mar LCP, as required by the Coastal Act. Del Mar's LCP is composed of the LCP Land Use Plan and Implementing Ordinances, including associated maps and exhibits, which have been certified by the CCC as being consistent with and meeting the requirements of the Coastal Act.

Land Use Plan

The LCP Land Use Plan for Del Mar is a compilation of the goals, policies and recommendations identified in the Community Plan, various policy reports, the San Dieguito Lagoon Enhancement Program, as well as other goals and policies adopted by the City Council to guide future development within Del Mar.

The LCP Land Use Plan addresses shoreline goals and policies, beach and coastal bluff regulations, runoff and erosion control, flood hazards, and coastal access. It includes several general land use development goals and policies to maintain the existing small-scale, low-intensity character of the community, to protect and preserve public views to the ocean and other significant natural resources, to minimize disturbance of natural topography and vegetation, to focus beach-oriented commercial/recreational activities within easy walking distance of the beach, lodging and public transportation, to retain a pedestrian-oriented downtown, to encourage resident-oriented businesses, to establish a comprehensive circulation and parking plan for the Camino del Mar area, to discourage the use of off-shore areas west of Del Mar for petroleum exploration, and the prohibition of on-shore petroleum production and production related uses. It also includes a policy that supports continuation of the DI-OZ ordinance (see discussion above in 4.9.1.2.c).

Specifically for the Village Center District (i.e., the geographic area that comprises the proposed Plan), the LCP Land Use Plan additionally encourages small, individually owned commercial shops, avoidance of drive-through establishments, building design that conveys a unique, small-town character, retail enterprises whose primary purpose is to serve community needs, the preference for retail versus office uses for ground-floor building spaces fronting Camino del Mar, concentration of office space in the southern portion of the

district, development of a community center with attractive walkways and landscaped court and open spaces, pedestrian-oriented streetscapes, and architectural style which retains a small-town character and preserves ocean views. These LCP Land Use Plan policies have been incorporated into the existing Community Plan, Municipal Code, and zoning ordinances.

The LCP Land Use Plan designations for the Plan area are the same as identified in current zoning, allowing commercial and public facilities uses in accordance with the CC and PF zones (see Section 4.9.1.2.c above).

Implementing Ordinances

The LCP Implementing Ordinances were certified by the CCC and adopted into the City's Municipal Code in 2001. The Implementing Ordinances are contained in the Zoning Code (which comprises Title 30 of the Municipal Code) and address the following coastal issues (the associated Zoning Code chapter is shown in parentheses):

- Floodway Zone (FW) (Chapter 30.29)
- Beach Overlay Zone (Chapter 30.50)
- Setback Seawall Permits (Chapter 30.51)
- Bluff, Slope and Canyon Overlay Zone (BSC-OZ) (Chapter 30.52)
- Lagoon Overlay Zone (Chapter 30.53)
- Coastal Bluff Overlay Zone (Chapter 30.55)
- Floodplain Overlay Zone (Chapter 30.56)
- Public Access (Chapter 30.61)
- Coastal Development Permits (Chapter 30.75).

The Plan area does not lie within any of the overlay zones listed above, but all properties within Del Mar are located within the coastal zone as defined in the Coastal Act and are subject to Coastal Development Permit requirements.

Coastal Development Permit

CDPs are addressed in Chapter 30.75 of the Del Mar Zoning Code, with specific application requirements detailed in subchapter 30.75.130. The purpose of the CDP is to establish a process for the review of new development within the City to ensure that it will be consistent with the provisions of the Del Mar LCP and Coastal Act. No development shall occur unless and until a CDP has been granted in accordance with the provisions of Chapter 30.75; and shall be in addition to any other permits or approvals required by the City. The review of a CDP application may be combined with and/or processed concurrently with the review of

any other required discretionary permit application and the action of the decision-maker shall be considered one consolidated action.

As stated in Section 30.75.050 of the Zoning Code, the Director of Planning and Community Development has the authority to make the following determinations regarding CDP applications:

- Whether a proposed project requires a CDP or is exempt from or categorically excluded from the requirement for a CDP; or
- Whether the review of an application for a CDP, or amendment thereto, is to be processed and reviewed by the City or by the CCC; or
- Whether the action taken by the City in its review of a CDP application is appealable to the Coastal Commission.

For projects which qualify for administrative design review, the Director of Planning and Community Development also serves as the CDP issuing authority. Where projects involve amendments to the LCP, the City Council serves as the CDP issuing authority. For projects located within any of the LCP overlay zones, the Planning Commission serves as the CDP issuing authority. For all other projects, the Del Mar Design Review Board (see discussion above under 4.9.1.2.c) serves as the issuing authority.

f. Regional Comprehensive Plan

The RCP, prepared and adopted by SANDAG (July 2004), serves as a planning framework for local governments to address regional issues, fulfill local goals and objectives, and satisfy state and federal requirements. The RCP is based on smart growth principles and provides a broad context in which local and regional decisions can be made to move the region toward a sustainable future.

Smart Growth Principles

In the RCP, smart growth development is seen to incorporate the following smart growth principles designed to strengthen land use and transportation integration:

- Development directed towards existing communities to reduce urban sprawl
- Preserved open spaces, ecological resources and agricultural land
- Mixed land uses in close proximity to one another
- Variety of housing types, densities and levels of affordability
- Compact building footprints to minimize land consumption and maximize energy efficiency
- Distinctive, attractive community design

- Neighborhoods designed for pedestrian activity
- Provision of a broad range of mobility options to improve community health, conserve energy and reduce GHG emissions
- Community and stakeholder collaboration in development decisions.

The RCP also encourages local governments to promote quality development by providing economic incentives for innovative projects, investing in vital infrastructure and establishing efficient land use policies.

Smart Growth Areas

SANDAG has identified nearly 200 sites throughout the San Diego region that could be used as opportunities to execute smart growth. Smart growth areas receive higher priority for transportation improvements. The RCP identifies seven types of smart growth: Metropolitan Centers, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed-Use Transit Corridors, and Special Use Centers. These areas are mapped on RCP's Smart Growth Concept Map.

Smart growth area types can qualify as either existing/planned or potential, depending upon whether they meet certain housing and employment density targets and transit service thresholds specified in the RCP. If the areas on the map meet the targets, they are identified as existing/planned areas. If they do not, but they show future opportunities for smart growth, they are identified as potential areas.

The Smart Growth Concept Map was recently updated to reflect the land use inputs of the adopted 2050 Regional Growth Forecast and the draft 2050 RTP. Two Smart Growth Areas are identified on the current Concept Map within Del Mar's jurisdictional boundaries. One (DM-1) is designated as "Existing/Planned Town Center" and is consistent with the boundaries of the Plan area. A "Town Center" is characterized by the map as an area that is a suburban downtown with low to mid- rise residential, office, and commercial buildings, and is served by corridor/regional transit lines. The Smart Growth Area (DM-2) is the Del Mar Fairgrounds, which is designated as a "Special Use Center."

g. Regional Transportation Plan

2050 RTP and Sustainable Communities Strategy

Federal and state laws require that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG's latest RTP, the 2050 RTP, was adopted in October 2011 and includes a new Sustainable Communities Strategy (SCS) to reduce regional GHG emissions and to protect sensitive resource areas. The horizon year of the RTP extends to 2050.

The SCS is a new element of the RTP and, as required by SB 375, has been designed to show how passenger vehicle GHG emissions reductions established by CARB for the San Diego region would be achieved through development patterns, transportation infrastructure investments, and transportation measures.

CARB's GHG reduction targets for the San Diego region call for a 7 percent per capita reduction by 2020 and a 13 percent per capita reduction by 2030. Towards these GHG reduction goals, the 2050 RTP outlines several freeway improvements, including expansion of a segment of I-5 east of Del Mar. Enhanced public transit service, combined with incentives for land use development that provides a better market for public transit, also plays an important role in the SCS. However, many of the planned transit expansions in the RTP would not occur until late in the RTP horizon due to the projected need for acquiring funding and ridership demand. Thus far, none of the planned major transit improvements, such as extension of trolley/commuter rail lines, occur within the Plan area, although a new Coaster/commuter rail station is potentially planned at the site of the existing Fairgrounds just to the northeast of the Plan area.

4.9.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to land use would be significant if implementation of the proposed Village Specific Plan would:

Threshold LU-1: Physically divide an established community;

Threshold LU-2: Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

Threshold LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan.

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.

4.9.3 Methodology

Land use impacts are assessed based on the physical effects related to land use compatibility and consistency with adopted plans and regulations. The analysis in this section is based on information obtained through site visits, aerial photographs, mapping, and a review of adopted plans and regulations. Through these means, the Plan area and

surrounding community were characterized in terms of their land use patterns, cohesiveness, and connectivity. Through the inventory of applicable plans and regulations, the established goals and standards for land use, conservation, and development in Del Mar were established. Elements of the proposed Plan were then compared and analyzed relative to these existing characterizations and to the three thresholds described above in Section 4.9.2 in order to determine significance.

4.9.4 Impact Analysis

4.9.4.1 Issue LU-1: Community Connectivity

Threshold LU-1 states that land use impacts would be significant if implementation of the proposed Plan would physically divide an established community.

The proposed Plan would allow for additional densification and diversification of resident- and visitor-serving commercial uses in the Camino del Mar commercial corridor that serves as the "main street" to a well-established residential community. Through the Plan's proposed development standards and allowable land use types, a balance of retail, restaurant, personal services, residential, lodging and civic uses would be provided that would continue to serve local residents' needs. This, combined with the Plan's proposed public improvements to enhance the pedestrian and cyclist experience of Camino del Mar, would improve the already fairly strong connectivity of the two east and west residential neighborhoods to the community's commercial center, to each other, and to the natural amenities of the area (beach, shoreline, coastal bluffs and canyons).

The Plan proposes to enhance the Camino del Mar streetscape through traffic calming measures (roundabouts or traffic signals at key intersections), reduced traffic speed (due to the roundabouts), widening and making sidewalks contiguous, installing more stop-controlled crosswalks and sidewalk benches, widening the bike lanes, and installing bike racks on every block. These features would not only enhance community connectivity but would also improve resident safety. As evaluated in Section 4.12 Transportation/Traffic, by replacing the existing stop signs along Camino del Mar's key intersections with either roundabouts or traffic signals, the number of pedestrian-vehicular conflicts would decline substantially. By additionally making the sidewalks and other pedestrian amenities Americans with Disabilities Act (ADA)-compliant, a greater diversity of residents and visitors could access the area.

Motorized connectivity for residents would also be improved by the proposed traffic calming measures that would slow travel speeds through the Plan area, thus discouraging pass-by/through-traffic while maintaining local resident access. Existing bus stops would remain but would be improved through provision of bus route signage, benches and trash/recycle containers at all bus stops. Shuttles to the Del Mar Fairgrounds and to area parking structures would also be supported.

To conclude, Plan adoption would not impede multi-modal access or circulation through the Plan area and land use impacts associated with the LU-1 threshold of physical division of an established community would be less than significant.

4.9.4.2 Issue LU-2: Consistency with Applicable Plans, Policies and Regulations

Threshold LU-2 states that land use impacts associated with Plan adoption would be significant if the proposed Plan were to conflict with any applicable adopted land use plan, policy, or regulation, and the conflict results in or relates to a significant environmental effect.

As described below, the proposed Plan would be consistent with, augment, or supersede existing plans and regulations governing land use and development in the Plan area. The Introduction to the proposed Plan states that "in the event of conflicts between [the Village Specific Plan's] provisions and definitions with those of any other laws or ordinances of the City of Del Mar, the provisions and definitions of [the] Village Specific Plan shall take precedence over said laws and ordinances."

a. Del Mar Community Plan

Evaluation of the relevant Community Plan goals relative to the proposed Plan is best accomplished in a side-by-side table format. Table 4.9-1 provides this by including the Community Plan goals, objectives, and policies that are relevant to the proposed Plan in the left column and a comparative consistency determination in the right column. Table 4.9-1 is located at the end of this section.

In summary, the Village Specific Plan was concluded to be consistent with the goals, objectives, and policies of the Community Plan and to provide the tools (new zoning, development standards, and public improvement actions) to implement the Community Plan's vision for the Plan area. Consistent with the Community Plan, the proposed Plan would minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment through installation of traffic calming measures, safer sidewalks, sidewalk benches, crosswalks, and enhanced bicycle facilities and bus stops; would preserve and enhance Del Mar's special residential character and small town atmosphere by allowing for moderate height and FAR increases that are balanced by new development standards such as stepbacks and setbacks that would ensure that existing character and views are protected; and would focus retail and office activity into an economically viable, pedestrian-oriented, and attractive area that serves the need of both residents and visitors. Land use impacts related to consistency with the Del Mar Community Plan would be less than significant.

b. Vision 2020

The proposed Village Specific Plan would be consistent with the relevant goals of Vision 2020 by providing for a more walkable community through streetscape improvements that would enhance pedestrian and bicycle mobility; allowing for the development of new public facilities to better serve the residents and businesses of Del Mar through new mixed-use zoning and development standards that are intended to incentivize desirable redevelopment; maintaining adequate parking for residents and visitors by planning for the increase of on-street diagonal parking along Camino del Mar and future underground parking structures; reducing commuter traffic and through traffic by the installation of traffic calming measures on Camino del Mar and local streets; expanding the business district south to 9th Street by including that area in the proposed Plan boundary; and generally enhancing the vitality and prosperity of the community center while preserving community character through quality development standards and design guidelines. Impacts related to consistency with the Del Mar Vision 2020 would be less than significant.

c. Del Mar Municipal Code

As outlined in Section 4.9.1.2.c above, the Municipal Code includes several ordinances, including those pertaining to permitting and zoning that currently regulate land use and development in the Plan area.

The proposed Plan is a regulatory document that will be adopted by ordinance. As such, the Development Standards and Design Guidelines contained in the Village Specific Plan will supplement or replace those of the City's Municipal Code. After adoption of the Village Specific Plan, whenever the regulations contained in the Plan conflict with the provisions of the Municipal Code, the regulations of the Village Specific Plan shall apply. Any use or development standards not specifically covered in the Plan shall be subject to the regulations, standards, and specifications of the Municipal Code. Impacts related to consistency with the Del Mar Municipal Code would thus be less than significant. A brief synopsis of the key provisions of the Municipal Code and their relationship to the proposed Plan is outlined below.

Permitting

Currently, all new construction and major renovation projects in the Plan area are considered discretionary in the Municipal Code and must obtain a design review permit and undergo design review and approval.

All projects within the proposed Plan area would continue to be subject to discretionary review and approval in compliance with the provisions of the proposed Plan (Development Standards and Design Guidelines) and the permitting and design review requirements specified in the Municipal Code. Specifically, all development in the Plan area shall be subject to compliance with the applicable standards of review and review processes

contained in the City's Design Review Ordinance, DMMC Chapter 23.08, as may be amended from time to time by resolution of the City Council.

As stated in the proposed Plan's Allowed Uses and Development Standards chapter, the review of submitted information for conformance with the Development Standards and Plan policies will be completed by the Planning and Community Development Department. The Director of Planning and Community Development will make the determination whether the submittal conforms to the Village Specific Plan. Such determination shall be in written form and shall be permanently maintained.

The review of submitted information for conformance with the Village Specific Plan Design Guidelines and Design Review Ordinance will be completed by the City's Design Review Board. The Design Review Board will make findings whether the submittal conforms to the Design Guidelines of the Specific Plan. The Design Review Board will also determine and make findings as to whether the submittal conforms to the Municipal Code's Design Review Ordinance. These determinations may be appealed to the Planning Commission and/or the City Council.

CC Zone

Currently, the majority of properties within the Plan area are zoned CC and are subject to the building FAR, height, setback, and other requirements of that zone. The proposed Plan would be adopted by ordinance and added as a separate chapter to the Municipal Code. Once adopted, all development within the Plan area would be subject to the Development Standards and Design Guidelines of the new Village Specific Plan ordinance chapter. As described in Section 3.3.3 of this PEIR, the Village Specific Plan Development Standards include new mixed-use zoning (allowing more residential and lodging uses), a new maximum FAR of 1.0 (or to a maximum FAR of 1.5 for projects with exceptional public benefits), a maximum height limit of 26 feet on both sides of Camino del Mar (with an additional 4 feet restrictively allowed for roof articulation), 10-foot-wide side street setbacks, and so on. For properties within the Plan area, these Development Standards would replace those of the existing CC zone. Unless specified in the Village Specific Plan ordinance chapter, the other provisions of the Municipal Code shall also apply in the Plan area. However, where there is a conflict between the provisions of the Plan ordinance chapter and the other chapters of the Municipal Code, the provisions of the Plan chapter shall prevail.

PF Zone

Currently, three properties within the Plan area are zoned PF and include the Del Mar Library, a post office, and City Hall. These properties are publicly held properties that are considered to be maintained in public ownership. The proposed Plan identifies these as Special Study Areas that are to be overlain with a Public Facilities Overlay Zone.

The proposed Plan's Allowed Uses and Development Standards Chapter states that any property in the PF Overlay Zone shall continue to be subject to the allowable use and development standards contained in the PF zoning district of the Municipal Code, until such time as either of the following events occurs:

1. The ownership of the property is transferred in fee title from a government agency to a non-government agency. At such time the PF Overlay Zone designation shall no longer be applicable and the allowable use and development standards of the proposed Plan shall instead apply.

2. The local, state, or federal government agency makes a request, in the form of an amendment [requiring an affirmative simple majority (3/5) vote of the City Council] to the Plan, to apply the allowable use and development standards of the Plan to the property, rather than applying those of the PF zone.

DI-OZ Overlay

The Plan area is presently overlain by the DI-OZ, and as described in the DI-OZ ordinance (Measure B) all proposed commercial projects over 11,500 square feet in size are currently required to prepare a specific plan and subject it to voter approval prior to construction. The proposed Village Specific Plan is intended to implement and satisfy the Measure B requirement for preparation of a specific plan and voter approval of the specific plan for projects within the DI-OZ area. The proposed Village Specific Plan, and any future project in conformance with the Village Specific Plan, once adopted, are thus deemed to have satisfied the requirements of the DI-OZ. All future projects within the Village Specific Plan area will continue to be subject to discretionary review and approval in compliance with the provisions of the Village Specific Plan and other applicable Municipal Code ordinances with the exception of the DI-OZ.

HP-OZ Overlay

Currently two properties within the Plan area—the Library and Stratford Square—are overlain by the HP-OZ which is intended to protect local historic landmark structures. These two properties would continue to be overlain by the HP-OZ and regulated by the historic preservation ordinance (refer to Section 4.4.4.1 of this PEIR).

The proposed Plan would additionally provide for the protection of as yet identified historic structures through a policy that requires structures over the age of 45 years to be evaluated for historical significance. If an evaluated structure is determined to be historically significant, the policy also requires that it be protected from substantial disturbance or harm. (See Section 4.4 of this PEIR for further detail.)

d. Specific Plans

For those properties that were subject to adoption of a separate Specific Plan prepared pursuant to the DI-OZ (Measure B), (i.e., the Hotel Specific Plan, Plaza Specific Plan, and Garden Del Mar Specific Plan), the provisions of those previously adopted specific plans shall continue to apply. The geographic areas of those previously adopted specific plans are noted in the proposed Plan with a corresponding overlay zone designation. A specific plan previously adopted pursuant to Measure B may be amended in accordance with the standards and procedures for amendment to the proposed Plan as identified in its Adoption, Amendment and Enforcement chapter.

e. Local Coastal Program

The proposed Plan is intended to amend portions of the LCP. Upon voter approval of the proposed Plan, an amendment to the LCP shall be submitted to the CCC for approval. In fact, two LCP amendments would be sought; one to amend the LCP Land Use Plan designations, and one to establish a new chapter in the LCP Implementing Ordinances. The LCP amendments would thus consist of:

- Assignment of a new land use designation for the land area within the Village Specific Plan from its current LCP designations of CC Zone, PSP, HSP, and Garden Del Mar Specific Plan to Village Specific Plan along with an accompanying description of the allowable mix of uses; and

- Establishment of new chapter in the LCP Implementing Ordinance chapter specifying off-street parking requirements in the Village Specific Plan and measures for satisfying such requirements.

The CCC would make a determination on certification on the two LCP amendments. The CCC's certification of the LCP amendments would be scheduled to occur only if the proposed Village Specific Plan is adopted by public vote.

The LCP Land Use Plan for Del Mar is reflected in the Community Plan and its Implementing Ordinances are contained in the adopted Municipal Code. As described above, the proposed Plan is consistent with the relevant goals, objectives and policies of the Community Plan; and by extension, would also be consistent with the land use goals of the LCP. As itemized in Table 4.9-1 (the Community Plan consistency determination), the future buildout in accordance with the proposed Plan would incorporate mandated runoff and erosion controls; maintain the existing small-scale, low-intensity character of the community; primarily serve community needs; prohibit drive-through establishments; protect and preserve public views to the ocean and other significant natural resources; and minimize disturbance of natural topography and vegetation. Public improvements envisioned in the proposed Plan would also enhance the pedestrian-oriented downtown by creating a more pedestrian-oriented streetscape; encourage resident-oriented businesses;

and establish a comprehensive circulation and parking plan for the area. The Plan would accomplish these tasks through publicly initiated implementing actions as well as through new Development Standards and Design Guidelines that would incentivize private redevelopment through proscribed balance of land use types; the integration of residential uses, including live-work units, into the commercial area; and refined setback and stepback requirements to achieve preservation of ocean views and village character while still allowing for increased square footage.

The LCP supports the continuation of the DI-OZ ordinance and the proposed Plan is intended to implement and satisfy the DI-OZ requirements for the entire DI-OZ area. Once the Village Specific Plan is adopted, future projects approved in conformance with the Plan would be deemed to have satisfied the requirements of the DI-OZ. Any current inconsistencies (i.e., land use designations/zoning) between the proposed Plan and the LCP would be resolved through the LCP amendments described above.

Land use impacts related to consistency with the LCP would be less than significant.

f. Regional Comprehensive Plan

The Village Specific Plan would be consistent with the smart growth principles identified in the RCP, including densification/redevelopment within an already urbanized area to reduce sprawl; mixed land uses in close proximity to reduce vehicle trips; compact building footprints to minimize land consumption and maximize energy efficiency; improvement of pedestrian, bicycle, and transit facilities to enhance alternate modes of transportation and reduce fuel consumption and GHG emissions; and adding more variety of housing types to the community. In addition, the Plan area is identified as a smart growth area and is designated as an Existing/Planned Town Center. This means that it meets the RCP definition as a downtown area of low- and mid-rise residential, office, and commercial buildings that provides some employment, draws from the immediate area, and is or is planned to be served by regional transit lines, high-frequency local bus services, and/or shuttle services. Thus, the proposed Plan would not conflict with the RCP and land use impacts would be less than significant.

g. Regional Transportation Plan

As discussed under the existing conditions, the RTP does not include any improvements within the Plan area. The nearest improvement proposed by the RTP is a new Coaster/commuter rail station at the fairgrounds just to the northeast of the Plan area. The Village Specific Plan would not interfere with that improvement and, therefore, would not conflict with the RTP.

4.9.4.3 Issue LU-3: Consistency with Habitat Conservation Planning

Threshold LU-3 states that land use impacts would be significant if implementation of the proposed Plan would conflict with any applicable habitat conservation plan or natural community conservation plan.

As detailed in the Biological Resources Section 4.3.4.5, an MSCP Subarea Plan has not yet been completed for the City of Del Mar. However, a "hard line" preserve has been established. The Plan area is not located within or adjacent to this or any other designated "hard line" preserve and is currently developed in urban uses. Thus, Plan adoption would not conflict with any habitat conservation plan or natural community conservation plan and potential impacts associated with LU-3 threshold would be less than significant.

4.9.5 Level of Significance Prior to Mitigation

The proposed Plan would preserve and enhance community connectivity and would not divide an established community. Impacts regarding physical division of community (Threshold LU-1) would be less than significant.

The proposed Plan would be consistent with, supplement or replace existing plans and regulations governing land use and development in the Plan area. While the proposed Plan is generally consistent with the goals, objectives and specific recommendations of the Community Plan and Local Coastal Program for the Plan area, it would require amendments to them to redesignate existing commercial uses to mixed-use Village Specific Plan uses and to establish new Village Specific Plan chapters (with new development standards and design guidelines) in the Municipal Code and LCP Implementing Ordinances. Once adopted, the Village Specific Plan would become a regulatory document and take precedence over any other laws or ordinances of Del Mar pertaining to the Plan area. The Plan would also be consistent with the regional goals for smart growth established in the RCP and RTP. Impacts associated with consistency with the Community Plan, Vision 2020, DMMC, existing Specific Plans, the LCP, RCP, and RTP (Threshold LU-2) would thus be less than significant.

As the Plan area is developed and is not located within a "hard line" preserve, Plan implementation would not conflict with any applicable habitat conservation plan or natural community conservation plan (Threshold LU-3).

4.9.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 1	31	Establish without delay a comprehensive program to preserve and acquire permanent open space sufficient to meet the long-range needs of the community, preserve and enhance natural resources, and protect areas and people susceptible to seismic and flooding hazards.	The Plan area is currently developed and does not include open space suitable for preservation. The Plan area is also surrounded by development and is not adjacent to areas suitable for open space preservation. The applicable objectives and policies associated with this goal are included below.
Objective 1-H	32	Conserve the natural character of the land, water, vegetation and wildlife resources within the community.	The Plan area is developed and does not contain natural areas. Thus, this objective does not apply to the Plan area. However, some of the policies within this objective would apply. These policies are addressed below.
Policy 1- H.5	32	Minimize particulate matter pollution that leads to sedimentation or siltation through implementation of erosion control plans and permits for new and redevelopment projects which pose such a threat to water quality.	As indicated in Section 4.8 Hydrology and Water Quality of this PEIR, the development allowed by the Plan would comply with current local, state and federal regulations that require minimization of water quality impacts. Thus, the Plan would be consistent with this policy.
Policy 1-H.7	32	Require commercial and industrial facilities and residential developments which pose a high threat to water quality to reduce any threat of pollution to an insignificant level, as a condition of approval.	While the Plan would allow for additional commercial and residential developments, these developments are not anticipated to result in a high threat to water quality given the nature of uses allowed by the Plan as well as considering compliance with current local, state and federal water quality regulations (see Section 4.8 of this PEIR). Sustainability implementing strategies in the Plan to maximize permeable surfaces and encourage the use of rain gardens, green roofs, and other biofiltration practices would also serve to protect water quality. Thus, the Plan would be consistent with this policy.
Policy 1-H.8	32	Reduce the quantity and duration of runoff and discharge of pollutants to the maximum extent practicable by integrating low impact design features, surface runoff source and treatment controls into new development and redevelopment land use decisions through conditions of approval.	As indicated in Section 4.8 of this PEIR, the development allowed by the Village Specific Plan would comply with current mandatory local, state, and federal runoff water quality regulations, and with the additional regulatory standards and implementing strategies of the Plan that require minimization of runoff and water quality impacts. Thus, the Plan would be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 1-H.9	32	Implement the City's jurisdictional urban runoff program to maximize pollution prevention and control measures that reduce and control the discharge of pollutants into Del Mar's storm drains, local creeks, beaches, and lagoons to the maximum extent practicable.	The development allowed by the Plan would be required to comply with the City's jurisdictional urban runoff program that is in effect at the time of project submittal. Thus, the Plan would be consistent with this policy.
Policy 1-H.12	32	Encourage reductions and modifications to air pollution generating activities and sources to reduce the deposition of air-borne pollutants and improve urban and storm water runoff water quality.	As described in the Section 4.2 Air Quality of this PEIR, the development allowed by the Plan would not exceed state or federal emissions standards. Also, per Section 4.8 Hydrology and Water Quality of this PEIR, potential water quality impacts associated with development allowed by the Plan would be reduced to be less than significant through adherence to current local, state and federal regulations. Thus, the Plan would be consistent with this policy.
Objective 1-K	33	Require development in areas of archeological significance to be reviewed by the City of Del mar to insure that such uses do not result in a permanent destruction of any archeological sites or cultural information.	As detailed in Section 4.4 of this PEIR, an archaeological records search and a Native American sacred lands search were conducted that revealed no recorded archaeological resources within or immediately adjacent to the Plan area. Any surface or shallow subsurface archaeological deposits would have been destroyed or heavily disturbed by previous construction of the existing structures and roads. There is still the possibility, however, for unknown subsurface archaeological deposits to be present below the depth of disturbance under existing structures, hardscaping, landscaping, and in undeveloped portions of parcels in the Plan area. To avoid potential archaeological impacts, the Plan includes implementing strategies that require all development projects to monitor for archeological resources during grading and construction. Furthermore, all projects within the Plan area would continue to be subject to discretionary review and approval. Thus, adoption of the Plan would be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 1-L	33	Reduce energy consumption and encourage material recycling.	The existing Del Mar Solar Energy Ordinance that requires building heating, cooling and ventilation to be powered by on-site generated renewable energy would substantially reduce consumption of fossil fuel energy. Additionally, standards and implementing strategies of the Plan require all new construction and major renovation projects in the Plan area to incorporate sustainable or "green" building practices into their design. This shall include, but not be limited to standards recommended by: the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program; Build It Green's Green Building Guidelines; the Tier I or II California Green Building Standards Code (CalGreen); or other comparable industry standards as may be adopted or recognized by the City. Such measures incorporated into future project design would be reviewed as part of the standard project submittal process and could include design to reduce fossil-fuel energy consumption, reduce potable water consumption, and increase materials reuse and recycling beyond what is required in the mandatory building codes. Incentives are provided in the Plan to encourage projects to achieve the higher levels of green building performance, such as LEED Silver or higher, or CalGreen Tier II. Thus, adoption of the proposed Plan would be consistent with this Community Plan objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 1-M	33	Promote the prudent use of water resources by encouraging natural landscaping that requires little watering.	The Del Mar Municipal Code includes a Water Conservation Program (Chapter 20.60) that requires new and altered structures to install water-conserving toilets, showers, faucets and other fixtures, and a landscaping design that: minimizes turf areas (to no more than 15 percent of lot area), maximizes the planting of drought-tolerant species, uses only low-volume drip or micro irrigation systems, and restricts water washing of paved areas and vehicles. The recently adopted CalGreen further requires indoor and outdoor water use be reduced by a minimum of 20 percent. The proposed Plan does not include any features that would conflict with these regulations. Subsequent projects under the Plan would be required to undergo discretionary review prior to approval to determine compliance with these and other regulations. Thus, adoption of the proposed Plan would be consistent with this Community Plan objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 1-M.1	33	Encourage conservation measures and water recycling programs that eliminate or discourage wasteful uses and urban water runoff.	As described above, Del Mar's Water Conservation Program (Chapter 20.60 of the Municipal Code) requires projects to incorporate water conservation design. The program also serves to discourage wasteful uses and urban runoff through requiring landscaping to minimize turf areas, maximize drought-tolerant plants and use minimal watering through low volume drip or micro irrigation systems. To avoid runoff, the program also restricts water washing of paved areas and vehicles, and requires that irrigation be controlled to avoid runoff to adjacent properties or public or private roadways. The proposed Plan does not include any features that would conflict with these regulations. Subsequent projects under the Plan would be required to undergo discretionary review prior to approval to determine compliance with these and other regulations, including Plan implementing strategies and standards. In its Exceptional Public Benefits program, the proposed Plan provides incentives for future projects to be built to higher performing green building standards that could include increased water conservation design, the use of recycled water, and on-site water reuse, as well as the use of permeable pavers, bio swales and other practices to collect and filter urban runoff. Thus, adoption of the proposed Plan would be consistent with this objective
Policy 1-M.2	33	Maximize a development's pervious landscaping footprint by reducing lawn areas, promoting turf that requires low irrigation and taking advantage of permeable material areas (i.e., mulch, gravel, porous pavers).	Adoption of the proposed Plan would be consistent with, and provide the implementing tools for, this Community Plan objective as described above under Objectives 1-M and 1-M.1.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 1-M.3	33	Strategically plan and increase use of deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate.	Design Guidelines will be developed to outline landscaping standards for new projects. The Design Guidelines will recommend the use of a plant palette that emphasizes drought-tolerant California-friendly planting materials, including native vegetation, and the use of shade trees where appropriate. The adopted Tree Ordinance of the Municipal Code (Section 23.50), and associated Public Tree Policy Manual, additionally serves to protect and enhance the Plan area's trees, particularly the Torrey Pine and Monterey Cypress trees which the Community Plan identifies as contributing to the distinct character of Del Mar. All future projects would continue to be subject to discretionary design review to ensure compliance with the Municipal Code regulations and Plan development and regulatory standards. Thus, adoption of the proposed Plan would be consistent with this objective.
Policy 1-M.4	33	Implement water conservation measures in buildings and landscape site design.	Adoption of the proposed Plan would be consistent with, and provide the implementing tools for, this Community Plan objective as described above under the consistency analysis for Objectives 1-M and1-M.1.
Objective 1-N	33	Support gasoline conservation activities such as car-pooling and public transportation.	As outlined in Chapter 3.0 of this PEIR, the proposed Plan would support bus transit and shuttle use through mobility implementing strategies that would improve some bus turn outs; provide route schedule signage, benches and trash/recycle containers at all bus stops; and provide shuttle (to the Del Mar Fairgrounds and parking) stops at 15th Street and the nearby Powerhouse Park. Also, by improving pedestrian and bicycle facilities along Camino del Mar (through wider sidewalks, safer crosswalks, street furnishings and landscaping, wider bike lanes, increased bike racks), reliance on automobile use (and gasoline consumption) would be reduced. Plan implementation would thus be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 1-O	33	Minimize the loss of life and destruction of property from seismic and geological occurrences.	As described in the Section 4.5 Geology and Soils of this PEIR, future development allowed by the proposed Plan would comply with local grading regulations that require preparation of site-specific geotechnical investigations; and with state and local building standards that require structures to be built to withstand specific seismic/structural integrity thresholds. The Plan would thus be consistent with this objective.
Policy 1-P.5	33A	The water quality protection measures set forth throughout this Community (general) Plan are based on the Federal Clean Water Act (CWA), the Porter-Cologne Water Quality Control Act (Division 7 of the Water Code, Commending with Section 13000), applicable state and federal regulations, all applicable provisions of statewide Water Quality Control Plans and Policies adopted by the State water Resources Control Board (SWRCB), the Water Quality Control Plan for the San Diego Basin adopted by the Regional Board, the California Toxics Rule and the California Toxics Rule Implementation Plan.	As described in Section 4.8 Hydrology and Water Quality of this PEIR, the development allowed by the proposed Plan would comply with current local, state and federal regulations that require minimization of water quality impacts. Thus, the Plan would be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 1: Specific Recommendations	48	Suggest Open Space Area O to be converted from an alley to a pedestrian-oriented area.	Open Space Area O refers to the former east-west alley west of Camino del Mar and south of 15th Street that falls within the Village Specific Plan area. The Community Plan recommendations for this area are to prevent vehicular access, beautify with landscaping, and provide seating areas. Subsequent to the adoption of the Community Plan, this alley park was implemented. It is known as Caminito Park and now consists of an approximate 2,000-square-foot linear public park that is paved, with planting and benches along its perimeter. The proposed Plan would preserve Caminito Park as public open space and would also allow for the development of 4,140 square feet (or 0.09 acre) of additional public park/plaza space within the Plan area. Thus, the Plan would be consistent with this specific recommendation.
Goal 2	48	Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.	As described in greater detail in the consistency analyses for the Objectives and Policies for Goal 2, the Plan would minimize the impact of the automobile on the community by reconfiguring Camino del Mar to be more consistent with a traditional "main street" by reducing the travel lanes from four to two, increasing on-street diagonal parking, providing wider sidewalks and bike lanes, safer crosswalks, sidewalk landscaping, bike racks, benches, trash/recycling bins, and bus stop benches with route info/signage. These streetscape improvements would coincide with a reduction in vehicle speed and pedestrian/vehicular conflicts. The Plan would thus be consistent with this Community Plan goal.
Objective 2-A	48	Encourage a pedestrian-oriented non-motorized community by developing a system of bicycle right-of-ways and pedestrian paths, and discouraging high speed traffic along City Streets.	As described below under Policy 2-A.3, the proposed Plan would maintain the existing north- and southbound bicycle lanes along Camino del Mar and would increase their current five-foot width to a minimum of six feet. As an additional measure to encourage bicycle circulation, the Plan would increase the number of bicycle racks from a total of two to a

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
			minimum of three bicycle stalls within the parking provision of all private properties and, within the public right-of-way, bicycle racks every block that may accommodate a minimum of 10 bicycles per block. For a coordinated design, as part of the proposed Plan the Del Mar Village Association has initiated the purchase of bicycle racks that are complimentary of the benches and the waste receptacles. The Plan also requires that bicycle racks be placed in well-illuminated, visible locations to encourage their use. To encourage pedestrian circulation, the Plan proposes to provide wider sidewalks with a more uniform pavement along Camino del Mar. Of particular concern are the sidewalks between 10th and 13th streets where a combination of town and country parking (i.e., diagonal parking partially on private property and partially in the public right-of-way), large driveways and parking lot entrances, and varied paving types make pedestrian circulation challenging. Also of concern are the 15th Street five-foot-wide sidewalks (south side) that are currently too narrow for the amount of pedestrian traffic that they hold, especially during the summer months. As specifically identified in the Chapter 3.0 of this PEIR, the proposed Plan would provide a contiguous paved sidewalk, minimum 10 feet in width, along Camino del Mar throughout the entire Plan area. This sidewalk will be entirely within the public right-of-way and comply with current ADA standards. Also, public sidewalks shall be designed with a furniture zone closest to the curb, where street trees and site furnishings can be located to enhance the pedestrian experience. The Plan would thus be consistent with Objective 2-A.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 2-A.1	48	Redesign Camino del Mar to improve its appearance as a scenic coastal route and accommodate low-speed vehicular traffic.	To improve the appearance of Camino del Mar, the proposed Plan would improve sidewalks and the streetscape as described above for Goal 2/Objective 2-A. The current posted speed along Camino del Mar is already fairly low at 25 mph. Through the Plan-preferred reconfiguration of Camino del Mar to two lanes with roundabouts, vehicle speeds could slow to 15 mph. Thus, the Plan would be consistent with this policy.
Policy 2-A.2	48	Improve the safety of Camino del Mar pedestrian crossings, particularly in the north and south ends of the community.	The PEIR considers two viable alternate configurations for Camino del Mar. The Plan consists of reconfiguring the 4-lane (two lanes in each direction) roadway to 2 lanes (1 in each direction) with roundabouts replacing stop signs and signals at 15th, 13th, 11th and 9th streets. The second consists of retaining the 4 lanes but replacing the existing stop signs with traffic signals. In either configuration, crosswalks will be provided at all intersections along Camino del Mar across all legs of the intersection; and all pedestrian crossings shall be designed to accommodate persons with disabilities. All crosswalks will have pedestrian activated in-pavement flashers or similar devices to alert drivers of the pedestrian in the crosswalk, and crossing distances reduced to the shortest possible dimension, ranging between 14 feet (for 1 travel lane) and 34 feet (for 2 travel lanes and bicycle lane) to reduce crossing time to between 5 and 10 seconds. As detailed in Section 4.14 Transportation/Traffic of this PEIR, the number of pedestrian-vehicular conflicts would be reduced with the 2-lane-with-roundabouts configuration compared to both the existing condition and the 4-lane-with-traffic-signals configuration option. Thus, the Plan would be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 2-A.3	48	Provide a continuous north-south bicycle network through the City.	A five-foot-wide striped bicycle lane (Class II) currently exists on both sides of Camino del Mar in conformance with Community Plan Policy 2-A.3. The proposed Plan would maintain these north- and southbound bicycle lanes at a minimum of six feet in width. Thus, the Plan would be consistent with this policy.
Objective 2-B	48	Facilitate the movement of traffic in a safe and uncongested manner consistent with a pedestrian-oriented community.	The PEIR considers two viable alternate configurations for Camino del Mar. The proposed Plan consists of reconfiguring the existing 4-lane (two lanes in each direction) roadway to 2 lanes (1 in each direction) with roundabouts replacing stop signs and signals at 15th, 13th, 11th and 9th streets. The second option would be to retain the 4 lanes of travel but install traffic signals instead of stop signs. The stop/go pattern of vehicle movement would be removed with the 2 lanes with roundabouts, which would instead facilitate continual flow along Camino del Mar. During peak traffic hours, queuing up to the approach of the roundabouts would likely occur, but in a continual flow of vehicles at an approximate reduced speed of 15 mph. This roadway configuration and pattern of traffic flow would be conducive to safe pedestrian movement and crossing (see Section 4.14.4.2 in Transportation/Traffic for further detail). The Plan would be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 2-C	48	Encourage alternate solutions to the transportation needs of Del Mar, such as local transit and delivery systems and regional rapid transit.	As described earlier in this consistency analysis, the Plan would support bus transit and shuttle use through transit implementing strategies that would improve bus turn outs; provide signage on route scheduling, benches and trash/recycle containers at all bus stops; and support shuttle service to the Del Mar Fairgrounds and area parking lots. Also, by improving pedestrian and bicycle facilities along Camino del Mar (through wider sidewalks, safer crosswalks, street furnishings and landscaping, wider bike lanes, increased bike racks) more mobility options would be encouraged. Plan implementation would thus be consistent with this objective.
Objective 2-D	48	Reduce the level of noise created by major transportation routes in the community.	As concluded in Section 4.10 Noise of this PEIR, Plan implementation would result in slight increases in ambient roadway noise levels, but the increases would not be perceptible nor violate any applicable standard. In addition, the Plan includes regulatory standards that require all new development to be constructed in such a manner that interior noise is attenuated in accordance with applicable standards (CCR Title 24 and Municipal Code) in order to ensure that audible noise levels would be less than significant. The Plan would thus be consistent with Objective 2-D.
Policy 2-D.1	48	Limit the speed of vehicular traffic along City streets, particularly Camino del Mar.	The current posted speed along Camino del Mar is already fairly low at 25 mph. The current posted speed limit was installed after Community Plan adoption in conformance with this Policy 2-D.1. Through the preferred reconfiguration of Camino del Mar to 2 lanes with roundabouts, vehicle speeds along Camino del Mar could decrease to a continual flow of 15 mph during peak traffic hours. With the optional 4-lane-with-signals configuration of Camino del Mar, the posted speed would remain at 25 mph. Thus, either configuration of Camino del Mar as identified in the proposed Plan would be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 2-D.2	48	Encourage sound reduction construction techniques in new buildings within the 65 decibel boundaries adjacent to Camino del Mar and the Railroad right-of-way.	As identified in Section 4.10 Noise of this PEIR, given conformance with applicable regulations (including the Municipal Code Section 9.20.040 and the current CBC, (CCR Title 24), and the proposed Plan regulatory standards, noise and vibration impacts in new buildings adjacent to Camino del Mar would be less than significant. The Plan would thus be consistent with this policy.
Objective 2-E	48	Minimize air pollution by encouraging alternatives to the use of the automobile.	As described above under Goal 2, the proposed Plan would provide pedestrian and bicycle facility improvements that would encourage non-motorized circulation. By supporting non-motorized mobility, the reduction of criteria air pollutants and greenhouse gas emissions associated with fossil fuel combustion in vehicle engines would also be supported. Plan implementation would thus be consistent with this objective.
Objective 2-F	48	Work to reduce transportation related sources of water pollution, particularly in storm water runoff	As indicated in Section 4.8 Hydrology and Water Quality of this PEIR, the development allowed by the proposed Plan, including public street improvements, would comply with current local, state and federal regulations that require minimization of storm water runoff and impacts to downstream water quality. As part of the Plan redesign of Camino del Mar, in particular the potential provision of roundabouts at 15th, 13th, 11th, and 9th streets, the storm water collection system on Camino del Mar would be redesigned. This redesign would be engineered in accordance with current storm water protection standards and with Plan implementing standards that require maximization of permeable surfaces and the incorporation of rain gardens in the Camino del Mar right-of-way. The Plan would thus be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 2-F.1	48	Promote the reduction of vehicles-miles-traveled, thereby reducing congestion and reducing air and water pollution.	The proposed Plan would support the reduction of vehicle miles traveled (VMT) first by allowing for a greater mix and intensity of land uses in the Plan area, including the introduction of multi-family housing; and second by promoting transit use. The allowable land uses would not only be proximate to one another (thus encouraging walking) but to bus transit. The Plan (through Mobility chapter implementing strategies) proposes to improve bus turn outs; provide bus route and schedule signage, benches and trash/recycle containers at all bus stops; and to support shuttle service to the Del Mar Fairgrounds and parking areas. Also, by improving pedestrian and bicycle facilities along Camino del Mar (through wider sidewalks, safer crosswalks, street furnishings and landscaping, wider bike lanes, increased bike racks), reliance on automobile use would be reduced, reducing VMT. Thus, the Plan comprises a smart growth mixed-use land use pattern that warrants a total 15 percent reduction in conventional suburban trip rates (refer to Transportation/Traffic Section 4.14 of this PEIR). This translates to a reduction in VMT. The Plan would thus be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 2: Specific Recommendations	48-51	· Camino Del Mar – limit through traffic, increase parking, increase pedestrian traffic and accommodate bicycle traffic. Study to determine possibility of limiting travel lanes to one in each direction, dedicated bicycle and/or parking ROW, widening of sidewalks, and beautification. · Provide bicycle parking area within Del Mar Plaza, Stratford Square, Canterbury Corners, and City Hall.	Consistent with this specific recommendation, the Plan proposes to reconfigure Camino del Mar from its existing 4 lanes (two lanes in each direction) roadway to 2 lanes (1 in each direction) with roundabouts at 15th, 13th, 11th and 9th streets. Additional on-street parking would be provided in diagonal parking within the public right-of-way. Pedestrian traffic would be enhanced through planned improvements to pedestrian and bicycle facilities along Camino del Mar: wider sidewalks, safer crosswalks, installation of street furnishings and landscaping, wider bike lanes, and installation of bike racks. Bicycle racks would be installed on every block that may accommodate a minimum of 10 bicycles per block. For a coordinated design, as part of the proposed Plan, the Del Mar Village Association has initiated the purchase of bicycle racks that are complimentary of the benches and the waste receptacles. The Plan also requires that bicycle racks be placed in well-illuminated, visible locations to encourage their use. The Plan would thus be consistent with this specific recommendation.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 3	57	Preserve and enhance Del Mar's special residential character and small town atmosphere with its harmonious blending of buildings and landscape in proximity to a beautiful shoreline.	Design Guidelines will be developed as a supplemental document to the Specific Plan. Their purpose is to guide new development governed by the proposed Plan in a manner consistent with the City's vision for the downtown. For the Plan area (i.e., the downtown), the City envisions a community hub that is pedestrian- and bicyclist-friendly, transit-supportive, sustainable, and aesthetically pleasing, reflecting a traditional, village character in terms of architectural style and massing. To accomplish this, the Design Guidelines will provide a list of recommended design best practices to implement the proposed Plan without dictating specific architectural styles or solutions. Design recommendations will be provided for site planning and architecture, signs, public art, streetscapes, and open space/plazas. In addition, all future development projects within the Plan area will continue to be subject to discretionary review and approval in compliance with the provisions of the proposed Plan and the adopted Municipal Code. This will include review of project submittals by the City's Design Review Board who will make findings whether the submittal conforms to the Plan's standards, Design Guidelines and other applicable Municipal Code design ordinances. Development allowed by the proposed Plan would thus be consistent with this goal.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 3-A	57	Maintain a low density residential character and allow only one and two story low mass intensity development in residential areas.	As described above, Design Guidelines will be developed as a supplemental document to the Specific Plan and future projects will be reviewed by the Design Review Board for compliance with the Guidelines and with other relevant design standards. While the Plan would allow for increased residential density and building height, buildings would be limited to two stories maximum and new development standards in the Plan would require setback and stepbacks to maintain the perception of low mass intensity development. Thus, the Plan would be consistent with this objective. (For further detail on the Plan's consistency with existing community character, see Section 4.1 Aesthetics of this PEIR.)
Policy 3-A.1	57	Enact appropriate land use controls consistent with the Community Development Plan.	As described in this PEIR Section 3.3 Project Description, and in this consistency analysis below, the proposed Plan would enact new development standards and design guidelines consistent with the Community Plan.
Policy 3-A.2	57	Limit excessive scale and bulk by establishing a maximum floor area to lot ratio in multiple family neighborhoods.	The proposed Plan identifies that 40% of the existing buildings in the Village already exceed the existing 0.45 FAR, translating to a disincentive for property owners to redevelop their parcels. The proposed Plan would allow an increase in the baseline FAR from 0.45 to an average of 1.0. An increase to a higher FAR (maximum of 1.5) would restrictively be allowed for projects that provide exceptional public benefits. New development standards in the Plan would require setback and stepbacks to maintain the perception of low mass intensity development. (For further detail on the Plan's aesthetics effects see Section 4.1 of this PEIR.)

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 3-A.3	57	Limit building height to two stories in all residential areas, prohibit three story facades, and encourage single story development in areas where two-story construction would be disruptive to neighborhood character and scale of development.	Currently, properties fronting the east side of Camino del Mar are allowed to a maximum height of 26 feet; and properties fronting the west of Camino del Mar are allowed to a maximum height of 14 feet. The proposed Plan identifies that 70 percent of existing buildings on the west side of Camino del Mar currently do not conform with (i.e., they exceed) the existing 14-foot height maximum. The Plan proposes to increase the allowed height such that on both sides of Camino del Mar will have a maximum height of 26 feet. Building height would be measured from the sidewalk elevation of the Camino del Mar side of the building. Properties that face the side streets would also have a maximum building height of 26 feet. An additional 4 feet of building height would be allowed to accommodate and encourage articulated roofs. The 4 feet of additional building height could not be used to accommodate an additional building story or usable floor area. The use of the 4-foot height projection would be subject to findings of approval by the Design Review Board as to its appropriateness. The visual analysis technical report prepared for the proposed Plan, summarized in this PEIR's Section 4.1 Aesthetics, concludes that view quality and community character would not be significantly impacted by the proposed Plan, given the existing private view protections in the Municipal Code and new public view and neighborhood protection implementing strategies in the Plan. The Plan is thus considered to be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 3-B	57	Insure that future development, whether commercial or residential, does not detract from high quality vistas and terrain, either by blocking views or disturbing natural topography, mature trees, or native growth.	As evaluated in the visual analysis technical report prepared for the proposed Plan, summarized in this PEIR's Section 4.1 Aesthetics, Plan effects on view quality or to/from scenic vistas would not be significantly adverse. Existing Municipal Code ordinances will adequately protect private views and scenic resources. This will include the continued review and approval of all new development in the Plan area by the Design Review Board in order to determine their appropriateness and compliance with the Municipal Code, and with the new development standards and design guidelines of the proposed Plan. As outlined above under Objective 3-A.3, this includes existing view protections in the Municipal Code, and new public view and neighborhood protection implementing strategies and development setback and stepback standards in the Plan. The Plan is thus considered to be consistent with this objective.
Policy 3-B.1	57	Strengthen height controls to protect scenic vistas from both private and public areas. Construction in areas of view sensitivity should require design approval to insure protection, in an equitable manner, of the right to view scenic vistas from both near and far.	The visual analysis technical report prepared for the proposed Plan, summarized in this PEIR's Section 4.1 Aesthetics, concludes that scenic vistas from both private and public areas would be adequately protected by existing regulations in the Municipal Code and by new Plan development standards and view protection implementing strategies. As described in Section 3.3 (Plan Contents) of this PEIR, the Plan includes an additional 20-foot stepback for the upper building level on the west side of Camino del Mar to reduce their apparent height and prevent unreasonable view or sunlight blockage. For building levels above the main level with frontage along Camino del Mar, the Plan also includes an additional stepback 10 feet from the side streets that lead to the ocean in order to preserve view corridors to the ocean. With such measures incorporated into future development project design, Plan implementation is considered to be consistent with this policy. (See also consistency analysis for Policy 3-A.3 above.)

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 3-B.2	57	Where possible, the creation of new viewpoints should be encouraged from public and commercial spaces.	The proposed Plan calls for additional public open space square footage and new development standards that would ensure that new public spaces are created that take advantage of ocean views and provide public viewing spaces, such as those associated with the Plaza terraces. For example, corner setbacks of a minimum of 10 feet on the Camino del Mar and side street frontages at street intersections are required in the Plan in order provide openness for scenic views from cross-streets to the ocean. The Plan is thus considered to be consistent with this policy.
Objective 3-C	57	Adopt strong positive controls to prevent future commercial development which is incompatible with the existing residential character of the community.	The visual analysis technical report prepared for the proposed Plan, summarized in Section 4.1 Aesthetics, concludes that community character would be protected by existing regulations in the Municipal Code and by new Plan development standards. The Plan also includes several residential neighborhood protections in its Protection of Community Resources chapter to ensure that new mixed-use development in the Plan area does not adversely encroach on views, privacy, or parking, or increase traffic on residential streets. With such measures incorporated into future development project design, Plan implementation is considered to be consistent with this objective.
Objective 3-D	57	Preserve existing and insure adequate housing for diverse age and socio-economic groups within the community.	The Plan would allow for the development of 138 additional multi-family housing units (for a total of 140) in the Plan area. By virtue of their size (maximum 1,200 square feet) these units would provide diversity in the housing stock of Del Mar. The Plan is thus considered to be consistent with this objective.
Policy 3-D.2	57	Facilitate provision of housing opportunities for senior citizens close to the Village Center with easy access to services, facilities, and transit.	The Plan would allow for the development of 138 additional multi-family housing using (for a total of 140) in the Plan area. These units would be located in above ground-floor spaces with ADA access to adjacent and nearby bus stops and community resources. The Plan is thus considered to be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 3-E	57	Encourage and facilitate provision of lower cost housing for low and moderate income households.	The Plan would allow for the development of 138 additional multi-family housing units (for a total of 140) in the Plan area. By virtue of their size (maximum 1,200 square feet) these units would provide an opportunity for greater affordability. Also, through its Exceptional Public Benefits program, the proposed Plan provides incentives for private developers to include lower cost housing units. The Plan is thus considered to be consistent with this objective.
Objective 3-F	57	Protect and enhance human scale, warmth, charm, interest, texture, pedestrian involvement, and landscaping.	Design Guidelines will be developed as a supplemental document to the Specific Plan. Their purpose is to guide new development in a manner consistent with the Community Plan's vision for the Plan area, including the maintenance and enhancement of the village-like character. This would be achieved through design guidelines for site planning and architecture, signs, public art, streetscapes, and open space/plazas. In addition, all future development projects within the Village Specific Plan area will continue to be subject to discretionary review and approval in compliance with the provisions of the proposed Plan and the adopted Municipal Code. This will include review of project submittals by the City's Design Review Board who will make findings whether the submittal conforms to the Design Guidelines and other applicable design ordinances. The Plan is thus considered to be consistent with this objective. (See also response to Goal 3.)

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 3-F.1	57	Encourage harmonious development which is in scale with the character of existing development.	As described above, Design Guidelines will be developed as a supplemental document to the proposed Plan to ensure that new development is designed in a manner consistent with the Community Plan's vision for maintaining the village-like character of Del Mar. All future development projects within the Plan area will continue to be subject to discretionary review and approval in compliance with the provisions of the proposed Plan and the adopted Municipal Code to ensure design is appropriate. The Plan is thus considered to be consistent with this policy.
Policy 3-F.5	57	Protect notable landmarks and structures of historic value to the community by requiring City approval prior to exterior remodeling or demolition.	The two notable historic landmarks within the Plan area – Stratford Square and the Library – would not be affected by the proposed Plan. These two properties would remain in the HP-OZ and be subject to the protections of the HP-OZ ordinance. The Plan additionally requires structures over the age of 45 to be evaluated for historical significance to determine if further protection is warranted. Adoption of the proposed Plan would thus be consistent with this policy.
Objective 3-G	58	Apply … watershed protection activities to all new development and redevelopment proposals during the planning, project review, and permitting processes [that shall include]: avoiding the development of areas particularly susceptible to erosion and sediment loss; preventing undue erosion by retaining storm water flows and peak flows to creek channels by implementing low impact design features; preserving or restoring areas that provide water quality benefits; promoting site development that limits impact on and protects the natural integrity of topography and drainage; and promoting integration of storm water quality protection in construction and post-construction activities.	The Plan area is already built out and consists of impervious ground cover. It is thus not considered an area that is particularly susceptible to erosion and sediment loss. As indicated in Section 4.8 Hydrology and Water Quality of this PEIR, the development allowed by the proposed Plan would comply with then-current local, state and federal regulations that require no net increase in urban runoff and storm water flows and avoidance of watershed impacts. Existing regulations require projects to incorporate LID BMPs to avoid adverse hydrological and water quality impacts. The proposed Plan does not include any features that would conflict with these requirements. Subsequent projects under the Plan would be required to undergo discretionary review prior to approval to determine compliance with these and other regulations. Thus, adoption of the proposed Plan would be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 4	59	Focus major retail and office activity into an economically viable, pedestrian oriented and attractive area that serves the needs of both residents and visitors and is well integrated into the residential	The Plan would achieve this goal by allowing a balance of retail, restaurant, personal services, office and other commercial uses with new and existing residential uses.
Objective 4-A	59	Encourage quality resident-oriented businesses which serve the cultural, social, recreational, and material needs of the local community.	As stated in its Introduction, one of the primary objectives of the Plan is to "encourage retail, restaurant and professional service businesses which serve the needs of year-round residents." The allowed uses and development standards in the proposed Plan would not only provide a greater mix of land uses in the Plan area, including more residential, but would provide incentives for redevelopment to occur that continues to serve resident needs. As outlined in this PEIR's Section 3.3, Plan Contents, the allowable uses fall into eight basic land use categories: retail, restaurant, personal service, office, cultural, lodging, residential, and public/semi-public. While total allowed office square footage would remain essentially the same as existing, retail uses would be allowed to increase by an additional 97,000 square feet, restaurant uses could increase an additional 34,000 square feet, civic space an additional 6,532 square feet, and public plaza/park space an additional 4,140 square feet. New Plan development standards would also allow for an increase of residential units (by 138) and lodging (by 43 rooms) that would be mixed in with the commercial and civic uses. The new residents associated with these units, as well as existing/future residents in the surrounding neighborhoods, would be served by the new retail/restaurant/personal services uses allowed in the Plan. Conditions on specific uses (such as requiring a CUP for restaurants greater than 10,000 square feet and for establishments serving alcohol or providing amplified entertainment after 11 p.m.) may serve to favor resident-serving businesses as well as to protect local residents from undue nuisances. Thus, the Plan would be consistent with this objective.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-A.1	59	Encourage retail-oriented commercial uses within the downtown area.	The Plan is consistent with this policy. Through new development standards and allowed uses in the Plan, retail uses would be allowed and encouraged to increase by an approximate, maximum, additional 97,000 square feet.
Objective 4-B	59	Insure that the downtown area is well integrated into the residential fabric of the community.	New development standards in the Plan would not only provide a greater mix of land uses in the Plan area, including more residential, but would provide incentives for redevelopment to occur that continues to serve resident needs. The Plan also includes several residential neighborhood protections in its Protection of Community Resources chapter to ensure that new mixed-use development in the Plan area does not adversely encroach on views, privacy, or parking, or increase traffic on residential streets. With such measures incorporated into future projects' design, Plan implementation would be consistent with this objective.
Policy 4-B.1	59	Encourage alternatives to the use of the automobile for tourist access to downtown.	As described in the consistency analysis for objectives 1-N and 2-C above, the proposed Plan would support bus transit and shuttle use through transit implementing strategies that would improve bus turn-outs; provide signage on route scheduling, benches, and trash/recycle containers at all bus stops; and support shuttle service to the Del Mar Fairgrounds and area parking lots. Also, by improving Camino del Mar's pedestrian and bicycle facilities (wider sidewalks, safer crosswalks, street furnishings and landscaping, wider bike lanes, increased bike racks) alternatives to the use of the automobile would be encouraged. These transit, pedestrian, and bicycle improvements would be available to serve both locals and tourists. Plan implementation would thus be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-B.2	59	Discourage high volume or evening commercial activity on the perimeter of the downtown area that may be detrimental to the livability of adjacent residential areas.	Development standards in the Plan include restrict high volume and evening commercial activity through such means as, for example, requiring a CUP for restaurants greater than 10,000 square feet and for establishments serving alcohol or providing amplified entertainment after 11 p.m. Other measures to protect adjacent residential areas are included in the Plan's Protection of Community Resources chapter. Implementing strategies in this chapter are intended to ensure that new mixed-use development in the Plan area does not adversely encroach on the views, privacy, parking, or residential street traffic. Plan implementation would be consistent with this policy.
Policy 4-B.3	59	Explore mixed residential-commercial land uses within the commercial area that is adjacent to Stratford Court.	The Plan proposes new development standards to allow more residential uses into the commercial zone, through a new mixed-use zone; consistent with this policy.
Policy 4-B.4	59	Allow mixed residential-commercial land uses within other areas of the commercially zoned downtown area.	The Plan proposes new mixed-use zoning to allow more residential and lodging uses into the Plan area. Currently the CC zone that encompasses all privately held properties in the Plan area constrains lodging uses and limits residential use by defining it as a single accessory unit per parcel. The new mixed-use zone would allow a mix of residential and lodging uses with retail, restaurant, personal services, and office uses in the same building or parcel. Multi-family residential units would be allowed at a maximum density of 20 units per acre; and, along with lodging uses, would only be allowed in non street-frontage building spaces. The Plan is consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-B.5	59	Establish strict limits on noise within the downtown area.	The Plan includes new regulatory standards to ensure that all new development in the Plan area does not create significant noise or other nuisances to adjacent uses. Future projects would be required to demonstrate compliance with Municipal Code and CBC noise standards, as well as with the standards for noise minimization contained in the Plan. The Plan is consistent with this policy. (See Section 4.10, Noise, of this PEIR for additional information.)
Objective 4-C	59	Create a pedestrian oriented downtown which groups retail services with facilities for civic and community activities.	A balanced mix of retail, residential and civic uses would be allowed by the Plan in a context of proposed Camino del Mar streetscape improvements that include sidewalk widening, new sidewalk furniture and landscaping, safer crosswalks, traffic calming measures, and bicycle and transit facility enhancements. Plan implementation would thus be consistent with this objective.
Policy 4-C.1	59	Maintain commercial uses composed primarily of retail sales and service establishments and offices which primarily service local residents.	Through its allowed uses and development standards the Plan would maintain and allow for the expansion of retail establishments which serve local residents. By additionally allowing more residential into the Plan area, it is expected that new retail and personal services would establish to serve these new residents, providing more retail opportunities for existing residents in the adjacent neighborhoods. The Plan proposes to maintain existing office square footage (at approximately 170,000 square feet) and allow for the maximum expansion of retail and service uses from 41,811 square feet to 138,500 square feet. The Plan would be consistent with this policy.
Policy 4-C.2	59	Discourage commercial uses which are automotive oriented (such as drive-in establishments).	In its Allowed Uses and Development Standards chapter, the Plan specifically prohibits drive-through establishments, vehicle repair services, and vehicle sales or rentals where vehicles are stored or displayed on-site in non-enclosed areas. The Plan is thus consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-C.3	59	Encourage developments which provide social, cultural, and recreational activities.	The Plan allows for the addition of 6,532 square feet of civic space and 4,140 square feet of public plaza/park space. Corner setbacks (minimum 10 feet on the Camino del Mar and side street frontages) would be required at street intersections. This is intended to create additional public use areas at street corners and to provide additional openness for scenic views from cross-streets to the ocean. As part of its EPB program, projects that install an on-site semi-public plaza of a minimum 1,000 square feet are eligible for a modest (approximately 0.20) increase in FAR. These standards and incentives of the Plan would encourage developments to provide social, cultural, and recreational amenities; consistent with this Community Plan policy.
Policy 4-C.4	59	Develop a pedestrian network which ties all parts of the downtown together in a way which reduces conflicts with the automobile.	As described in the consistency analysis for Policy 2-A.2 above, the Plan proposes to reconfigure the Camino del Mar streetscape by either developing roundabouts at 15th, 13th, 11th, and 9th streets or installing all of these intersections with traffic signals. In either configuration, sidewalks would be widened and made contiguous; crosswalks would be provided at all intersections along Camino del Mar across all legs of the intersection; and all pedestrian crossings would be designed to accommodate persons with disabilities. All crosswalks would have pedestrian-activated in-pavement flashers or similar devices to alert drivers of the pedestrian in the crosswalk, and crossing distances reduced to the shortest possible dimension to minimize crossing time. As detailed in Section 4.14 Transportation/Traffic of this PEIR, the number of existing pedestrian-vehicular conflicts would be reduced with either configuration. Thus, the Plan would be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 4-D	59	Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community.	Standards in the Plan require setbacks and stepbacks to maintain the perception of low mass-intensity scale design (see discussion above for Policies 3-B.1 and 2). Design Guidelines will also be developed as a supplemental document to the Plan that will provide recommended design best practices to implement the Plan and maintain village character in terms of architectural style and massing. All future development projects within the Plan area will continue to be subject to discretionary review and approval in compliance with the Municipal Code design review provisions as well as with the new provisions of the proposed Plan and the supplemental Design Guidelines. Future project submittals are required to be reviewed by the City's Design Review Board who will make findings whether the submittal conforms to the Municipal Code's design ordinances, the Plan's standards, and the Design Guidelines. Development allowed by the proposed Plan would thus be consistent with this objective.
Policy 4-D.1	59	Promote informality of design with varied and interesting setbacks.	The Plan's proposed setbacks and stepbacks are described in the Plan Contents Section 3.3 of this PEIR. They are intended to add architectural variety and interest, as well as to protect ocean views and the perception of low mass-intensity scale. They include a 20-foot stepback for the upper building level on the west side of Camino del Mar to reduce their apparent height and prevent unreasonable view or sunlight blockage; a 10-foot stepback from the side streets that lead to the ocean for building levels above the main level with frontage along Camino del Mar to preserve view corridors to the ocean; corner setbacks of a minimum of 10 feet on the Camino del Mar and side street frontages at street intersections to create additional public use areas at street corners; and a 10-foot setback from the any property line immediately adjacent to a residentially zoned property in order to create a buffer. The Plan is thus consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-D.2	59	Encourage floor areas and building siting which provides ocean views and open space.	New development standards (setback and stepbacks) and implementing strategies are provided in the Plan to protect ocean views and open space. See Policies 3-B.1, 3-B.2, 4-C.3, and 4-D.1 discussions above. The Plan is consistent with this Policy.
Policy 4-D.3	59	Limit the height of structures to preserve view corridors while encouraging low mass-intensity structures.	The Plan proposes to limit heights to 26 feet on both sides of Camino del Mar, with an additional 4 feet of building height allowed to accommodate articulated roofs. The 4 feet of additional building height could not be used to accommodate an additional building story or usable floor area. The visual analysis technical report prepared for the Plan, summarized in this PEIR's Section 4.1 Aesthetics, concludes that view corridors would not be significantly impacted by the proposed Plan, given the existing private view protections in the Municipal Code and new public view and neighborhood protection implementing strategies in the Plan. New Plan standards such as setbacks and stepbacks (see Policy 4-D.1 discussion above) would minimize the encroachment of new structures into view corridors and limit their perceived mass-intensity. The Plan is thus considered to be consistent with this policy.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Policy 4-D.4	59	Encourage building designs and uses that utilize the advantages of Del Mar's warm, sunny climate.	Adopted subsequent to the Community Plan, the existing Solar Energy Ordinance requires building heating, cooling and ventilation to be powered by on-site generated renewable energy, taking advantage of Del Mar's sunny climate. Additionally, new standards and implementing strategies of the Plan require all construction projects in the Plan area to incorporate sustainable/green building practices into their design. Such green building practices include, among other things, the siting and design of buildings to maximize natural daylighting and ventilation. Incentives are provided in the Plan to encourage projects to achieve the higher levels of green building performance such as CalGreen Tier II or higher than LEED silver. The Plan would thus be consistent with this policy.
Objective 4-E	59	Initiate a beautification program for the downtown area.	The Plan includes a variety of Camino del Mar streetscape improvements that would not only enhance pedestrian and bicycle use but would enhance the aesthetics of the public-right-of-way. Such enhancements include new street furniture (benches), trash receptacles, bicycle racks, wider sidewalks, new landscaping, new transit signage, and new street corner setbacks. Design Guidelines will be developed as a supplemental document to the Specific Plan that will provide additional aesthetic guidelines intended to beautify the downtown and enhance its village character. The proposed Plan is be consistent with this goal.
Policy 4-E.1	59	Provide benches, mini-parks, and street trees, and require extensive landscaping of private open space and parking areas.	As identified in the Plan's Mobility Chapter, the City proposes to implement several actions to enhance the pedestrian experience along Camino del Mar. This includes the installation of street furniture that consists of benches, with accompanying trash/recycle receptacles on every block at a minimum of two benches per block, each side. The installation of additional benches will be considered adjacent to restaurant establishments or other community gathering areas.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
			The Plan would also preserve the four small existing public mini-parks within the area, including Caminito Park walkway, the L'Auberge Amphitheatre, the Plaza Viewing Deck, and the Saturday farmers' market; and would allow for the development of an additional 4,140 square feet of public park/plaza space within the Plan area. Street trees would be preserved and enhanced in accordance with the existing Municipal Code's Tree Ordinance and with the implementing strategies in the Plan's Protection of Community Resources Chapter. The Plan would thus be consistent with this policy.
Policy 4-F.1	59	Consider the conversion of Del Mar land between 13th and 15th Streets into a pedestrian mall.	Restaurants, retail, and personal service uses exist all along Camino del Mar within the Plan area, including between 13th and 15th streets. While not a "pedestrian mall" per se, this area is heavily trafficked by pedestrians, both resident and visitor. The proposed Plan would enhance this area by providing wider sidewalks and an enhanced streetscape that incorporates quality landscaping, sidewalk furniture, bicycle racks, trash receptacles, improved crosswalks, and other pedestrian amenities. Thus, the Plan would be consistent with the intent of this policy.
Goal 5	60	Preserve the economic integrity of the community.	One of the primary objectives of the Plan is to "promote commercial retail development that creates the greatest economic benefit to the community while ensuring compatibility with the Del Mar Village character." Through new development standards (mixed-use zoning, increase in FAR to 1.0, increase in building height along west side of Camino del Mar), and public improvements (improved sidewalks, reconfiguration of Camino del Mar, provision of additional parking) the City intends to stimulate redevelopment in the downtown and improve the economic integrity of the community, consistent with this goal.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Objective 5-A	60	Maintain a balanced philosophy towards commercial growth which permits the City's income to keep pace with its expenditures while insuring compatibility with all other goals and objectives of the community plan.	Consistent with this objective, by allowing for increased development intensity in the Plan area, the City intends that growth in commercial, residential, and lodging uses would be stimulated, and monies earned from additional sales, property, and transient occupancy taxes and development fees would comprise new revenues for the City's General Fund. The Plan includes a Public Finance Chapter that outlines a three-component financing strategy. The first component entails a review of the projected costs of the public improvements. Second is the identification of the potential revenue sources that would be associated with new development. Third is identification of the available mechanisms through which the public improvements can be financed. When the City undertakes financing of the capital improvements, it will secure the services of bond counsel to determine the most appropriate financing mechanism.
Objective 5-B	60	Promote those uses of the commercial area which will be of greatest economic benefit to the community while insuring compatibility with all other goals and objectives of the community plan.	Through new development standards, additional commercial (retail and restaurant) square footage would be allowed in the Plan area that would generate sales tax revenue for the City. In addition, by allowing for more residential development in the Plan area, additional property tax revenues would be generated. Lastly, by allowing for more lodging uses, transient occupancy tax revenues would be generated. The proposed balance of allowed land uses in the Plan not only optimizes revenue diversity and generation, it meets the goals and objectives of the Community Plan for the downtown.
Objective 5-D	60	When feasible and appropriate, require an economic analysis on any future proposed community plan revisions.	A general financial assessment of the proposed Plan was conducted as part of its development and refinement. Consistent with this goal, the Plan includes a Public Finance chapter that projects the costs of the Plan public improvements, the development-related revenues, and options for funding the public improvements. As identified in this chapter, the types of financing options the City may consider include lease revenue bonds, general obligation

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
			bonds, assessment districts, community facilities districts, business improvement districts, and grants.
Goal 5: Specific Recommendations	61-62	Village Center District (Downtown) - retail/professional zone recommended to extend along both sides of Camino del Mar from 8th to 15th streets, including the Plaza. Mixed-use residential-commercial shall extend on the east side of Stratford Court from 13th to the ally south of 15th Street. Commercial. Encourage small individually owned shops. Should be compatible with cultural, social, recreational, and material needs of the community. Retail should be encouraged over office use. Office should be concentrated in the south end of the commercial area. Physical Character. Should include civic center, attractive walkways, landscaping, and court areas in addition to commercial uses; pedestrian orientation and social interaction; maintain views of the ocean, trees, and vegetation; and informal feeling. Establish a pedestrian mall along the alley between Camino del Mar and Stratford Court. Traffic and parking. Reduce or eliminate automotive traffic from some sections of the Village Center. Address parking shortage between 13th and 15th streets on Camino del Mar through pocket parking. Prepare a comprehensive Downtown Parking Plan.	The Plan area encompasses the Village Center District. The Community Plan's specific recommendations for the Village District are repeated in several of the objectives and policies already evaluated. In the interest of avoiding redundancy, the specific consistency determinations are not repeated here. Please refer to the preceding analysis. In summation, the proposed Plan was found to be generally consistent with all of the goals, policies, and objectives of the Community Plan for the Plan area including for the Camino del Mar corridor.

TABLE 4.9-1
COMMUNITY PLAN CONSISTENCY
(continued)

ID #	Page #	Community Plan Goal, Policy, Objective, or Recommendation	Village Specific Plan Consistency Analysis
Goal 6	60	Assure continuing public participation in City planning by developing procedures in which citizens can participate in updating general plan goals and policies and help in implementing programs including consultation and advice on enabling legislation.	As outlined in this PEIR's Chapter 3.0, the proposed Plan was developed through a process that involved numerous public workshops, Community Conversations, and other means of soliciting community input (such as through online web surveys). Preparation of this PEIR also involved public notification and solicitation of public input as to the scope of the EIR. The Adoption, Amendment and Enforcement chapter of the Plan outlines the review process for the Village Specific Plan, including the submission of the Plan to the qualified voters of Del Mar; and the process by which the Plan content (if adopted) may be amended, including as requested by property owners or other parties. All amendments to the Plan shall also be subject to the public noticing requirements of state law and the Municipal Code. The Plan is consistent with this Community Plan goal.

4.10 Noise

This section evaluates potential noise impacts associated with construction and operation of the buildout allowed by the proposed Plan. Specifically, this section addresses potential noise impacts related to exposing persons to noise in excess of applicable noise standards and to temporary and permanent increases in ambient noise levels. It is based on the Noise Technical Report prepared by Ldn Consulting for the Plan that is included in its entirety as Appendix E of this PEIR.

4.10.1 Existing Conditions

4.10.1.1 Environmental Setting

a. Existing Noise Levels

To determine the existing noise conditions, noise measurements were taken within the Plan area and vicinity on Tuesday, October 25, 2011 by RECON. The results of the short-term noise measurements are summarized in Table 4.10-1. The noise measurement locations are shown in Figure 4.10-1. As shown in the table, noise levels ranged from 58.9 to 66.3 A-weighted decibels average sound level (dBA L_{eq}). Noise sources in the Plan area included vehicle traffic, trains, small aircraft, pedestrians, nearby uses (e.g., post office, valet), and the ocean.

TABLE 4.10-1
SHORT-TERM NOISE MEASUREMENT SUMMARY

Site[1]	Location	Primary Noise Source(s)	L_{eq} dBA
1	Southern end of the Plan area (in a vacant, paved lot approximately 70 feet east of the centerline of Camino del Mar)	Vehicle traffic and small aircraft	63.5
2	Center of the Plan area (approximately 50 feet east of the centerline of Camino del Mar)	Vehicle traffic, pedestrians, and small aircraft	65.6
3	Northern end of the Plan area (approximately 45 feet west of the centerline of Camino del Mar)	Vehicle traffic, pedestrians, hotel valet, and small aircraft	66.3
4	15th Street (approximately 30 feet north of the centerline of 15th Street)	Vehicle traffic, pedestrians, small aircraft, post office, and the ocean	59.3
5	10th Street (approximately 30 feet east of the center of the railroad tracks)	Ocean, gardening activities, and one train	58.9[2]

[1]The Site ID number corresponds to locations shown in Figure 4.10-1.
[2]Measurements were taken at this location to obtain existing noise levels of a train pass-by. The calculated sound exposure level (SEL) for the train pass-by was 85.4 dB(A).

The Federal Highway Administration's (FHWA) Traffic Noise Prediction Model was used to estimate existing traffic noise levels 50 feet from the centerline along roadways in the vicinity of the Plan area (Table 4.10-2). As indicated in Table 4.10-2, existing traffic noise levels

Image Source: Aerials Express (flown March 2010)

Village Specific Plan Boundary

FIGURE 4.10-1

Noise Measurement Locations

M:\JOBS4\6447\common_gis\fig4.10-1.mxd 3/8/2012

TABLE 4.10-2
EXISTING AND EXISTING PLUS PROJECT MODELED NOISE LEVELS

Roadway	Segment	Existing				Existing Plus Project	Change	Significant?
		Noise Level at 50 Feet from Centerline of Roadway[1]	Distance to Noise Level from Roadway Centerline (feet)[2]			Noise Level at 50 Feet from Centerline of Roadway[1]		
			70 dB	65 dB	60 dB			
Highway 101	North of Lomas Santa Fe Dr	75	142	448	1,415	75	0	No
	North of Via De La Valle	73	109	345	1,091	73	0	No
Camino del Mar	North of Jimmy Durante Blvd	70	45	143	453	70	0	No
	Jimmy Durante Blvd to Community	72	79	250	791	73	1	No
	Community to 15th St	72	79	250	791	73	1	No
	15th St to 14th St	More detailed analysis is provided below in Table 4.10-3 for the proposed roadway improvements.						
	14th St to 13th St							
	13th St to Drwy							
	Drwy to 12th St							
	12th St to Drwy							
	Drwy to 11th St							
	11th St to Drwy							
	Drwy to 10th St							
	10th St to Drwy							
	Drwy to 9th St							
	9th St to Community	72	79	251	792	69	-2	No
	Community to Del Mar Heights Rd	71	69	218	690	69	-2	No
	South of Del Mar Heights Rd	70	50	159	502	70	0	No
	South of Carmel Valley Rd	70	50	159	502	70	0	No
Lomas Santa Fe Dr	Solana Hills Dr to I-5 SB Ramps	74	119	376	1,189	74	0	No
Via de la Valle	Del Mar Downs Rd to Jimmy Durante Blvd	73	97	308	972	73	0	No
	Jimmy Durante Blvd to I-5 SB Ramps	76	181	573	1,811	76	0	No
	East of I-5 NB Ramps	74	120	381	1,204	74	0	No
	Link to Fairgrounds	70	--	156	492	71	1	No
	Fairgrounds to San Dieguito Dr	70	--	156	492	71	1	No
	San Dieguito Dr to Camino del Mar	67	--	78	247	68	1	No

TABLE 4.10-2
EXISTING AND EXISTING PLUS PROJECT MODELED NOISE LEVELS
(continued)

Roadway	Segment	Existing				Existing Plus Project	Change	Significant?
		Noise Level at 50 Feet from Centerline of Roadway[1]	Distance to Noise Level from Roadway Centerline (feet)[2]			Noise Level at 50 Feet from Centerline of Roadway[1]		
			70 dB	65 dB	60 dB			
Del Mar Heights Rd	East of I-5 NB Ramps	77	235	742	2,347	77	0	No
	West of I-5 SB Ramps	75	168	532	1,682	76	0	No
	Camino del Mar to Crest Way	71	63	198	626	72	1	No
15th St	Coast Blvd to Camino del Mar	61	--	--	64	62	1	No
	Camino del Mar to Luneta Dr	59	--	--	--	59	1	No
Carmel Valley Rd	East of S. Camino del Mar	68	--	90	283	68	0	No
Crest Rd	North of Del Mar Heights Rd	56	--	--	--	56	0	No
Coast Blvd	North of 15th St	60	--	--	--	60	1	No
Stratford Ct	15th St to 13th St	57	--	--	--	58	1	No

NOTE: distances less than 50 feet are assumed to within the right-of-way.
[1]Based on a 3-dimensional FHWA noise modeling.
[2]These contours are based on a 2-dimensional noise model.

were estimated to range from 56 to 77 dB at 50 feet from its centerline. A specific traffic noise receiver analysis was completed along Camino del Mar (Table 4.10-3). This analysis showed that noise at certain receiver locations along Camino del Mar currently experience noise levels ranging from 68 to 74 dBA community noise equivalent level (CNEL).

TABLE 4.10-3
CAMINO DEL MAR EXISTING AND EXISTING PLUS PLAN
MODELED NOISE LEVELS

	Noise Level (dBA CNEL[1])			
ID[2]	Existing 4-Lane Stop Signs	Proposed Project 2-Lane Roundabouts	Change	Significant?
R1	73	68	-5	No
R2	73	67	-6	No
R3	70	66	-4	No
R4	69	66	-3	No
R5	71	71	0	No
R6	71	71	0	No
R7	69	70	1	No
R8	68	68	0	No
R9	72	65	-7	No
R10	74	67	-7	No
R11	69	66	-3	No
R12	70	66	-4	No
R13	72	68	-4	No
R14	74	72	-2	No

[1]The CNEL is estimated to be 1 dBA higher than the peak hour L_{eq}.
[2]Receiver locations are shown in Figure 4.10-1.

b. Sensitive Noise and Vibration Receptors

Sensitive receptors are generally considered to be humans engaged in activities such as talking, reading, and sleeping that may be subject to the stress of significant interference from noise. Land uses often associated with sensitive receptors include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Such eExisting land uses within or adjacent to the Plan area include residences, lodging, schools, and a library.

4.10.1.2 Existing Regulatory Framework

a. California Code of Regulations Title 24 Interior Noise Building Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings into the California building

code (Title 24, Part 2, CCR). This code is regularly updated and was last updated in 2011 through CALGreen Title 23, Part 11. CCR Title 24 establishes standards, based on the U.S. Department of Housing and Urban Development (HUD) requirements, for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential or motel/hotel building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA. The City of Del Mar has adopted the CCR Title 24 standards and applies them to all residential uses.

b. Del Mar Community Plan Transportation Noise Compatibility

The City of Del Mar goals for transportation noise sources are published in the Community Plan Transportation Element, Noise Section (March 1976, incl. 1985 amendments). This section of the Community Plan identifies 65 dB CNEL as the maximum noise level compatible with residential land uses. The Community Plan has no transportation noise source requirements applicable to compatibility with commercial and retail uses.

c. Del Mar Municipal Code Property Noise Level Limits

Section 9.20.040 of the City's Municipal Code identifies noise limits based on zoning and states that:

> A. Unless otherwise specified, it shall be unlawful for any person(s) to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given in the following table at any location in the City of Del Mar beyond the premises on which the noise is produced, as measured pursuant to the provisions of this Chapter. The noise subject to these limits is that part of the total noise at the specified location that is due solely to the action of said person(s).
>
> B. The noise limits specified in subsection (A) above shall be adjusted as follows to account for the effects of time and duration on the impact of noise levels:
>
> 1. Noise that is produced for no more than a cumulative period of 30 minutes in any hour may exceed the noise limit by 3 decibels.
>
> 2. Noise that is produced for no more than a cumulative period of 15 minutes in any hour may exceed the noise limit by 6 decibels.
>
> 3. Noise that is produced for no more than a cumulative period of 10 minutes in any hour may exceed the noise limit by 8 decibels.

4. Noise that is produced for no more than a cumulative period of 5 minutes in any hour may exceed the noise limit by 11 decibels.

5. Noise that is produced for no more than a cumulative period of 2 minutes in any hour may exceed the noise limit by 15 decibels.

C. For purposes of this chapter, the peak decibel reading for a noise with a fluctuating noise level (such as live or recorded music) shall be considered as the noise level for the entire cumulative period of noise. Likewise, the time between repetitive intermittent noises (such as banging, pounding, or hammering) shall be included in the cumulative of the noise.

D. If the measured ambient level exceeds the applicable limit noted above, the allowable one-hour average sound level shall be the ambient noise level.

E. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits of the two districts.

F. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the noise level limits of this Chapter, measured at or beyond six (6) feet from the boundary of the easement upon which the equipment is located.

The applicable noise limits are summarized in Table 4.10-4.

TABLE 4.10-4
MUNICIPAL CODE SECTION 9.20.040 NOISE LEVEL LIMITS

Property Receiving Noise	Time of Day	One-Hour Average Sound Level (dBA)
R1-5 – Medium Density Single Family Residential R1-5B – Medium Density Single Family Residential – Beach R1-10 – Low Density Residential R1-10B – Low Density Residential – Beach R-2 – High Density Mixed Residential R1-14 – Modified Low Density Residential R1-40 – Very Low Density Residential RM-East – Medium Density Single-Mixed Residential – East RM-West – Medium Density Mixed Residential – West RM-Central – Medium Density Mixed Residential – Central RM-South – Medium Density Mixed Residential – South OS Overlay – Open Space Overlay Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	50 40
NC – North Commercial Zone RC – Residential-Commercial Zone CC – Central Commercial Zone PC – Professional Commercial Zone BC – Beach Commercial Zone VC – Visitor Commercial Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 50
RR – Railroad Right-of-Way Zone	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 55

Thus, currently land uses within the Plan area (i.e., CC Zone) are prohibited from emitting noise levels beyond their property line in excess of 60 dB(A) during the daytime and 50 dB(A) during the nighttime.

d. Del Mar Municipal Code Construction Noise Level Limits

Section 9.20.050 of the City's Municipal Code identifies construction noise level limits and states that:

Any person who operates powered construction or landscape equipment and/or who erects, constructs, demolishes, excavates for, alters or repairs any building or structure within the City of Del Mar in such a manner as to cause noise to be received beyond the boundaries of the property on which the construction work is occurring shall comply with the following:

A. No construction work shall be performed on Sundays or City holidays.

B. No construction work shall be performed before 9:00 a.m. or after 7:00 p.m. on Saturday.

C. No construction work shall be performed before 7:00 a.m. or after 7:00 p.m. on Monday through Friday.

D. Construction activity shall not cause an hourly average sound level greater than 75 decibels on property zoned or used for residential purposes.

E. Exception: A person may perform construction work on the person's own property, provided such construction activity is not carried on for profit or livelihood, between the hours of 10:00 a.m. and 5:00 p.m. on Sundays and City holidays.

4.10.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to noise would be significant if the proposed Plan would:

Threshold NOS-1 Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

Threshold NOS-2 Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

Threshold NOS-3 Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

Threshold NOS-4 Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

Threshold NOS-5 For projects located within an ALUCP, or where such a plan has not been adopted, within two miles of a public airport, result in the exposure of people residing or working in the project area to excessive airport noise levels; or

Threshold NOS-6 For projects within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive airport noise levels.

Because the Plan area is not located within an ALUCP or within two miles of a public or private airport, Thresholds NOS-5 and NOS-6 are not addressed in this PEIR.

4.10.3 Methodology

To determine construction noise and vibration effects of Plan implementation, typical noise generated by construction equipment for each phase of construction and the location of sensitive receptors in relation to the construction activities, was evaluated. Significance was determined based on the City's Municipal Code Section 9.20.050 construction noise limits.

To determine the operational noise impacts of the proposed Plan, future noise levels were modeled using the FHWA Traffic Noise Prediction Model. The existing conditions noise measurements were used to verify the accuracy of the noise modeling. Factors accounted for in the modeling included average daily traffic (obtained from the Plan's TIS prepared by KOA, 2012), distance between noise source and receiver, ground attenuation features, and vehicle parameters such as type or mix of vehicles and travel speeds. The traffic counts taken during existing noise monitoring were used to determine vehicle composition for the model. The model was then used to determine changes in existing ambient noise levels due to the proposed Plan's roadway network changes along Camino del Mar and changes in traffic. The City standards (Community Plan and Municipal Code) and CCR Title 24 standards were used to determine significance of future operational noise levels. A more detailed description of the methodology and assumptions used to analyze construction and operational noise impacts is provided in the noise technical report (see Appendix E).

4.10.4 Impact Analysis

4.10.4.1 Issues NOS-1 and NOS-2: Excessive Noise

Threshold NOS-1 states that implementation of the proposed Plan would cause significant noise impacts if it would generate or expose persons to noise levels in excess of applicable standards. Threshold NOS-2 states that implementation of the proposed Plan would cause

significant noise impacts if it would result in a substantial permanent increase in ambient noise levels in the Plan vicinity above levels existing without the Plan. These two noise thresholds are analyzed together below, as the significance of ambient noise level changes is based on similar standards. Ambient noise level changes are analyzed in terms of both traffic noise and operational (land use) noise.

a. Traffic Noise

Features of the proposed Plan that could affect traffic noise include: (1) eliminating a lane in both directions on Camino del Mar, which would move traffic further from receivers, (2) inclusion of roundabouts on Camino del Mar that would result in less noise from braking and engine revving, (3) a speed reduction from 40 to 30 mph between 9th Street and Del Mar Height Road and (4) changes in average daily traffic. To determine Plan effects on existing traffic noise levels, the existing plus Plan conditions were modeled using the FHWA model. Two different FHWA analyses were completed; a roadway segment noise analysis that determined noise levels at 50 feet from the centerline of Plan area roadways, and one specifically for Camino del Mar that analyzed roadway noise at various receiver locations. A receiver analysis was completed for Camino del Mar instead of the general segment analysis because the proposed Plan would change the geometry of this roadway.

The results of roadway segment modeling are shown in Table 4.10-2; and the results of the specific Camino del Mar receiver analysis are shown in Table 4.10-3.

Ambient Noise Levels

As shown in Table 4.10-2, the roadway segment analysis determined that the addition of the proposed Plan buildout to the existing conditions would result in a permanent traffic noise level change of -2 to 1 dB throughout area roadways, not including Camino del Mar. The Camino del Mar receiver analysis determined traffic noise levels would change -7 to 1 dB at the selected receiver locations due to Plan implementation (see Table 4.10-3). These changes in traffic noise would be less than significant, as noise reductions are considered beneficial and a 1 dB noise increase would not be perceptible to the human ear.

Noise Compatibility

While traffic noise level increases would be less than significant, the Plan would allow development of new residential uses in areas where noise levels would exceed the City's and CCR Title 24 noise level compatibility standards. The Del Mar Community Plan indicates residential uses are not compatible with noise levels above 65 dBA CNEL. CCR Title 24 requires indoor residential noise levels to be 45 dBA CNEL or less. No noise compatibility standards are identified for other uses allowed by the Plan. Considering standard construction would provide 20 dBA of noise attenuation, exterior noise levels above 65 dBA CNEL would not meet the interior noise level threshold of 45 dBA CNEL. As indicated in Table 4.10-3, existing exterior traffic noise levels and future traffic noise levels

would exceed 65 dBA CNEL within the Plan area and, therefore, interior noise levels may also exceed 45 dBA CNEL within the Plan area. Thus, interior noise levels would potentially exceed applicable noise compatibility standards.

However, as required by CCR Title 24 and City standards, noise abatement measures would be required to be included in future building designs as necessary to avoid a residential land use incompatibility impact. The types of noise abatement measures that could be incorporated into future project design, where exterior noise levels are 65 to 70 dBA, CNEL include standard wall and window construction and the inclusion of mechanical forced-air ventilation to allow occupants the option of maintaining windows closed to control noise. Where exterior noise levels exceed 70 dBA CNEL within the Plan area, future residential developments could include windows and doors with high Sound Transition Class (STC) ratings to meet the 45 dBA CNEL criteria (see Appendix E).

To further ensure that noise impacts of the proposed Plan would be less than significant, the implementing strategies of the Plan include the following:

- Allow residential and lodging uses in non-street-frontage building spaces.
- Require that the design of mixed-use projects protect residential from potential noise, odor, vibration, and other impacts associated with the operation of the other non-residential uses.
- All new development shall complete a site-specific noise report to demonstrate compliance with applicable noise standards, including CCR Title 24, Del Mar Community Plan, and Municipal Code.

The first Plan implementing strategy would serve to reduce traffic noise impacts to future residential and lodging uses by locating these sensitive receptors away from the traffic noise source. The second Plan implementing strategy above would ensure mixed-use projects protect residences from high noise levels. Ultimately, the third implementing strategy would require future projects in the Plan area to conduct project-specific noise impact analysis to demonstrate adherence to Plan implementing strategies and applicable regulations. As part of each project-specific analysis, it shall be determined if noise attenuation measures would be required to be implemented to comply with applicable noise regulations. As indicated in Appendix E, the types of noise attenuating measures that could be incorporated into future projects include:

- Site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the buildings or in courtyards, or orienting the terraces to alleyways rather than streets whenever possible;
- Provision of mechanical ventilation in all residential units proposed along roadways or in areas where noise levels could exceed 65 dBA CNEL so that windows can

remain closed at the choice of the occupants to maintain interior noise levels below 45 dBA CNEL; and/or

- Installation of sound-rated windows and construction methods to provide the requisite noise control for residential units proposed along roadways or in areas where noise levels could exceed 70 dBA CNEL.

Noise compatibility impacts associated with Plan adoption would be less than significant given the presence of existing regulations and noise standards, and new Plan implementing strategies.

b. Operational Noise

The proposed Plan would allow for increased residential, commercial, and civic uses within the village area. While these uses are not typically considered significant noise generators, the Plan would allow for these uses to be mixed together within the same building or directly adjacent to each other, potentially resulting in stationary operational noise impacts in violation of the Municipal Code and/or CCR Title 24.

The Municipal Code Section 9.20.040 does not specifically identify stationary noise limits for properties zoned as mixed-use, as this zoning does not currently exist. The proposed mixed-use zone would be most similar to the RC – Residential-Commercial Zone. This zone has an hourly property line stationary noise limit of 60 dBA L_{eq} between 7 a.m. and 10 p.m., and 50 dBA L_{eq} hourly noise limit between 10 p.m. and 7 a.m. This noise limit was applied to the Plan area's proposed mix of land uses.

Noise associated with the allowable commercial land uses would include mechanical equipment operations, parking lot noise, and delivery activities. Noise from such equipment can reach intermittent levels of approximately 60–70 dBA, 50 feet from the source. Thus, commercial uses would potentially expose nearby noise-sensitive land uses (e.g., residential units) to excessive stationary noise levels that would potentially violate the City Municipal Code Section 9.20.040 and CCR Title 24. Ultimately, future development allowed by the proposed Plan would be required to comply with applicable noise regulations and, if necessary, incorporate noise abatement measures. As indicated in Appendix E, the types of noise abatement measures that could be incorporated into future project designs to avoid operational noise impacts may include:

- Requiring the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. Also, if necessary, additional sound barriers can be constructed on the commercial sites to protect nearby noise-sensitive uses;

- Requiring the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible; and/or

- Requiring the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise-sensitive receptors is blocked.

The proposed Plan would result in less than significant operational noise impacts given that future projects would be required to prepare project-specific acoustical studies demonstrating their compliance with adopted noise standards and regulations (Municipal Code and CCR Title 24) per the Plan implementing strategies. All future projects would be discretionary and undergo design review by the Planning and Community Development Department and Design Review Board (refer to Section 3.4.3. of this PEIR).

4.10.4.2 Issue NOS-3: Temporary Ambient Noise Increase

Threshold NOS-3 states that noise impacts would be significant if Plan implementation would result in a substantial temporary or periodic increase in ambient noise levels in the vicinity above levels existing without the Plan. Adoption of the Plan itself would not be associated with any ambient noise increases. However, future development as allowed under the proposed Plan could potentially result in temporary ambient noise increase due to construction activities.

Noise associated with future project construction would vary during each construction phase, depending on the equipment (Table 4.10-5), activities being completed, activity duration, and location of the activities in proximity to sensitive receptors. Construction hours would be limited to those hours indicated in the City's Noise Ordinance (Municipal Code Section 9.20.050).

Major noise-generating construction activities would include removal of existing pavement and structures, site grading and excavation, building framing, paving, and landscaping. The highest noise level during these typical construction activities would be generated during grading, excavation, road base construction, and foundation work. Noise would range from 85 to 90 dBA L_{max} at a distance of 50 feet during these construction activities due to large pieces of earth-moving equipment (e.g., graders, scrapers, and bulldozers) used. Typical construction projects, with equipment moving from one point to another, work breaks, and idle time, have hourly noise level that are lower than loud short-term, or instantaneous, peak noise events. Considering this, the maximum hourly construction-generated noise levels would be approximately 80 dBA L_{eq} measured at a distance of 50 feet from the site. At locations further than 50 feet, construction noise levels would be reduced at a rate of 6 dBA per doubling distance and by 3 to 5 dBA by intervening structures. These factors generally limit the distance construction noise travels and result in construction noise being localized.

TABLE 4.10-5
TYPICAL MAXIMUM CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Noise Level at 50 feet (dBA L_{max})	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

SOURCE: FTA 2006; Thalheimer 2000
KVA = kilovolt amps

The Municipal Code Section 9.20.050 protects residences from high construction noise levels that exceed an hourly level of 75 dBA L_{eq}. Existing and future residences are located within the Plan area and adjacent to the Plan area. The shortest distance between sensitive receivers and the center of construction activities would be approximately 50 feet. Considering this, construction-generated hourly noise levels would potentially be up to 80 dBA L_{eq} at sensitive receivers. Future development under the proposed Plan could therefore generate construction noise that would potentially exceed the Municipal Code hourly noise

threshold of 75 dBA L_{eq} at residential properties. However, as indicated in the Plan implementing strategies above (PEIR Section 4.10.4.1a), future development allowed by the Plan would be required to comply with the Municipal Code and design review process to incorporate noise abatement measures as necessary to limit construction noise to 75 dBA L_{eq} or below at residences.

As identified in Appendix E, future projects allowed by the Plan where construction noise levels may exceed 75 dBA L_{eq} at residential properties could implement one or more of the following measures to reduce noise levels below the 75 dBA L_{eq} limit: using mufflers on equipment, using "quiet" equipment models, implementing a construction noise complaint hotline and associated liaison to address noise complaints; noise barriers; sound-control blanket barriers and/or other noise abatement measures. With the implementation of noise abatement measures as necessary, future projects would comply with the Municipal Code construction noise limits. Adoption of the proposed Plan would thus result in less than significant short-term ambient noise level impacts.

4.10.4.3 Issue NOS-4: Vibration

Threshold NOS-4 states that impacts would be significant if Plan adoption would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Within the Plan area, potential vibration could result from construction of projects allowed by the proposed Plan. In addition, post-construction operational vibration impacts could occur as a result of commercial operations

a. Construction

Construction of projects implemented under the Plan would potentially generate vibration through demolition of existing structures, site preparation work, excavation and construction of parking and subfloors, foundation work, and building construction. Vibratory pile driving and/or drilled caissons could be a part of these activities. Of these activities, pile driving would generate the highest groundborne vibration levels and is the primary concern for structural damage.

Vibration levels caused by pile driving or other foundation work with a component such as rock or caisson drilling, and site excavation or compaction may be high enough to be perceptible within 150 feet and may be high enough to damage existing structures within 50 feet. Other project construction activities, such as site preparation work, excavation of parking and subfloors, foundation work, and building construction, and the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, may also potentially generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. Typical building construction is not anticipated to be a source of substantial vibration much beyond the construction footprint.

The state building code (CCR Title 24) includes building standards that protect against seismic events and, indirectly, vibration impacts. Development allowed by the proposed Plan would be required to meet the current building code standards, which would reduce potential vibration impacts to structural integrity. However, existing buildings within and adjacent to the Plan area were constructed under a previous building code with standards that are not as strict as the 2010 building code and may not provide as much vibration impact protection.

Through hours of construction limits set forth in the Municipal Code and considering impacts would be temporary, the vibration impact to surrounding sensitive receptors would be less than significant. Also, compliance with OSHA regulations would reduce potential vibration impacts to construction workers.

To avoid potentially significant construction-related vibration impact associated with future development in accordance with the proposed Plan, the Plan has incorporated the following implementing strategy:

- v All permit applications for demolition or construction projects shall demonstrate avoidance of construction vibration impacts to surrounding building integrity.

Implementation of the above implementing strategy would ensure vibration would not be excessive and would not impact surrounding buildings or sensitive receivers. As indicated in Appendix E, methods that could be used to ensure compliance with the above vibration implementing strategy include:

- Avoid impact pile driving where possible.
- Drill piles where geological conditions permit their use.
- Avoid using vibratory rollers and tampers near sensitive areas.
- For projects where construction will include vibration-generating activities, such as pile driving, within 150 feet of existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
    - o Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration, and the sensitivity of nearby structures to groundborne vibration. This task should be conducted by a qualified structural engineer.
    - o Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after

construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.

- At a minimum, monitor vibration during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- Conduct post-surveys on structures where either monitoring has indicated high levels of vibration or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

With adherence of future projects to the above Plan implementing strategies and OSHA and building code seismic requirements, construction-related vibration impacts associated with Plan adoption would be less than significant.

b. Operation

Commercial operations have, on occasion, been known to utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health and safety perspective as indicated above. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Additionally, the commercial uses that would be constructed under the proposed Plan would include uses such as retail, restaurants, and small offices that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, operational vibration impacts associated with Plan implementation would be less than significant.

4.10.5 Level of Significance Prior to Mitigation

Plan implementation would result in slight increases in ambient noise levels; however, the noise increases would not be perceptible and would not violate any applicable standard. Future development allowed by the Plan would be required to comply with CCR Title 24, the Del Mar Community Plan and implementing strategies within the proposed Plan to avoid noise compatibility impacts. Furthermore, the proposed Plan buildout's operational noise impacts would be less than significant with adherence to Plan implementing strategies and existing regulations including the Municipal Code Section 9.20.040 and CCR Title 24. Thus, noise impacts associated with Plan adoption would be less than significant per the CEQA noise Thresholds NOS-1 and NOS-2.

Adherence to Municipal Code Section 9.20.050 would ensure construction noise impacts associated with Plan buildout would be less than significant. Thus, temporary ambient noise level increases would be less than significant in accordance with Threshold NOS-3.

Construction activities allowed by the Plan could generate vibration through pile driving, rock or caisson drilling, site excavation and/or compaction activities. Operations allowed by the Plan are not anticipated to result in significant vibration impacts. Vibration would be minimized through OSHA regulations, building code standards, and new Plan implementing strategies. Future vibration noise impacts associated with Plan adoption would therefore not be excessive and would be less than significant per Threshold NOS-4.

4.10.6 Mitigation

No mitigation is required.

4.11 Population and Housing

This section of the PEIR addresses potential population and housing impacts from development consistent with the proposed Plan. Population and housing data was obtained from the Del Mar Housing Element, the RCP, SANDAG Final Series 12 – 2050 Regional Growth Forecast, and State Department of Finance records.

4.11.1 Existing Conditions

4.11.1.1 Population, Housing, and Employment Trends

SANDAG is the regional agency responsible for developing demographic projections, including population, household, and employment projections for the San Diego region. SANDAG describes the region as all 19 jurisdictions in the County, including incorporated and unincorporated cities. The demographic data provided by SANDAG identifies demographic population projections for 2008 through 2050. This forecast was accepted by the SANDAG Board of Directors in October 2011. The growth projections for the City of Del Mar are provided in Table 4.11-1.

TABLE 4.11-1
2050 REGIONAL GROWTH FORECAST FOR CITY OF DEL MAR

						2008 to 2050	
	2008	2020	2030	2040	2050	Numeric	Percent
Total Population	4,561	4,800	4,917	5,059	5,151	590	13%
Household Population	4,559	4,792	4,899	5,028	5,113	554	12%
Group Quarters Population	2	8	18	31	38	36	1800%
Civilian	2	8	18	31	38	36	1600%
Military	0	0	0	0	0	0	0%
Total Housing Units	2,535	2,587	2,606	2,606	2,606	71	3%
Single-Family	1,761	1,790	1,809	1,809	1,809	48	3%
Multiple Family	774	797	797	797	797	23	3%
Mobile Homes	0	0	0	0	0	0	0%
Occupied Housing Units	2,148	2,218	2,255	2,273	2,285	137	6%
Single-Family	1,499	1,542	1,573	1,585	1,593	94	6%
Multiple Family	649	676	682	688	692	43	7%
Mobile Homes	0	0	0	0	0	0	0%
Vacancy Rate	15.30%	14.20%	13.50%	12.80%	12.30%	-3	-20%
Single-Family	14.90%	13.80%	13.00%	12.40%	11.90%	-3	-20%
Multiple Family	16.10%	15.20%	14.40%	13.70%	13.20%	-2.9	-18%
Mobile Homes	0.00%	0.00%	0.00%	0.00%	0.00%	0	0%
Persons per Household	2.12	2.16	2.17	2.21	2.24	0.12	6%

a. Population

The City of Del Mar is the smallest incorporated city in the County of San Diego. According to SANDAG's current demographic estimates, the population in Del Mar was estimated to be 4,660 in 2010 (2010 Census data was not available for the City), while the overall population of the County was 3,095,313 according to the 2010 U.S. Census.

The City is largely developed, with little vacant land available to accommodate new construction. In 2008, there were 40 vacant developable acres, according to SANDAG. By 2050, SANDAG projects there will be 4 developable acres. The median age of the City of Del Mar's population in 2008 was 47 years. Only a modest increase in population is anticipated resulting from small infill and redevelopment projects and natural population increases (number of births versus number of deaths).

After a decline in population for two decades, the City of Del Mar experienced modest population growth from 2000 to 2008 compared to other incorporated cities in the region. SANDAG estimates that the population rose 4 percent in the City of Del Mar and 11 percent for the region from 2000 to 2008. SANDAG projects the City of Del Mar's population to approximate 4,800 persons by 2020, 4,917 persons by 2030, and 5,151 persons by the year 2050.

b. Housing

According to current demographic estimates made by SANDAG, there were 2,162 total occupied housing units in the City of Del Mar in 2010, whereas there were 2,178 occupied units in 2000. SANDAG projects that the City of Del Mar will only experience an overall 3 percent increase in total housing units between 2008 and 2050, with an increase to 2,606 housing units, as compared to the region, which is expecting a 34 percent increase in total housing units during the same time interval. The lower growth rate for the City of Del Mar is a result of the City of Del Mar's built-out status and limited land available for future development. Currently, 15.3 percent of the housing units in the City are estimated to be vacant. Additionally, the City has the lowest rate for persons per household in the region, at 2.13 persons per household.

Housing in the City of Del Mar includes single-family (detached), single-family (multiple-unit), and multi-family homes. Single-family homes account for approximately 70 percent of the total housing units for the City of Del Mar, which is consistent with the region, which has 61 percent single-family housing. In 2010, SANDAG estimated that for the region, 36 percent of housing was for multi-family use, 12 percent was single-family attached, 48 percent was single-family detached, and 4 percent was mobile and manufactured homes.

Regional Housing Needs Assessment (RHNA)

Local jurisdictions are required by state law (Government Code Section 65580 et seq.) to plan for their fair share of projected housing construction needs in their region. Housing unit construction goals are set by the State Department of Housing and Community Development and allocated to cities through regional planning agencies such as SANDAG. The allocation of housing goals is called the RHNA. Future housing need refers to the proportion of the region's future housing needs allocated to a community.

Each jurisdiction's future housing need is calculated in terms of four factors.

1. The number of units needed to accommodate forecast household growth;
2. The number of units needed to replace demolition due to attrition in the housing stock (i.e., fire damage, obsolescence, redevelopment, and conversion to non-housing uses);
3. Maintenance of an ideal vacancy rate for a well-functioning housing market;
4. An adjustment to avoid an overconcentration of lower income households in any one jurisdiction.

2005–2010 RHNA

The RHNA prepared by SANDAG defines the housing unit construction goals for the City. The City of Del Mar's fair share for the planning period between 2005 and 2010, the last adopted RHNA period, was established by SANDAG at 25 units. The RHNA target number was based on projected household growth and the resultant need for construction of additional housing units allocated over the five-year planning period. Of the region's 107,301 housing allocations, the City of Del Mar's assigned 25-unit share was divided into the following income groups according to median family income (MFI):

- Very Low Income 0–50 percent of Area MFI 6 units
- Low Income 51–80 percent of Area MFI 4 units
- Moderate Income 81–120 percent of Area MFI 5 units
- Upper Income > 120 percent of Area MFI 10 units

2010–2020 RHNA

The RHNA process for the eight-year, fifth housing element cycle (January 1, 2013 – December 31, 2020) is being conducted in conjunction with the development of the 2050 RTP and its SCS in accordance with SB 375 (Steinberg). SB 375 requires consistency between the RHNA and the development pattern of the SCS. It also requires that the SCS land use pattern, and therefore the RHNA, assist the region in meeting the GHG reduction targets set by CARB. The RHNA will allocate the total number of housing units by income

category—very low, low, moderate, and above moderate—that the 18 cities and County will need to plan for in their 2013–2020 housing elements.

The RHNA Methodology and Allocation was adopted by the SANDAG Board of Directors on October 28, 2011. The RHNA is based on the land use pattern in the 2050 RTP and SCS and the 2050 Regional Growth Forecast, which reflects the region's local general and community plans. These plans indicate that approximately 80 percent of projected new housing will be multi-family, and 83 percent of housing in 2050 will be located within a half-mile of high frequency (15-minute headways) transit service.

Of the region's 161,980 housing allocations, the City of Del Mar's assigned 61-unit share was divided into the following income groups according to MFI:

- Very Low Income 0–50 percent of Area MFI 7 units
- Low Income 51–80 percent of Area MFI 5 units
- Moderate Income 81–120 percent of Area MFI 15 units
- Upper Income > 120 percent of Area MFI 34 units

c. Employment

The City of Del Mar's employment rates are highly dependent upon three industry categories:

- Professional/scientific/management/administrative
- Finance/insurance/real estate
- Educational/social/health service

SANDAG reports that in 2000, the employment status (latest year data was available) of the population that resides in the City of Del Mar was 88 percent of the population, which was higher than the region's employment status of 49 percent.

As for employment opportunities within the City of Del Mar, SANDAG projects that the City of Del Mar's employment rates will continue to increase each decade through 2050. There were 3,842 jobs (including military) in 2000; by 2030 it is projected to rise to 4,350 jobs, and by 2050 to 5,078 jobs, a 22 percent increase overall from 2000–2050.

4.11.1.2 Regulatory Framework

a. Regional Comprehensive Plan Housing Element

SANDAG's RCP provides a growth management strategy that aims to preserve natural resources and limit urban sprawl. In accordance with smart growth principles, the overall

goal of the RCP is to strengthen the integration of local and regional land use, transportation, and natural resource planning. Strategies to locate new housing within already urbanized communities close to jobs and transit helps conserve open space and rural areas, rejuvenate existing neighborhoods, and shorten long commutes (SANDAG 2004).

The RCP is the principal planning tool for regional growth, planning, and infrastructure investment. In addition to stating the need for application of smart growth strategies in the siting and development of new housing, the RCP considers housing needs for the region, including housing choices in all price ranges. The RCP states that homes need to be affordable to persons of all income levels and accessible to persons of all ages and abilities.

The RCP also identifies the principal need to promote social equity and environmental justice via implementation of policy goals, objectives, or actions that focus on creating healthy, walkable communities; accessible transportation options; affordable and high-quality housing; maintenance or enhancement of natural areas; adequate buffering for sensitive uses (residential, schools, etc.) from industry and high-traffic corridors; improving living standards; and appropriate siting of energy and waste disposal facilities.

b. Del Mar Community Plan–Housing Element

Del Mar's Housing Element reflects the state's housing unit construction goals as allocated by SANDAG in the RHNA. The Housing Element includes an inventory of available housing and an assessment of housing needs based on local and regional population and employment trends. The Housing Element identifies various public and private sector constraints that affect housing opportunities in the City of Del Mar and outlines strategies and programs to respond to identified issues. As discussed below, SANDAG established the City of Del Mar's share of regional housing growth needs as 25 additional units provided by new construction for the 2005–2010 period.

The City of Del Mar established several goals and policies in the approved Housing Element (June 2004) to assist the City in achieving these goals. These goals include:

1. To conserve and improve the existing stock of affordable housing
2. To encourage adequate provision of a variety of housing opportunities
3. To promote equal housing opportunities.

In addition to the goals and policies established, the City of Del Mar also outlined specific housing programs to define the specific actions the City will take to achieve the goals and policies. These programs include, but are not limited to: conserving and improving the City's existing housing stock; providing adequate sites to achieve a variety and diversity of housing; assisting in the development of new affordable housing; assisting in the

opportunities for use of existing affordable housing; removing governmental constraints on development; and promoting equal housing opportunities.

4.11.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to population and housing would be significant if the proposed Plan would:

Threshold POP-1: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or

Threshold POP-2: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Appendix G of the CEQA Guidelines also states that impacts to housing and population would be significant if the proposed project would induce substantial population growth in an area, either directly or indirectly. Growth inducement is discussed in Chapter 6.0 of this PEIR.

4.11.3 Methodology

As discussed in the introduction, population and housing data was obtained from the Del Mar Housing Element, the SANDAG RCP, the SANDAG Final Series 12 – 2050 Regional Growth Forecast, and State Department of Finance records.

4.11.4 Impact Analysis

4.11.4.1 Issue POP-1: Displacement of Housing

Threshold POP-1 states that significant impacts would result if implementation of the proposed Plan would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

SANDAG projects that the City's housing stock will increase by three percent, to 2,606 units, by the year 2030 and will be composed primarily of single-family homes. Despite this anticipated increase, the region will continue to lack affordable housing because construction is not keeping up with housing demands, causing the cost of owning and renting homes to be unaffordable to many people. As a result, many will seek residences in less expensive outlying areas, which leads to long commutes and contributes to traffic congestion and poor air quality.

Over the next 30 years, the Plan would increase the number of available homes by 138 new dwelling units, for a total of 140 units in the Plan area. This would increase the number of

existing housing units in the Plan area by seventy-fold (or more than 6,900 percent) at buildout, allowing people to live in proximity to jobs and services within the City. This is in keeping with one of the overarching goals of the proposed Plan, which is to meet the City's future fair share of regional housing goals through intensification of housing within the Plan area.

Specifically, the proposed Plan would provide for the construction of new residential development within infill areas and existing underutilized commercial areas. Additionally, existing lower density residential areas would be allowed to redevelop with higher density allowances. Currently, there are two residential units within the Plan area. While existing housing may be removed during the development process, this would be temporary as the construction of additional housing within the Plan area would ensure the continued availability of housing within the area, and would not require people to move elsewhere in the region. Therefore, impacts associated with the displacement of housing would be less than significant.

4.11.4.2 Issue POP-2: Displacement of People

Threshold POP-2 states that significant impacts would result if implementation of the proposed Plan would displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The proposed Plan would accommodate an increase in population over the existing condition. The majority of new development envisioned in the Plan is expected to intensify low-density single-type uses, mixed-use development that would include additional housing units. While people may be displaced during redevelopment, it would be temporary, as the proposed Plan would accommodate the projected population. Therefore, displacement of people associated with implementation of the proposed Plan would be less than significant.

4.11.5 Level of Significance Prior to Mitigation

The proposed Plan would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. New housing opportunities would be created in the Plan area. Housing that may be displaced due to redevelopment activities in the Plan area would be temporary in nature. Overall, the number of housing units within the Plan area would increase, thus allowing more people to reside within the City. Therefore, impacts associated with the displacement of housing (Threshold POP-1) would be less than significant.

The proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, impacts associated with the displacement of persons (Threshold POP-2) would be less than significant.

4.11.6 Mitigation

No mitigation is required.

4.12 Public Services

This section evaluates the proposed Plan's effects on public services; specifically the Plan's potential to result in substantial adverse physical impacts associated with construction of any new or physically altered government facilities that might be needed to serve the Plan's projected buildout. Public services and facilities are those functions that serve residents on a community-wide basis. These functions include fire protection and emergency medical services, police protection, public schools, and libraries.

Recreational facilities, including public parks, are addressed in Section 4.13 of this PEIR. Public utilities, including water supply and service, sewer, storm water, and solid waste disposal are addressed in Section 4.15 of this PEIR. Copies of the public service letters that were sent to the County of San Diego Sheriff, the Del Mar Fire Department, the County branch Del Mar library, and the San Dieguito School District, as well as their response letters, are attached as Appendix G.

4.12.1 Existing Conditions

4.12.1.1 Fire-Rescue Services

The City of Del Mar Fire Department (DMFD) provides fire protection services within the City. In addition, neighboring jurisdictions could provide service to the Plan area through the mutual aide agreement with neighboring jurisdictions, including the San Diego Fire-Rescue Department, Encinitas Fire Department, Solana Beach Fire Department, and Rancho Santa Fe Fire Protection District.

The City of Del Mar Fire Code is established in Municipal Code Chapter 10.04, and select fire services may require reimbursement to the City in accordance with Municipal Code Chapter 10.08. The Fire Code is consistent with the State Fire Code, and includes measures related to flammable and combustible liquids storage, explosive and firework limits, building requirements (e.g., sprinklers, elevators), emergency access, and hydrants and water service. Also, a wildlands urban interface code is included in the City's Fire Code.

The closest fire station to the Plan area is DMFD Fire Station 1, located to the south of the Del Mar Fairgrounds at 2200 Jimmy Durante Boulevard. The DMFD includes not only fire protection service, but also Fire Code enforcement, fire prevention programs, emergency medical services, rescue, and hazardous material incident response. Fire Station 1 is staffed by nine full-time employees (three captains, three fire engineers, and three firefighters) ~~and three part-time student firefighter/paramedics~~. A minimum of ~~four~~ three staff members are on duty at once, including one paramedic. Equipment at this

station includes one front line fire engine and a reserve fire engine. There are no current plans for additional (or expanded) fire stations within the Plan area.

The first responder to the Plan area is the DMFD, with a response time of ~~5.13~~1 minute~~s~~ and 10 seconds (North Zone Dispatch Joint Powers Authority)~~(2011 average)~~. The second responder is the City of Solana Beach Fire Department (SBFD) from the station located at 500 Lomas Santa Fe. This station includes 1 front line engine, 1 reserve engine, 1 truck, 6 firefighters, and 3 paramedics per shift, with a total of 18 fire fighters and 9 paramedics on staff. ~~Average~~ The estimated response to the Plan area from this location is ~~takes 5.05~~4 minutes and 7 seconds (North Zone Dispatch Joint Powers Authority)~~(2011 average)~~. The third responder is the San Diego Fire-Rescue Department from Station 24, located at 13077 Hartfield Avenue. This station includes an Apparatus Engine, 1 Brush Rig, and 1 Ambulance/Medic Unit, and a total staff of 15 firefighters (five per shift) and 6 paramedics (two per shift)~~ (Scott Henry, Fire Chief; February 15, 2012; Dismas Abelman, Deputy Chief; February 13, 2012)~~. The ~~average 2011~~ response time for this station ~~was~~ to the Plan area would be 4~~6~~ minutes and ~~29~~ 14 seconds (North Zone Dispatch Joint Powers Authority; Scott Henry, Fire Chief; February 15, 2012; Dismas Abelman, Deputy Chief; February 13 and April 2, 2012). In 2011, the DMFD responded to 1,226 incidents in Del Mar; and the SBFD responded into Del Mar 141 times in 2010 and 128 times in 2011.

The DMFD does not have any stated firefighter/resident ratio or response time goals; however, there is a National Fire Protection Administration ~~national~~ standard response time goal of responding to emergencies in 5 minutes or less, 90 percent of the time (Dismas Abelman, Deputy Chief; April 2, 2012).~~seven minutes.~~ In 2005 ESCi conducted a study to evaluate potential efficiencies between north county departments. In it the study noted that the regional median of firefighters to 1,000 population was 0.85. Del Mar currently (2012) is at 0.35.

With regard to emergency medical services, Del Mar is located in the County Service Area (CSA) 17 for ambulance services. There are four 24-hour staffed ambulances and one 12-hour ambulance within the CSA. The closest unit to Del Mar is housed in the Solana Beach fire station. This ambulance is staffed with one paramedic and one emergency technician. There were 384 ambulance responses into Del Mar in 2011, with an average response time of 7 minutes 9 seconds.

4.12.1.2 Police Services

The San Diego County Sheriff's Department is contracted to provide police service to the City of Del Mar, in addition to the cities of Encinitas, Imperial Beach, Lemon Grove, Poway, San Marcos, Santee, Solana Beach, and Vista. Police services include both patrol services and investigative services. Per the contract, the San Diego County Sheriff's Department is to provide one patrol deputy 24 hours a day, one detective, and

one traffic deputy for eight hours a day, five days a week. The nearest Sheriff station is the Encinitas substation, located at 175 North El Camino Real. The Encinitas Sheriff station response to City of Del Mar calls for service is on average 12.5 minutes for Priority 1 calls, 9.9 minutes for Priority 2 calls, 13.6 minutes for Priority 3 calls, and 37.7 minutes for Priority 4 calls (Sherri Sarro, Captain, Encinitas Sheriff's Station; February 13, 2012). Support, ancillary, and command staff for the City of Del Mar is split between the three jurisdictions under the Encinitas Sheriff's Station Command. The standard for determining the threshold officer to resident ratio is one deputy per 1,000 residents. Response time is dependent upon existing calls for service and the priority of the call.

In calendar year 2011, priority 1 calls for service were solely vehicle accidents in which the DMFD was the primary first responder; most times this eliminated the need for law enforcement to arrive quickly on scene. A majority of the Priority 2 calls were incomplete wireless 911 phone calls. A majority of the Priority 3 calls were residential and commercial alarm calls. A majority of the Priority 4 calls were "cold" crime report calls (where public safety is not a primary issue).

4.12.1.3 Schools

The Plan area is located within the Del Mar Union School District (DMUSD) and the San Dieguito Union High School District (SDUHSD). The DMUSD covers kindergarten to sixth grade, while the SDUHSD covers grades seven through twelve.

a. DMUSD

Students in the Plan area would most likely attend Del Mar Hills or Del Mar Heights elementary schools. However, DMUSD notes that although every effort is made to place students at the school in their attendance area, due to the high growth within DMUSD in the last several years and the District's commitment to maintain balanced, low class sizes at all school sites, some students are placed at a school on a space available basis.

According to the DMUSD, certain areas within the district have experienced significant growth in student enrollment over the last several years. Enrollment at some schools has reached its maximum and, therefore, the DMUSD is developing both short-term and long-term plans to accommodate all students (Table 4.12-1). The DMUSD has been exploring various methods that would allow them to accommodate existing enrollment as well as new students enrolling for upcoming school years. The DMUSD will begin to develop a plan that will house all students with maximum usage of facilities without changing the existing boundary lines.

TABLE 4.12-1
DMUSD SCHOOL FACILITIES SERVING THE PLAN AREA

School	2011 Enrollment	Capacity	Space Available
Ashley Falls	449	677	228
Carmel Del Mar	482	573	91
Del Mar Heights	447	593	146
Del Mar Hills Academy	312	449	137
Ocean Air	747	732	-15
Sage Canyon	765	818	53
Sycamore Ridge	513	712	199
Torrey Hills	728	888	160
TOTAL	4,443	5,442	999

b. SDUHSD

In 2008, SDUHSD embarked on a districtwide master plan process. As part of the process, a task force reviewed long-range enrollment projections and its impact on capacity. As a result, the task force recommended that the capacities of existing middle school sites be capped at a lower enrollment capacity than they currently exist.

The City of Del Mar's resident students are served by their boundary schools, Earl Warren Middle School and Torrey Pines High School. Resident students do have the option to apply for intradistrict transfers to other middle schools within the district if space exists. As well, resident students may apply to either of the SDUHSD's two academies, Canyon Crest Academy in Pacific Highlands Ranch or San Dieguito High School Academy in Encinitas.

The task force identified the need for smaller schools (Table 4.12-2). As a result, the task force has recommended that Earl Warren Middle School preferred capacity be lowered from 872 to 500, and Torrey Pines High School preferred capacity be lowered from 3,011 to 2,700 (John Addleman, Director of Planning and Financial Management, SDUHSD; February 13, 2012).

TABLE 4.12-2
SDUHSD SCHOOL FACILITIES SERVING THE PLAN AREA

School	2011 Enrollment	Capacity	Space Available
Earl Warren Middle School	704	500	-204
Torrey Pines High School	2,558	2,700	142
Canyon Crest Academy	1,891	1,812	-79
San Dieguito High School Academy	1,593	1,476	-117
Diegueno Middle School	813	1,153	340
Carmel Valley Middle School	1,469	1,331	-138
Oak Crest Middle School	884	987	103
La Costa Canyon High School	2,364	2,717	353
Sunset High School/ North Coast Alternative High School	176	217	41
TOTAL	12,452	12,893	441

4.12.1.4 Other Public Facilities

The Del Mar Branch Library is a branch of the County of San Diego library system. This library currently operates from Tuesday through Sunday, with varying hours. The library typically opens at 9:30 a.m., except Sunday when it opens at noon. The library closes at 6 p.m. on Tuesday, 8 p.m. on Wednesday and Thursday, and 5 p.m. on Friday through Sunday. The library provides several programs for small children, teens, families, and adults. The library also provides internet access. The Del Mar Branch Library is located at 1309 Camino del Mar within the Plan area.

The City of Del Mar Administration (City Hall) and the U.S. Postal Service public facilities are also located within the Plan area. The administration building is located at 1050 Camino del Mar and houses City government and departments. The U.S. Postal Service is located at 122 15th Street.

4.12.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to public services would be significant if implementation of the proposed Plan would:

Threshold Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

PS-1 Fire protection;

PS-2 Police protection;

PS-3 Schools; or

PS-4 Other [relevant] public facilities.

4.12.3 Methodology

To obtain public service information, the DMFD, County Sheriff, County Branch library system, and school districts were contacted. A service letter was sent to each service provider that requested current levels of service information and information on possible constraints or impacts to their services at Plan buildout. The services impact analyses are based on responses to these public service letters.

4.12.4 Impact Analysis

4.12.4.1 Issue PS-1: Fire-Rescue Services

Threshold PS-1 states that impacts to fire and rescue/emergency medical services would be significant if implementation of the proposed Plan would result in increased fire service demand that would result in the need for an additional fire station or fire station expansion, which would in turn result in a significant environmental impact.

The proposed Plan would allow for additional development, which would result in an increase in the demand for fire-rescue services within the DMFD service area. As discussed under the existing conditions, the first responder to the Plan area is the DMFD. ~~and t~~The DMFD would be able to reach the Plan area in 1 minute and 10 seconds, and has an average response time of 5.13 minutes. ~~Thus, t~~The DMFD currently meets ~~a~~ the national standard response time goal ~~of 7 minutes~~, and comes in below the average response time of other North County locations. Plan implementation would increase the service calls in the area and would potentially increase the average response time, but is not expected to increase response times to the point where the DMFD's goals are not achievable. The DMFD indicates that because the Plan would accommodate growth beyond what was projected by SANDAG for Del Mar, more people and more structures would raise the potential for demand of emergency services. Because of building and life safety codes, the potential is higher for increased medical services demand than for fire protection services. The Plan area is not located adjacent to wildlands, and therefore has a low wildlands interface fire risk. All future development allowed by the Plan would be required to comply with the latest Fire Code and to pay the development impacts fees (DIFs) required by the City of Del Mar.

While Plan implementation is not expected to result in the need for an additional fire station or an expanded fire station, should new or expanded facilities construction be necessary during the life of the Plan, the potential impacts associated with their construction would be those typically associated with construction projects such as dust emission, potential disruption of archaeological resources, and short-term traffic. These

types of construction-related environmental effects can be anticipated or avoided or reduced to below significance through adherence to implementing strategies of the Plan as well as mandatory City and state regulations. For example, as part of any public works project, the City engineer requires that standard air quality construction measures outlined by the SDAPCD be adhered to in order to control dust. Potential disturbance of subsurface cultural resources would be avoided through adherence to standard construction monitoring procedures. Construction-related short-term traffic impacts would be dealt with by standard City procedure that requires contractors to submit a traffic management plan to the City engineer. This plan is subject to the City engineer's review and approval prior to construction, and shall include, but not be limited to, construction phasing and hours of construction activity. Such measures would ensure that impacts associated with the construction of any needed fire rescue facilities would be less than significant.

4.12.4.2 Issue PS-2: Police Services

Threshold PS-2 states that impacts to police services would be significant if implementation of the proposed Plan would result in increased police service demand that would result in the need for an additional police station or station expansion, which would in turn result in a significant environmental impact.

The proposed project would allow for additional development, which would result in an increase in the demand for police services within the San Diego County Sheriff's Department service area. As discussed under the existing conditions, San Diego County Sheriff's Department Encinitas station provides police services to the City and has an average response time of 18.2 minutes (averaged for all four priority call types). The project would increase the service calls in the area and would potentially increase the average response time. Pursuant to the response letter received by the Sheriff's Department, increased response times and impacts on staffing as a result of the project are not anticipated to be significant. However, there is an existing deficiency with regard to facilities and the Sheriff's Department has a long-term goal of constructing a new facility within or near the Plan area. Thus, while the proposed Plan is not expected to result in the need for an additional police station or expanded police station, any development proposals within the Plan area would be required to pay the DIF required by the City of Del Mar to contribute to any needed facility improvements.

Although Plan implementation is not expected to result in the need for additional or expanded police facilities, should new or expanded police facilities be necessary during the life of the Plan, the potential impacts associated their construction would be those typically associated with construction projects. This includes impacts associated with dust emission, disruption of subsurface cultural resources, and short-term traffic. These types of construction-related environmental effects can be anticipated or avoided or reduced to below significance through adherence to implementing strategies of the Plan

as well as mandatory City and state regulations. For example, as part of public works projects, the City engineer requires that standard air quality construction measures outlined by the SDAPCD be adhered to in order to control dust. Potential disturbance of subsurface cultural resources would also be avoided through adherence to standard construction monitoring procedures. Construction-related short-term traffic impacts would be dealt with by standard City procedure that requires contractors to submit a traffic management plan to the City engineer. This plan is subject to the City engineer's review and approval prior to construction, and shall include, but not be limited to, construction phasing and hours of construction activity. Such measures would ensure that impacts associated with the construction of any needed police facilities would be less than significant.

4.12.4.3 Issue PS-3: Schools

Threshold PS-3 states that impacts would be significant if implementation of the proposed Plan would generate additional students that would directly or cumulatively result in the need for an additional school or school expansion, which would in turn result in a significant environmental impact.

Students are directly generated within an area through construction of residential units, as the new residences could result in an increase of school-age residents in the area. Buildout of the Plan area would result in an estimated 138 additional dwelling units within the DMUSD and the SDUHSD. While the proposed Plan would increase commercial uses that would potentially draw additional people to the area, the proposed commercial uses are not expected to result in the need for additional housing or result in an increase in school-age population. Thus, Plan implementation is anticipated to only result in student generation through residential uses.

The proposed Plan, with its moderate-density setting and proposed multi-family units, is more reflective of a compact, urban neighborhood versus a suburban one and would qualify for student generation rates under an urban school category. The San Diego Unified School District uses such student generation rates to reflect a more appropriate compact urban setting. The DMUSD and the SDUHSD did not have student generation rates available.

As shown in Table 4.12-3, 15 students could be generated by the allowable Plan residential uses based on the City of San Diego's student generation rates. As there is capacity available to accommodate these students within existing schools in the broader Del Mar area, no expansion of existing schools or construction of a new school would be required due to implementation of the proposed Plan.

TABLE 4.12-3
STUDENT GENERATION BASED ON URBAN SCHOOL RATIOS (SDUSD)

District	Existing Enrollment	Existing Capacity	Space Available	Student Generation Rate	Estimated Number of Students
DMUSD	4,443	5,442	999	0.075	10
SDUHSD	12,452	12,893	441	0.035	5

Existing funding mechanisms are in place to accommodate increases in school attendance. CCR Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirements against any construction of new residential, commercial, and industrial uses in their boundaries for the purpose of funding the construction of new schools or school facilities. The school fees are collected when building permits are issued for subsequent projects allowed under the Plan. The payment of statutory fees would ensure any impacts to schools would be less than significant (Government Code §65995[b]).

4.12.4.4 Issue PS-4: Other Public Facilities

Threshold PS-4 states that impacts would be significant if implementation of the proposed Plan would result in the need for a new or expanded public facility, which would in turn result in a significant environmental impact.

Other public facilities within the Plan area include a public library, City of Del Mar Administration (City Hall) Building and the U.S. Postal Service facility. Implementation of the Plan would increase the use of these facilities by allowing for the additional development of 138 multi-family residences, 43 hotel rooms, and 167,249 square feet of commercial uses (office, retail, etc.). Based on population estimates of 2.15 people per household (SANDAG 2010), the Plan would add up to 297 residents to the City of Del Mar. However, the proposed Plan would also allow for the expansion of total civic uses by 6,534 square feet. This would not, however, involve the physical expansion of the existing library as it is contained in a designated historic structure. The modest increase in demand for library and other public facilities due to Plan implementation could potentially be accommodated in the increased civic square footage, if existing facilities become inadequate. However, based on the relatively small number of new residents generated by the allowable uses, the proposed Plan is not anticipated to result in the need for new or expanded civic facilities beyond that already included in the Plan projections.

4.12.5 Level of Significance Prior to Mitigation

Impacts associated with Threshold PS-1 (fire-rescue services), PS-2 (police protection services), PS-3 (schools), and PS-4 (libraries and government facilities) would be less than significant. Thus, there would be no need for new or expanded facilities.

4.12.6 Mitigation

No mitigation is required.

4.13 Recreation

This section provides the recreational setting of the Plan area, including surrounding recreational facilities, and an analysis of potential impacts that Plan implementation may have on existing recreational facilities. The information in this section is based on information provided in the Del Mar Community Plan Recreation Element (May 1985).

4.13.1 Existing Conditions

4.13.1.1 Existing Recreational Resources

There are approximately 371 acres of passive and active recreational opportunities in neighborhood and community parks and other recreational facilities throughout the City of Del Mar. Passive recreational opportunities allow the user to interact with the surrounding environment (e.g., walking, fishing, or sunbathing), while active recreational opportunities generally involve physical activity (e.g., surfing, jogging, or soccer).

The City of Del Mar Community Plan Recreation Element (May 1985) designates local parks (mini-parks, neighborhood parks, community parks) and regional parks within the City of Del Mar as recreation areas for active and passive recreation. Figure 4.13-1 shows both on- and off-site recreational opportunities located in the City of Del Mar and adjacent areas of the City of San Diego. Facilities in the vicinity of the Plan area include:

- The Powerhouse Park and Community Center: 0.15 mile northwest of the Plan area, passive recreation, 4.5 acres.
- Seagrove Park: 0.12 mile west of the Plan area, passive recreation, 1.40 acres.
- More than 2 miles of public beaches that provide both passive and active recreation:
  - North Beach area (29th Street to Solana Beach border);
  - Main Beach area (northern end of Powerhouse Park to 29th Street);
  - South Beach area (Powerhouse Park south to Torrey Pines border at 6th Street);
- Crest Canyon Open Space Park: 0.45 mile east of the Plan area, active and passive recreation, 134 acres.
- North Bluffs Preserve (also referred to as James Scripps Bluff Preserve): local park, passive recreation, 12.5 acres.
- The Shores Playing Fields, located at the intersection of 8th Street and Camino del Mar, community park, active recreation, 2 acres.
- Tennis courts (two) and an outdoor half-court basketball facility at the intersection of 21st Street and Camino del Mar: local park, active recreation, 0.5 acre.

Image source: AerialsExpress (flown March 2010)

FIGURE 4.13-1
Recreation Areas

M:\JOBS4\6447\common_gis\fig4.13-1.mxd 3/8/2012

- San Dieguito Lagoon Preserve and San Dieguito River Park: regional park, passive recreation, 52.5 acres.
- Torrey Pines State Reserve, passive and active recreation, 184 acres (adjacent to City of Del Mar).
- The existing Coast-to-Crest Trail segment along the river at the Del Mar Fairgrounds south property line is an easement granted from the 22nd District Agricultural Association (DAA).

While not a typical park and recreation amenity, Del Mar Fairgrounds provides recreational opportunities in the northern portion of the City and is owned by the 22nd DAA. Several trails and bikeways also provide recreational opportunities throughout the City.

The Plan area does not include any large public parks, but does include four small public open space areas within its boundaries: Caminito Park, L'Auberge Amphitheater, the Plaza Deck, and the City Hall farmers' market site. A community plan-designated bicycle route also extends through the Plan area along both sides of Camino del Mar.

Caminito Park is a small (approximately 2,000 square feet) linear public park located on an east-west former alley west of Camino del Mar and south of 15th Street. It is paved, with planting and benches along the perimeter, and is the only open space within the Village that is located entirely on public property. The L'Auberge Amphitheater is a publicly accessible landscaped amphitheater located at the northwest corner of 15th Street and Camino del Mar. It is approximately a quarter of an acre in size, and is used for community events including music and the holiday tree lighting ceremony. The Plaza Deck is a publicly accessible deck located on the upper level of the Del Mar Plaza retail complex. It provides seating for public gathering and ocean viewing. Currently, the lower parking lot (approximately 10,000 square feet) at City Hall is used once a week (Saturday) for a farmers' market that is open to the public.

4.13.1.2 Regulatory Framework

a. Del Mar Community Plan – Recreation Element

Del Mar adopted a Recreation Element for the Community Plan in May 1985 to guide planning and development of City-wide parks and recreation areas. It includes goals and objectives to manage existing and planned recreational resources. The City of Del Mar's Recreation Element does not indicate whether the City is deficient in recreational resources, nor does it identify a park acreage per resident service ratio. The following are relevant goals, objectives, and implementation plans for the Plan area:

Goal 1: To provide a public system of parks and recreational facilities that will support a year-round program capable of serving the changing needs of residents and non-local recreationists by encompassing a full range of activities for people of all

ages, physical conditions, and socioeconomic situations. The Park and Recreation System should closely interrelate with other recreational opportunities without destroying the unique character of the area.

Objectives/Policies

1. Implement a comprehensive program to preserve and acquire permanent open space and recreation lands to meet the long-range needs of residents and visitors.

    a. Park and open space systems should be protected from land uses that may infringe on views or vistas.

2. Use innovative park and recreational facilities design methods to relate to the needs of the community.

3. Bicycle and pedestrian access to recreation facilities, as opposed to automobiles, shall be encouraged, and priority given to greenery and open space as opposed to structures and paved area.

b. Del Mar Municipal Code

The City's Subdivision Ordinance (Chapter 24.25 of the Municipal Code, "Dedication: Park/Recreation") provides for the dedication of land or payment of in-lieu fees for park or recreation purposes. The amount and location of land to be dedicated or the fees to be paid are intended to bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the subdivision (Ord. 396) (Gov. Code 66477). In accordance with Government Code 66477 (h), the chapter has a limited application to non-residential subdivisions of less than five parcels; subdivisions containing 50 parcels or less; commercial subdivisions; industrial subdivisions; and to condominium projects or stock cooperatives. Additionally, the chapter shall be administered in accordance with an adopted general plan or specific plan containing policies and standards for parks and recreation facilities and then only for park and recreational facilities that are in accordance with definite principles and standards.

4.13.2 Impact Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to recreational facilities would be significant if the proposed Plan would:

Threshold REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

Threshold REC-2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.13.3 Methodology

As discussed in the introduction, recreational facility information was obtained from the Del Mar Recreation Element. The analysis in this section addresses issues relating to recreational facilities and the provision of recreational programs that may be affected by the proposed Plan. The proposed Plan is analyzed to determine whether it would cause an increase in the use of existing off-site recreational facilities that would result in substantial physical deterioration of those facilities.

4.13.4 Impact Analysis

4.13.4.1 Issue REC-1: Increase Park/Recreational Facilities Usage

Threshold REC-1 states that a significant impact would result if implementation of the proposed Plan would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Over the next 30 years, the proposed Plan would allow for the increase in the number of available homes in the area by 138 new dwelling units, for a total of 140 units. Given the small size and commercial character of the Plan area corridor, the Plan area does not include any large-scale public recreational facilities, but does include some small scale public open spaces such as an outdoor/streetscape amphitheater, furnished viewing terraces, a short linear greenbelt/ walkway, and a weekly farmers' market. Outside of the Plan area an extensive network of bicycle and pedestrian trails and recreational areas exist within close proximity, including passive/natural canyon and beach parks as well as active recreational fields.

The proposed Plan does not include the specific identification of any new recreational facilities. It does, however, propose to increase the sidewalk and public gathering spaces within the Plan area and to encourage corner plazas and publically accessible plazas on private property. Development standards in the Plan would allow for the development of a total of 6,200 square feet (or 0.14 acre) of public plaza/park space. This comprises an increase of 4,140 square feet (or 0.09 acre) over the existing 2,060 square feet of public park/plaza space within the Plan area.

The City of Del Mar does not have an established park acreage per resident service ratio. As a point of comparison, the City of San Diego's General Plan (2008) promulgates the minimum standard of 2.8 usable acres of population-based parks per 1,000 residents. Given

the presence of approximately 371 acres of passive and active recreational opportunities in nearby neighborhood and community parks and other recreational facilities within close proximity to the Plan area, even at Plan buildout and with no expansion of any current recreation areas, the City of Del Mar would exceed this park standard.

The allowable dwelling units would not all be built simultaneously, rather they would be phased in throughout the duration of the proposed Plan. Although future residents would use adjacent recreational amenities, they are not expected to do so in numbers that would result in substantial deterioration of such nearby recreational facilities. Additionally, the nearby recreational facilities are mainly natural features, such as public beaches, the North Bluffs Preserve, and the Torrey Pines State Reserve. These natural recreational facilities would not be subject to substantial physical deterioration due to implementation of the proposed Plan. Likewise, other manmade recreational facilities, such as the Shores Playing Fields, would not be subject to substantial physical deterioration due to implementation of the proposed Plan. Although a slight increase in recreational facility usage could be expected, impacts associated with the substantial physical deterioration of those facilities would be considered less than significant.

4.13.4.2 Issue REC-2: Include or Expand Recreational Facilities

Threshold REC-2 states that significant impacts would result if implementation of the proposed Plan would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The proposed Plan would increase the sidewalk and public gathering spaces within the area through wider sidewalks, corner plazas and publically accessible plazas or decks on private property. Future construction of these open space areas is not anticipated to have adverse environmental effects because they would be subject to City review and approval prior to commencement that would ensure that no significant effects occurred. Impacts associated with recreational open space would be less than significant.

4.13.5 Level of Significance Prior to Mitigation

Although a slight increase in recreational facility usage could be expected due to the increase of dwelling units in the Plan area, impacts associated with Threshold REC-1 would be considered less than significant.

The proposed Plan would increase public sidewalks and gathering spaces within the Plan area. These subsequent projects would undergo environmental design review as part of the existing entitlement process. Impacts associated with Threshold REC-2 would thus be less than significant.

4.13.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

4.14 Transportation/Traffic

The following section summarizes the TIS for the Village Specific Plan, included as Appendix F of this PEIR. The TIS analyzes the impacts associated with buildout of the proposed Plan, including reconfiguring Camino del Mar as a 2-lane roadway with roundabouts at four intersections between 9th Street and 15th Street. This section evaluates existing conditions (2011), existing plus project conditions (2011), long-term conditions (2035), and long-term plus project conditions (2035). This section also discusses the existing regulatory framework and pedestrian, bicycle, and transit conditions within the Plan area. Parking conditions are not addressed in this section, but are described in the description of the proposed Plan in Chapter 3.0 of this PEIR.

4.14.1 Existing Conditions

4.14.1.1 Regulatory Framework

a. SANTEC/ITE and Caltrans Guidelines

This project is using the San Diego Traffic Engineers' Council and the Institute of Transportation Engineers (SANTEC/ITE) Guidelines to determine whether or not traffic impacts on its roadway network system are considered significant when operating at worse than level of service (LOS) D. The SANTEC/ITE guidelines use LOS, a term used to denote the different operating conditions that occur on a given roadway segment, intersection, or other feature. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's perception of operations. As part of determining the LOS on area roadways, a volume-to-capacity (V/C) ratio is used that considers the average daily trips (ADT) and capacity of each segment within the study area.

The TIS examines four different types of roadways: street segments, intersections, freeway segments, and freeway ramp meters. The minimum acceptable operating condition for roadway segments and intersections is LOS D. However, smaller roadway segments (referred to as 2-lane sub-collectors with single-family fronting properties) are considered to operate at an unacceptable LOS if the condition is greater (worse) than LOS C. For freeway segments, Caltrans has established LOS D as the minimum acceptable operating condition. For freeway ramp meters, Caltrans has established 15 minutes or less of delay as the minimum acceptable operating condition.

b. Community Plan

The Transportation Element of the Community Plan includes recommendations regarding the location, capacity, and design of various modes of transportation. The main goal of the Transportation Element is "to minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation."

Policies from the Community Plan Transportation Element relevant to circulation within the study area include:

> ***Policy A-1:*** Redesign Camino del Mar to improve its appearance as a scenic coastal route and accommodate low-speed vehicular traffic.
>
> ***Policy A-2:*** Improve the safety of Camino del Mar pedestrian crossings, particularly in the north and south ends of the community.
>
> ***Policy A-3:*** Provide a continuous north-south bicycle network through the City.
>
> ***Policy C-1:*** Consider the feasibility of a local transit system serving residential areas, the downtown commercial area, the beach, the fairgrounds and racetrack, and railroad station.
>
> ***Policy D-1:*** Limit the speed of vehicular traffic along City streets, particularly Camino del Mar.

The Transportation Element also includes specific recommendations in regard to Camino del Mar:

> The resurgence of traffic on Camino del Mar poses a serious threat to the community as a whole. In keeping with the character of the village, the Plan proposes changing Camino del Mar back to a residential street. This will create both a more pleasing environment and safer street for Del Mar's citizens. Proposed changes, set forth in a precise plan, are intended to limit the flow of through traffic, provide increased parking, encourage pedestrian traffic from the residential areas of downtown, and accommodate the expanding bicycle traffic.

c. Regional Transportation Plan

SANDAG's 2050 RTP serves as the regional transportation planning tool for the City and surrounding region. It is a long-range advisory vision plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP focuses on a Sustainable Communities Strategy consistent with SB 375, ensuring social equality in developing the transportation system, projections on reasonably

available financial resources, and offering more travel choices. The vision presented in the RTP is to develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people.

d. Traffic Diversion

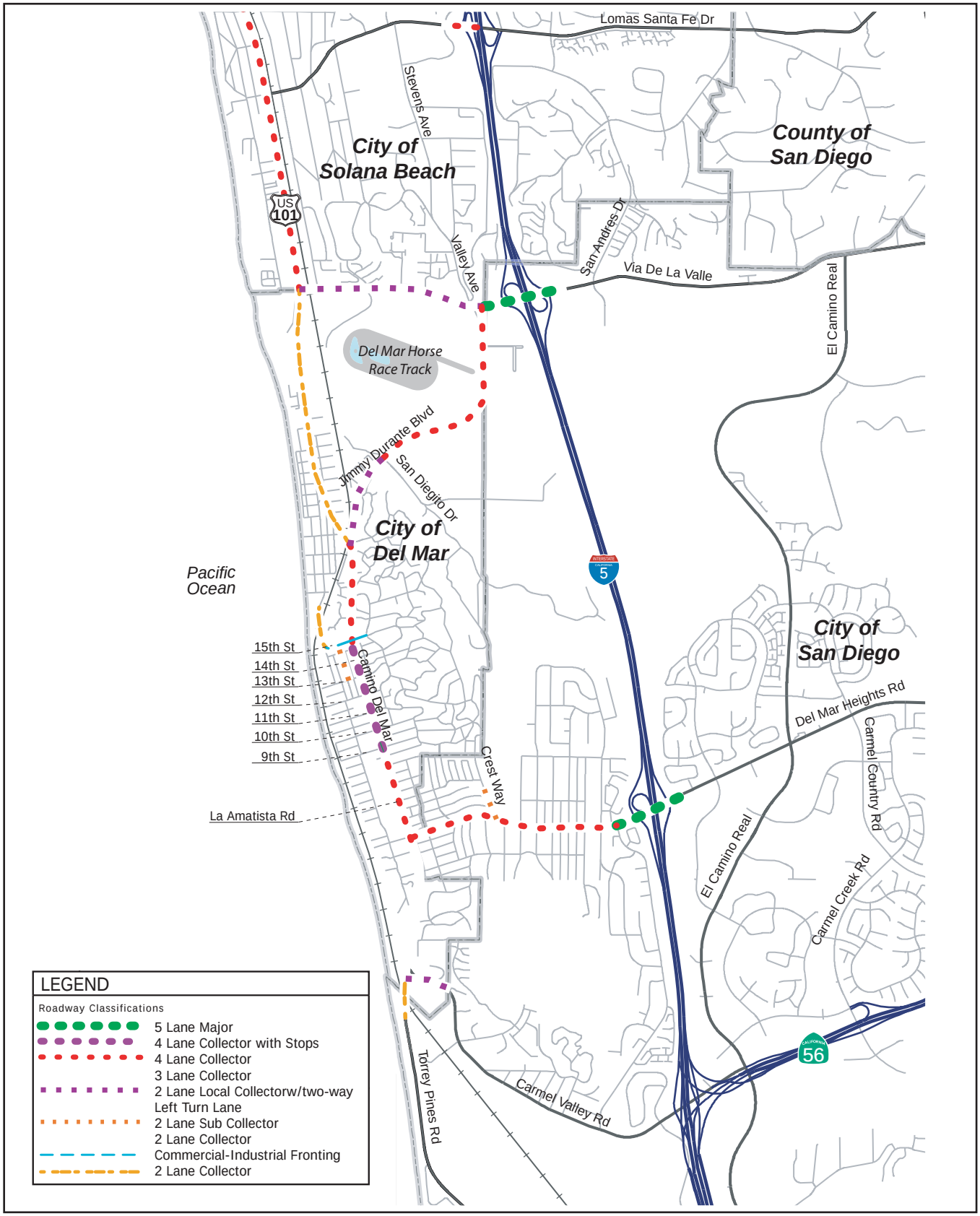
The City does not have any guidelines to measure traffic diversion. However, one of the concerns of Del Mar residents is the potential for diversion of traffic away from Camino Del Mar if alternative routes through the neighborhoods begin to be more attractive relative to potentially increasingly congested travel times due to redesigned roadways and future demand conditions. This issue was examined in a January 26, 2012 memo by RBF, the City's traffic engineer, and an excerpt is included in the TIS. Of the four possible diversion routes examined in that memo, it concluded that under existing conditions, there would have to be at least a three-minute increase in congestion or travel time on Camino Del Mar to make it more attractive to use the shortened diversion route. Other diversion routes involve an additional four, five, and six minutes of delay compared to existing conditions on Camino Del Mar.

4.14.1.2 Local Circulation System

The study area is based on the locations that could potentially be impacted by the proposed Plan, and includes roadways that are outside of the Plan boundary. The existing circulation network is shown on Figure 4.14-1 and the principal roadways in the study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and classification of these roadways.

Camino del Mar (a portion of the former Highway 101 connecting San Diego to Oceanside) runs north/south through the City of Del Mar. It is designated as a scenic roadway in the Del Mar Community Plan. The roadway functions as a 4-lane Collector with 2 lanes in each direction. Its 100-foot right-of-way has a paved roadway width varying from 70 feet to 80 feet with a raised median (6 feet to 14 feet) in some sections. Through the study area, the roadway has a Class II bike lane of 5 to 12 feet on both sides of the road and sidewalks of 5 feet to 12 feet in width in certain areas. Bus stops are provided on both sides of the road and as well as parallel and diagonal parking. The roadway provides driveway access to commercial properties throughout the study area. The posted speed limit of Camino del Mar between Del Mar Heights Road and 9th Street south of the Plan area is 40 mph, between 9th Street and 15th Street within the Plan area is 25 mph, and north of 15th Street is 40 mph.

Map Source: KOA Corporation, 2012



No Scale

FIGURE 4.14-1
Existing Circulation Network

15th Street runs east/west within the study area. It functions as a 2-lane Collector with one lane in each direction and a roadway width of approximately 60 feet within the study area. The roadway has a raised median to the east of Camino del Mar and a painted centerline to the west of Camino Del Mar. The roadway has sidewalks and no parking to the east of Camino del Mar and sidewalks and diagonal parking to the west of Camino Del Mar. The road provides driveway access to fronting commercial properties.

12th Street runs east/west within the study area. The roadway functions as a 2-lane Collector with no painted median and has a roadway width of approximately 35 feet within the study area. The road has sidewalks on both sides with parallel parking. The roadway provides driveway access to fronting commercial and residential properties.

Stratford Court runs north/south within the study area. The roadway functions as a 2-lane Sub-Collector with paved roadway width of approximately 35 feet within the study area. The road offers minimal sidewalks and parallel parking on both sides within the study area. The roadway provides driveway access to fronting commercial and residential properties. Numerous speed bumps are in place for traffic calming purposes.

Via de la Valle is classified as a Major Road. Via de la Valle is a 5-lane roadway, east of I-5, with a posted speed limit of 35 mph (25 mph when school children are present in the vicinity of Lomas Santa Fe) and bike lines on both sides. It also provides noncontiguous sidewalks. Between Highway 101 and Jimmy Durante Boulevard, Via de la Valle is a 2-lane undivided roadway with a posted speed limit of 45 mph.

Jimmy Durante Boulevard is a 4–lane undivided roadway with a Two-Way Left-Turn Lane (TWLTL) from Via de la Valle to the San Dieguito River. The posted speed limit is 45 mph. South of the San Dieguito River, Jimmy Durante Boulevard narrows to a 2-lane divided roadway with a speed limit of 40 mph. Bike lanes are provided on both sides of the roadway. Parking is prohibited.

Lomas Santa Fe Drive is a 4-lane divided road with a bike lane on both sides of the road. Lomas Santa Fe Drive is classified as a 4-lane Collector with a posted speed limit of 35 mph. Parking is not allowed.

Del Mar Heights Road is classified as a 6-lane Collector east of I-5 with a posted speed limit of 40 mph. Curbside parking is not allowed. Between I-5 and Crest Way, the roadway is classified as a 4-lane Major Arterial with a posted speed limit of 40 mph. Parking is not allowed on this section of Del Mar Heights Road. Del Mar Heights Road is classified as a 4-lane Collector between Crest Way and Camino del Mar, with a posted speed of 40 mph. Parking is allowed in some areas on both sides of the roadway.

Carmel Valley Road is classified as a 2-lane Collector and is a 2–lane undivided roadway. Parking is not allowed from Camino del Mar to Via Mar Valle. Bike lanes are provided on both sides of the roadway. The posted speed limit is 30 mph.

Crest Way is classified as a 2-lane Sub-Collector with a posted speed of 15 mph. Crest Way does not provide bike lanes. Curbside parking is not allowed.

Coast Boulevard is classified as a 2-lane Collector with a posted speed limit of 25 mph. Bike lanes are provided and parking is allowed.

Coast Highway 101 is classified as a Scenic Highway, according to the Solana Beach Circulation Element. For this study, it was analyzed as a Major Arterial roadway. Coast Highway 101 provides 4 lanes of divided travel along the coastline with bike lanes on both sides within the study area. Curbside parking is permitted on the west side of the road and the posted speed limit is 45 mph.

4.14.1.3 Existing Traffic Volumes and Level of Service

Traffic volumes on roadways are calculated to determine the ADT. The existing ADT volumes were obtained through machine data collection during the months of April 2011, October 2011, and November 2011. Additional counts were collected during Labor Day 2011, and June 26 and 30, 2012 in order to use as a basis for comparing seasonal variations in traffic volumes.

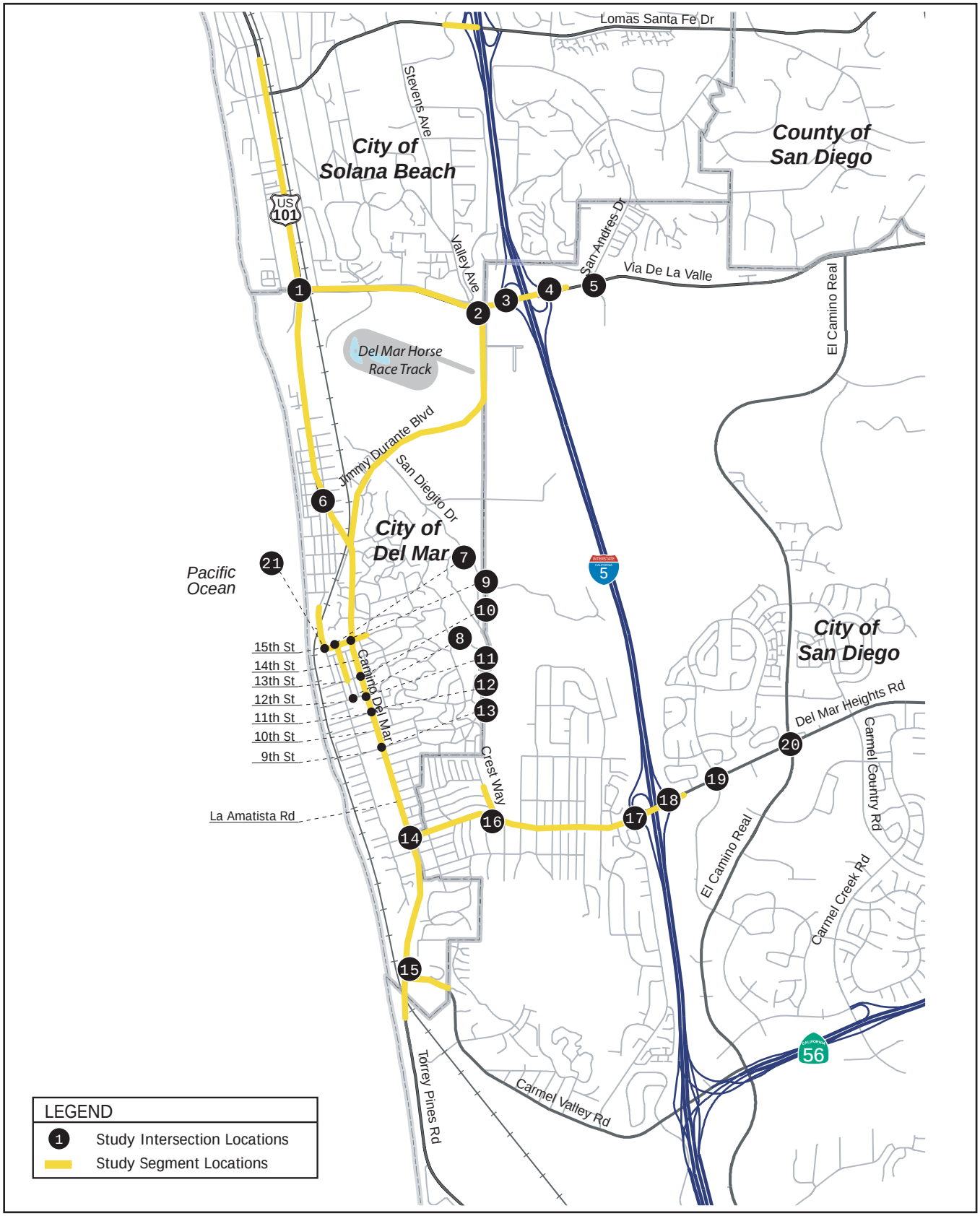
Existing intersection-turning movement counts were conducted during the weekday morning peak period from 7:00 a.m. to 9:00 a.m. and during the weekday evening peak period from 4:00 p.m. to 6:00 p.m. in October 2011 and November 2011. The LOS for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

a. Roadway Segment Conditions

The study area is shown on Figure 4.14-2. Existing roadway segment conditions are summarized in Table 4.14-1 and shown on Figure 4.14-3. As shown in Table 4.14-1, all roadway segments in the study area operate at an acceptable LOS (D or better) based on SANTEC/ITE guidelines, except for the following 15 street segments:

- Highway 101 – North of North of Lomas Santa Fe Drive, LOS E
- Camino del Mar – North of Jimmy Durante Boulevard (SB), LOS E
- Camino del Mar – 15th Street to 13th Street (NB and SB), LOS F
- Camino del Mar – 13th Street to 12th Street (NB and SB), LOS F
- Camino del Mar – 12th Street to 11th Street (NB and SB) , LOS F
- Camino del Mar –11th Street to 9th Street (NB and SB), LOS F
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS E
- Camino del Mar – South of Carmel Valley Road (NB and SB), LOS E

Map Source: KOA Corporation, 2012

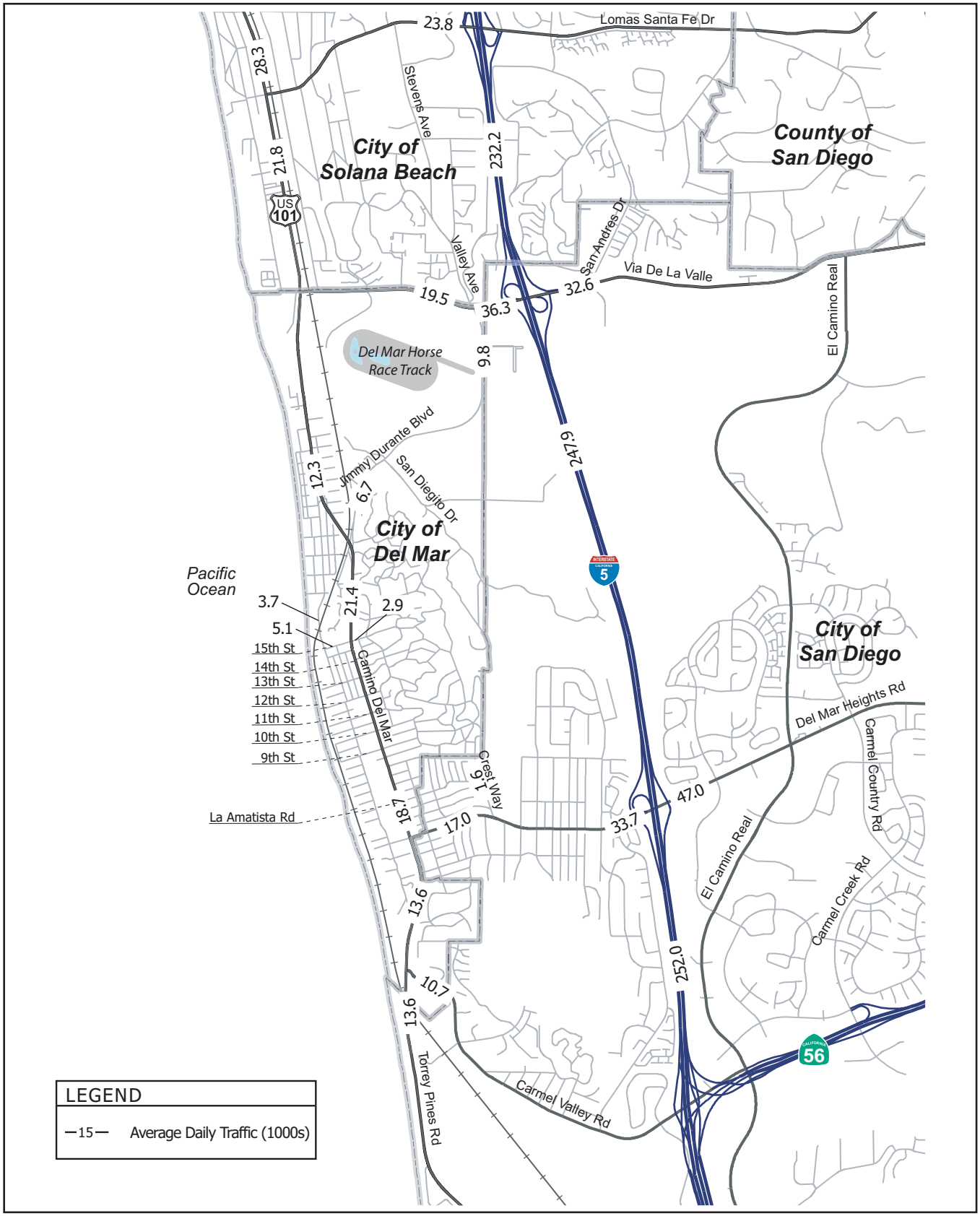


No Scale

FIGURE 4.14-2
Study Area

M:\JOBS4\6447\env\graphics\fig4.14-2.ai 03/08/12

Map Source: KOA Corporation, 2012



No Scale

FIGURE 4.14-3

Existing Roadway Segment Average Daily Traffic

TABLE 4.14-1
EXISTING ROADWAY SEGMENT CONDITIONS

Roadway Segment	Existing				
	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS
Highway 101					
North of Lomas Santa Fe Dr	4C	30,000	28,378	0.946	**E**
North of Via De La Valle	4C	30,000	21,870	0.729	D
Camino del Mar					
North of Jimmy Durante Blvd (NB)	1C	7,500	6,003	0.800	D
North of Jimmy Durante Blvd (SB)	1C	7,500	6,298	0.840	**E**
Jimmy Durante Blvd to 15th St (NB)	2C	15,000	10,750	0.717	D
Jimmy Durante Blvd to 15th St (SB)	2C	15,000	10,750	0.717	D
15th St to 13th St (NB)	2C-S	7,750	10,367	1.338	**F**
15th St to 13th St (SB)	2C-S	7,750	8,389	1.082	**F**
13th St to 12th St (NB)	2C-S	7,750	10,367	1.338	**F**
13th St to 12th St (SB)	2C-S	7,750	8,389	1.082	**F**
12th St to 11th St (NB)	2C-S	7,750	10,367	1.338	**F**
12th St to 11th St (SB)	2C-S	7,750	8,389	1.082	**F**
11th St to 9th St (NB)	2C-S	7,750	10,367	1.338	**F**
11th St to 9th St (SB)	2C-S	7,750	8,389	1.082	**F**
9th St to Del Mar Heights Rd (NB)	2C	15,000	10,367	0.691	D
9th St to Del Mar Heights Rd (SB)	2C	15,000	8,389	0.559	C
Del Mar Heights Rd to Carmel Valley Rd (NB)	2C	15,000	6,349	0.423	B
Del Mar Heights Rd to Carmel Valley Rd (SB)	1C	7,500	7,285	0.971	**E**
South of Carmel Valley Rd (NB)	1C	7,500	6,349	0.847	**E**
South of Carmel Valley Rd (SB)	1C	7,500	7,285	0.971	**E**
Lomas Santa Fe Dr					
Solana Hills Dr to I-5 SB Ramps	4C	30,000	23,843	0.795	D
Via De La Valle					
Del Mar Downs Rd to Jimmy Durante Blvd	2C CL	15,000	19,500	1.300	**F**
Jimmy Durante Blvd to I-5 SB Ramps	5MA	50,000	36,324	0.726	D
East of I-5 NB Ramps	5MA	50,000	32,699	0.654	D
Jimmy Durante Blvd					
Via De La Valle to San Diegito Dr	4C	30,000	9,873	0.329	A
San Dieguito Dr to Camino del Mar	2C CL	15,000	6,713	0.448	B
Del Mar Heights Rd					
I-5 NB Ramps to High Bluff Drive	5MA	50,000	47,068	0.941	**E**
I-5 SB Ramps to Mango Drive	5MA	50,000	33,727	0.675	D
Camino del Mar to Crest Way	4C	30,000	17,003	0.567	C

TABLE 4.14-1
EXISTING ROADWAY SEGMENT CONDITIONS
(continued)

Roadway Segment	Existing				
	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS
Carmel Valley Rd					
East of S. Camino del Mar	2C CL	15,000	10,775	0.718	D
15th St					
Coast Blvd to Camino del Mar	2C CIF	8,000	5,112	0.639	D
Camino del Mar to Luneta Dr	2C CIF	8,000	2,955	0.369	B
Crest Rd					
North of Del Mar Heights Rd	2SC	2,200	1,638	0.745	Less than C
Coast Blvd					
North of 15th St	2C	15,000	3,776	0.252	A
Stratford Ct					
15th St to 13th St	2SC	2,200	2,156	0.980	Less than C

NOTE: Bold text represents that the segment is operating at an unacceptable LOS.

Abbreviations:
1C: 2-lane collector with commercial and industrial fronting property.
2C: 2-lane collector with multi-family residential fronting property.
2C-S: 2-lane collector with stop signs.
2C CL: 2-lane collector with a continuous left-turn lane.
2C CIF: 2-lane collector with no fronting property.
2SC: 2-lane Sub-Collector with single-family fronting property.
4C: 4-lane Collector.
4MA: 4-lane Major Arterial.

- Via de la Valle – Del Mar Downs Road to Jimmy Durante Boulevard, LOS F
- Del Mar Heights Road – I-5 Northbound Ramps to High Bluff Drive, LOS E

b. Intersection Conditions

A summary of the existing intersection conditions is summarized in Table 4.14-2. Figures 4.14-4 and 4.14-5 show the A.M. and P.M. peak hour intersection volumes, respectively.

As shown in Table 4.14-2, all intersections in the study area operate at an acceptable LOS D or better. As explained in the TIS, the software used to analyze the intersections in the study area uses methodologies defined in the 2000 Highway Capacity Manual (HCM) to calculate results. As such, each stop-controlled intersection in an isolated state under the existing conditions operates at an acceptable LOS. However, the close spacing, development of queues, and slow traffic speeds result in a stop-and-go condition along the Camino del Mar corridor, as it is reflected on the roadway segment analysis results described above.

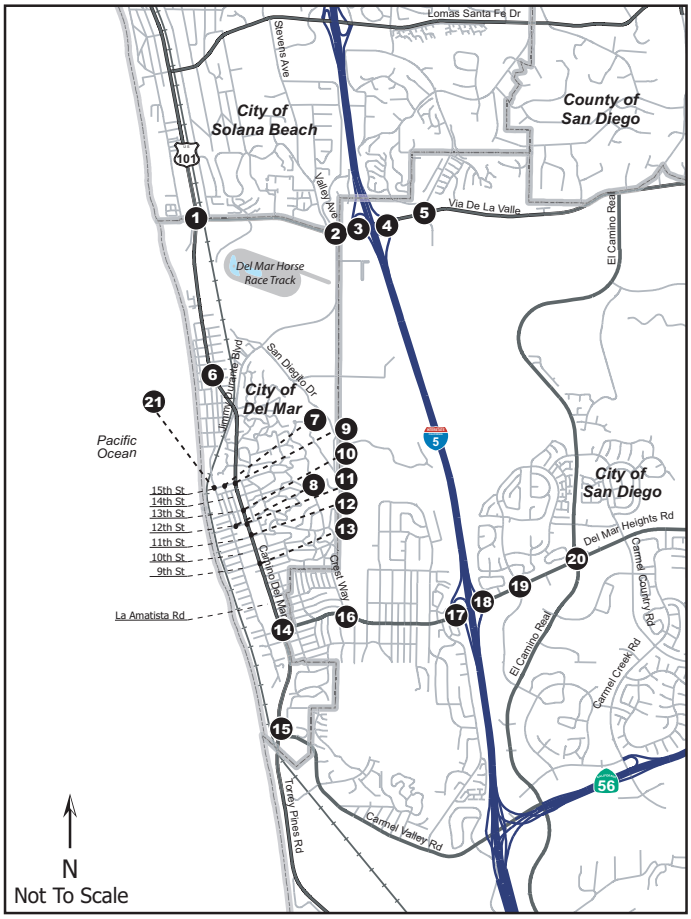
TABLE 4.14-2
EXISTING INTERSECTION CONDITIONS

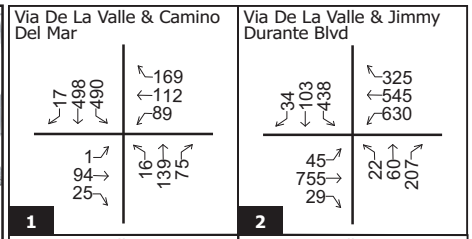
		AM Peak Hour		PM Peak Hour	
	Intersection	Delay	LOS	Delay	LOS
1	Via de la Valle/Camino del Mar	14.7	B	18.3	B
2	Via de la Valle/Jimmy Durante Blvd	27.2	C	21.6	C
3	Via de la Valle/I-5 SB Ramps	4.3	A	7.3	A
4	Via de la Valle/I-5 NB Ramps	9.0	A	9.1	A
5	Via de la Valle/San Andres Dr	19.1	B	23.9	C
6	Coast Blvd/Camino Del Mar[1]	19.7	C	14.0	B
7	15th St/Stratford Ct[3]	9.3	A	10.3	B
8	12th St/Stratford Ct[3]	8.6	A	8.7	A
9	15th St/Camino del Mar	13.4	B	15.8	B
10	13th St/Camino del Mar[1]	12.9	B	16.9	C
11	12th St/Camino del Mar[2]	12.2	B	12.6	B
12	11th St/Camino del Mar[1]	13.1	B	16.9	C
13	9th St/Camino del Mar	7.3	A	7.1	A
14	4th St/Del Mar Heights Rd/Camino Del Mar	22.4	C	24.5	C
15	Camino del Mar/Carmel Valley Rd	30.6	C	20.1	C
16	Del Mar Heights Rd/Crest Way	5.6	A	6.8	A
17	Del Mar Heights Rd/I-5 SB Ramps	7.7	A	9.6	A
18	Del Mar Heights Rd/I-5 NB Ramps	21.6	C	18.8	B
19	Del Mar Heights Rd/High Bluff Dr	22.2	C	25.3	C
20	Del Mar Heights Rd/El Camino Real	32.4	C	27.0	C
21	15th St/Ocean Ave[1]	7.7	A	8.3	A

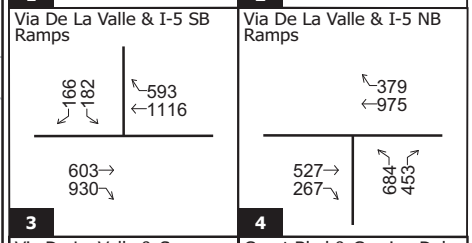
NOTE: LOS for All-Way Stop Control intersections is based on the average control delay. Therefore, the resulting LOS might not be representative of the delay experienced on the critical approach.

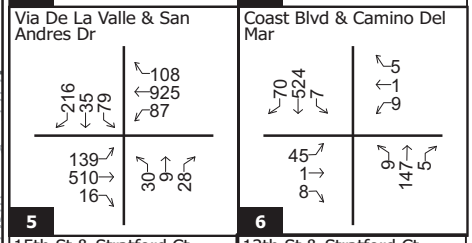
All intersections are signalized unless otherwise noted.
[1]All-Way Stop Control
[2]Two-Way Stop Control
[3]One-Way Stop Control

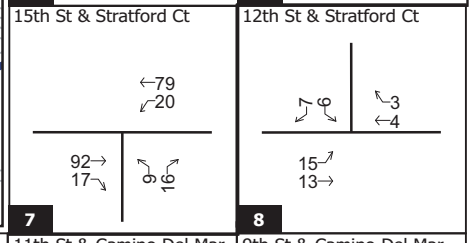
Map Source: KOA Corporation, 2012

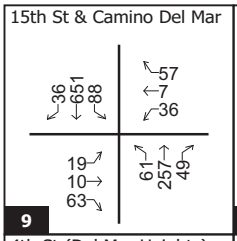


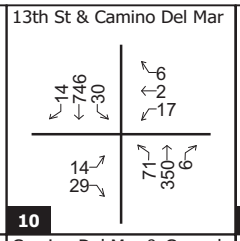


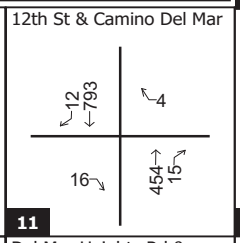


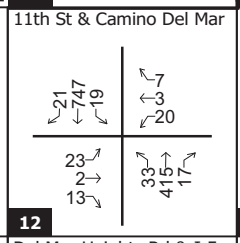


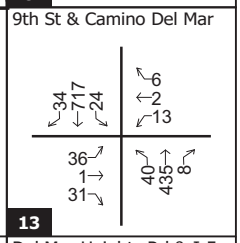


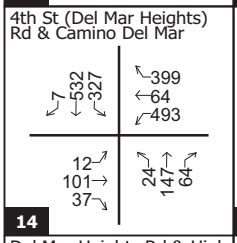


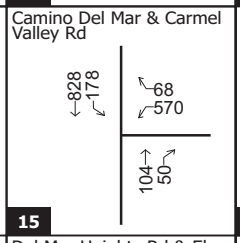


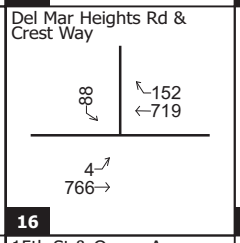


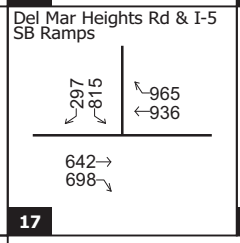


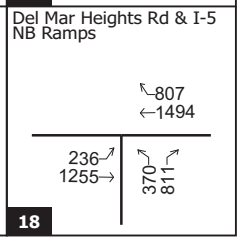


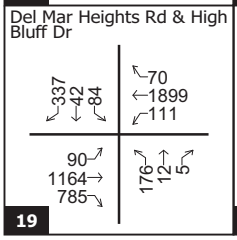


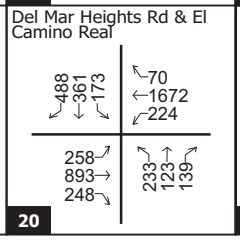


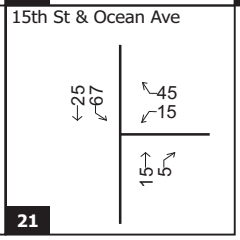












LEGEND

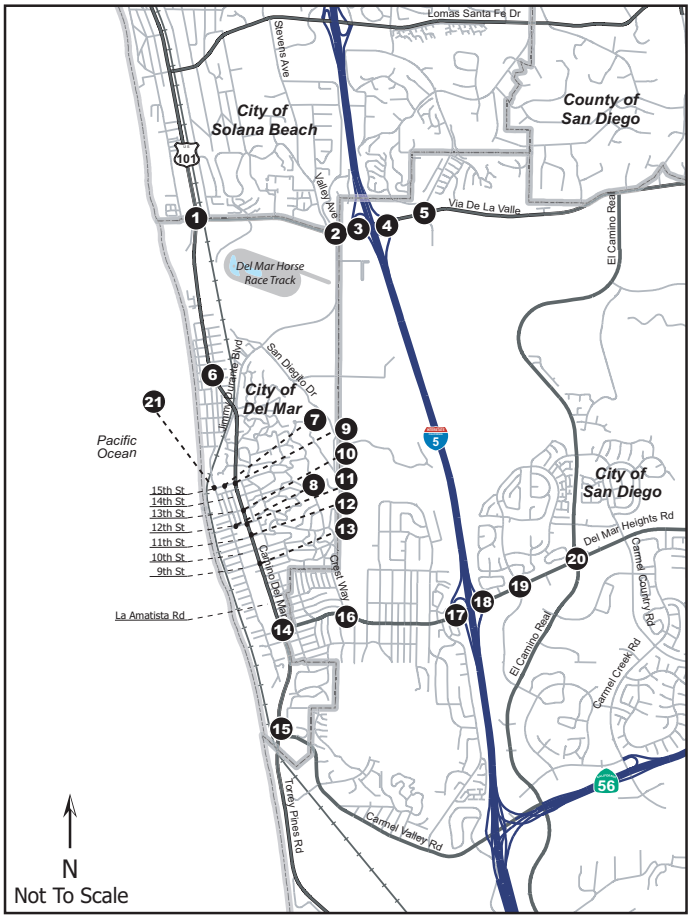
10 AM Peak Hour Traffic

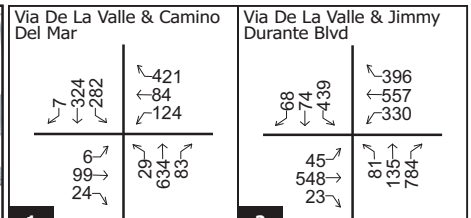
No Scale

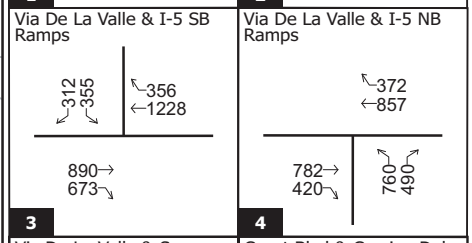
FIGURE 4.14-4

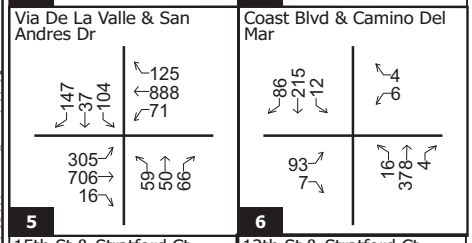
Existing A.M. Peak Hour Intersection Volumes

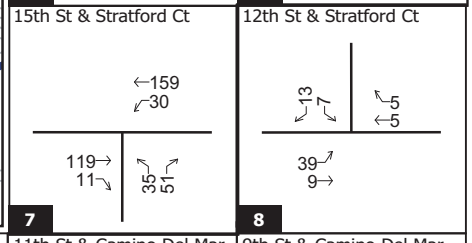
Map Source: KOA Corporation, 2012

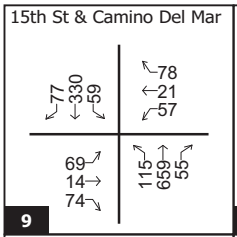


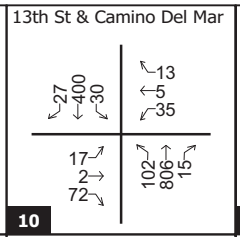


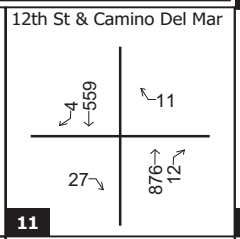


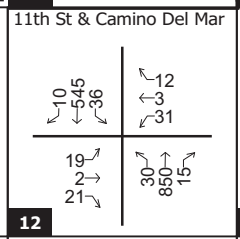


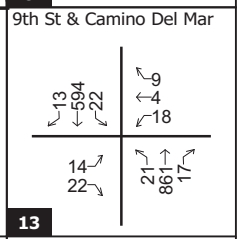


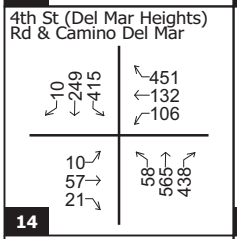


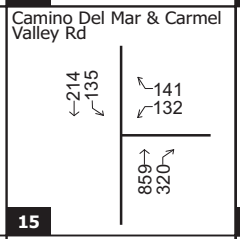


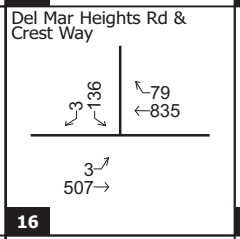


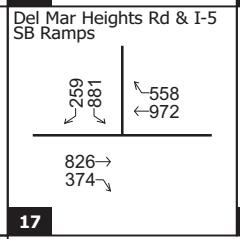


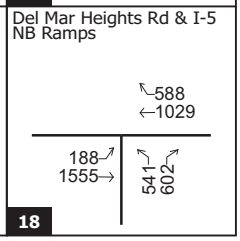


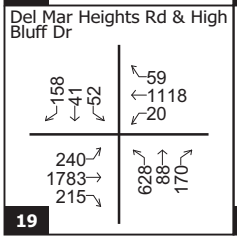


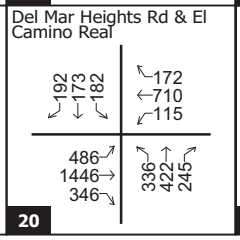


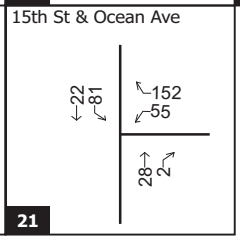












LEGEND

10 ↙ PM Peak Hour Traffic

No Scale

FIGURE 4.14-5

Existing P.M. Peak Hour Intersection Volumes

c. Freeway Segment Conditions

Existing freeway conditions are summarized in Table 4.14-3. As shown in Table 4.14-3, currently, one freeway segment operates at LOS E or worse:

- I-5 – Via de la Valle to Del Mar Heights Road (SB), LOS E (A.M. Peak Hour)

TABLE 4.14-3
EXISTING FREEWAY SEGMENT CONDITIONS

Freeway Segment[1]	Direction[2]	Number of Lanes[3]	Hourly Capacity	ADT[4]	AM Peak Hour			PM Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
Lomas Santa Fe to Via de la Valle	NB	4M + 1A + 1HOV	10,400	232,257	6,681	0.642	C	8,284	0.797	C
	SB	4M + 1A + 1HOV	10,400		9,069	0.872	D	8,068	0.776	C
Via de la Valle to Del Mar Heights Road	NB	4M + 1A + 1HOV	10.400	247,998	7,683	0.739	C	8,422	0.810	D
	SB	4M + 1A + 1HOV	10,400		9,814	0.944	**E**	8,346	0.803	D
Del Mar Heights Road to Carmel Valley Road	NB	5M + 1A + 1HOV	12,400	252,088	7,959	0.642	C	7,812	0.630	C
	SB	5M + 1A + 1HOV	12,400		10,721	0.865	D	8,237	0.664	C

NOTE: Bold text represents that the segment is operating at an unacceptable LOS.

[1]Interstate 5 freeway.
[2]NB = northbound; SB = southbound
[3]M = mainline, A = auxiliary, HOV = high-occupancy vehicle lane.
[4]Existing ADT volumes from Caltrans PeMS (2011)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

d. Freeway Ramp Meter Conditions

Ramp meter analysis was conducted at Via de la Valle EB to I-5 NB and I-5 ramps, Via de la Valle WB to I-5 NB and I-5 ramps, Del Mar Heights Road EB to I-5 NB and I-5 SB ramps, and Del Mar Heights Road WB to I-5 NB and I-5 SB ramps. Ramp meter rates were provided by Caltrans on January 4, 2012. Maximum delay method is based on the most restrictive ramp meter rate. Table 4.14-4 presents the results using the maximum delay method.

TABLE 4.14-4
EXISTING FREEWAY RAMP METER CONDITIONS

Location	Most Restrictive Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (feet)
AM Peak Hour					
Via de la Valle EB to I-5 NB	372	134	0	0.0	0
Via de la Valle WB to I-5 NB	473	341	0	0.0	0
Via de la Valle WB to I-5 NB (HOV)	473	38	0	0.0	0
Via de la Valle EB to I-5 SB	996	837	0	0.0	0
Via de la Valle EB to I-5 SB (HOV)	996	93	0	0.0	0
Via de la Valle WB to I-5 SB	424	297	0	0.0	0
Del Mar Heights Road to I-5 NB	593	522	0	0.0	0
Del Mar Heights Road EB to I-5 SB	996	628	0	0.0	0
Del Mar Heights Road EB to I-5 SB (HOV)	996	70	0	0.0	0
Del Mar Heights Road WB to I-5 SB	352	483	131	**22.2**	3,263
PM Peak Hour					
Via de la Valle EB to I-5 NB	372	210	0	0.0	0
Via de la Valle WB to I-5 NB	473	335	0	0.0	0
Via de la Valle WB to I-5 NB (HOV)	473	37	0	0.0	0
Via de la Valle EB to I-5 SB	424	606	182	**25.7**	4,543
Via de la Valle EB to I-5 SB (HOV)	424	67	0	0.0	0
Via de la Valle WB to I-5 SB	352	178	0	0.0	0
Del Mar Heights Road to I-5 NB	593	388	0	0.0	0
Del Mar Heights Road EB to I-5 SB	996	337	0	0.0	0
Del Mar Heights Road EB to I-5 SB (HOV)	996	37	0	0.0	0
Del Mar Heights Road WB to I-5 SB	368	279	0	0.0	0

NOTE: Bold text represents that the ramp meter is operating at an unacceptable delay.
Excess demand = Demand-Meter Rate
Delay = (Excess Demand/Meter Rate)*60 minutes
Queue = Excess Demand*29 feet/vehicle
EB = eastbound; NB = northbound; WB = westbound; SB = southbound

As shown in Table 4.14-4, under existing conditions, the following two ramp meters operate at an unacceptable condition:

- Del Mar Heights Road WB to I-5 SB (A.M. peak hour)
- Via de la Valle EB to I-5 SB (P.M. peak hour)

4.14.1.4 Other Mobility Systems

a. Public Transit

The primary bus service for the Del Mar study area is Route 101 of the North County Transit District (NCTD), which provides bus service from the Oceanside Transit Center to University Town Center via Highway 101. The six bus stops within the Plan area are located along Camino del Mar between Paseo de las Flores and 9th Street. There are three stops on each side of Camino del Mar (Figure 4.14-6). Most bus stops contain a bench and are at the curb line. There are no bus shelters within the Plan area.

University of California, San Diego (UCSD) students, staff, and faculty may ride free on Bus Route 101 by showing a valid UCSD ID with free bus zone sticker. This program is sponsored by UCSD's Transportation and Parking Services Department. Headway for weekday morning commute time is about 30 minutes for Bus Route 101.

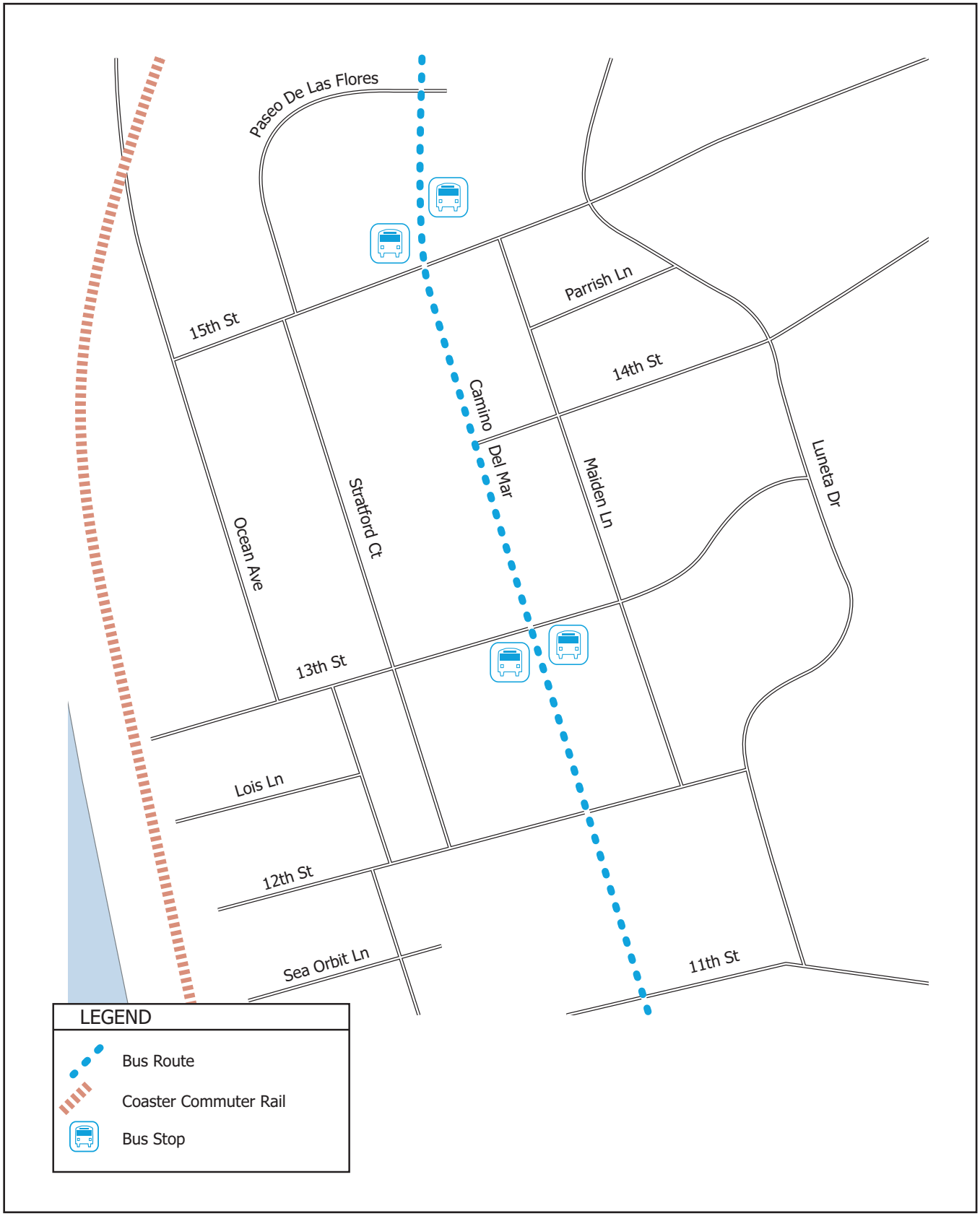
b. Bicycle

Bikeways are classified into three types:

- Class I Bike Path – A bike path provides for bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II Bike Lane – These facilities are often referred to as bike lanes. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- Class III Bike Route – Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.

The SANDAG San Diego Regional Bike Plan "proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, improve bicycling safety, calls for more transportation options and a balanced regional transportation system to support smart growth and a more sustainable region." Camino del Mar contains Class II Bike Lanes in both the north and southbound direction (Figure 4.14-7).

Map Source: KOA Corporation, 2012



No Scale

FIGURE 4.14-6
Existing Public Transit Facilities

M:\JOBS4\6447\env\graphics\fig4.14-6.ai 03/08/12

Map Source: KOA Corporation, 2012

No Scale

FIGURE 4.14-7
Existing Bike Circulation Network

M:\JOBS4\6447\env\graphics\fig4.14-7.ai 03/08/12

According to the Regional Bike Plan, the City of Del Mar is part of the proposed Coastal Rail Trail Corridor which runs from Downtown San Diego to the north boundary of Oceanside. The Regional Bike Plan recommends a Class I – Bike Path/Bicycle Boulevard facility classification and corridor alignment for Camino del Mar. As defined in the Regional Bike Plan, bicycle boulevards are "roadways that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel prioritizing bicycle travel over vehicular."

The variety of land uses within the five-mile study area includes commercial, transit, and mixed land uses. The commercial land uses in the immediate vicinity of Del Mar consist primarily of restaurants and retail spaces. Surrounding communities such as Encinitas, Solana Beach, and the City of San Diego also contain large land use generators within this five-mile study area. Bicycle facilities are necessary to provide bicycle connections between these communities.

According to bicycle traffic counter data collected for the Plan, Camino del Mar bicycle lanes average 362 bicyclists daily, and of those 46 percent (166) were riding southbound and 54 percent (196) northbound. Saturdays record the highest amount of cyclists, with averages around 750 riders.

Camino del Mar and Coast Boulevard serves as a primary north-south route in the study area; however, heavy peak hour traffic on these streets create barriers for bicyclists. Camino del Mar is a higher speed thoroughfare, which increases the rate of fatalities between bicyclist and vehicle during a collision. As shown above, the existing speed limit along Camino Del Mar of 40 mph increases the chance of a fatality for a bicyclist during a collision to over 80 percent. Furthermore, this coastal route is internationally popular among long-distance riders. The Del Mar Community Plan cites a desire to provide a more bicycle friendly environment. This could be supplemented by other improvements such as providing bike racks, lockers, and signage near destinations such as the shoreline, and commercial areas on Camino del Mar.

c. Pedestrian

As directed in the Del Mar Community Plan (and in the principle of "complete streets"), vehicular, transit, bicycle, and pedestrian facilities should be fully integrated. This section documents where pedestrians are walking within the study area, the current obstacles to pedestrian mobility, and pedestrian facilities that link the different destinations.

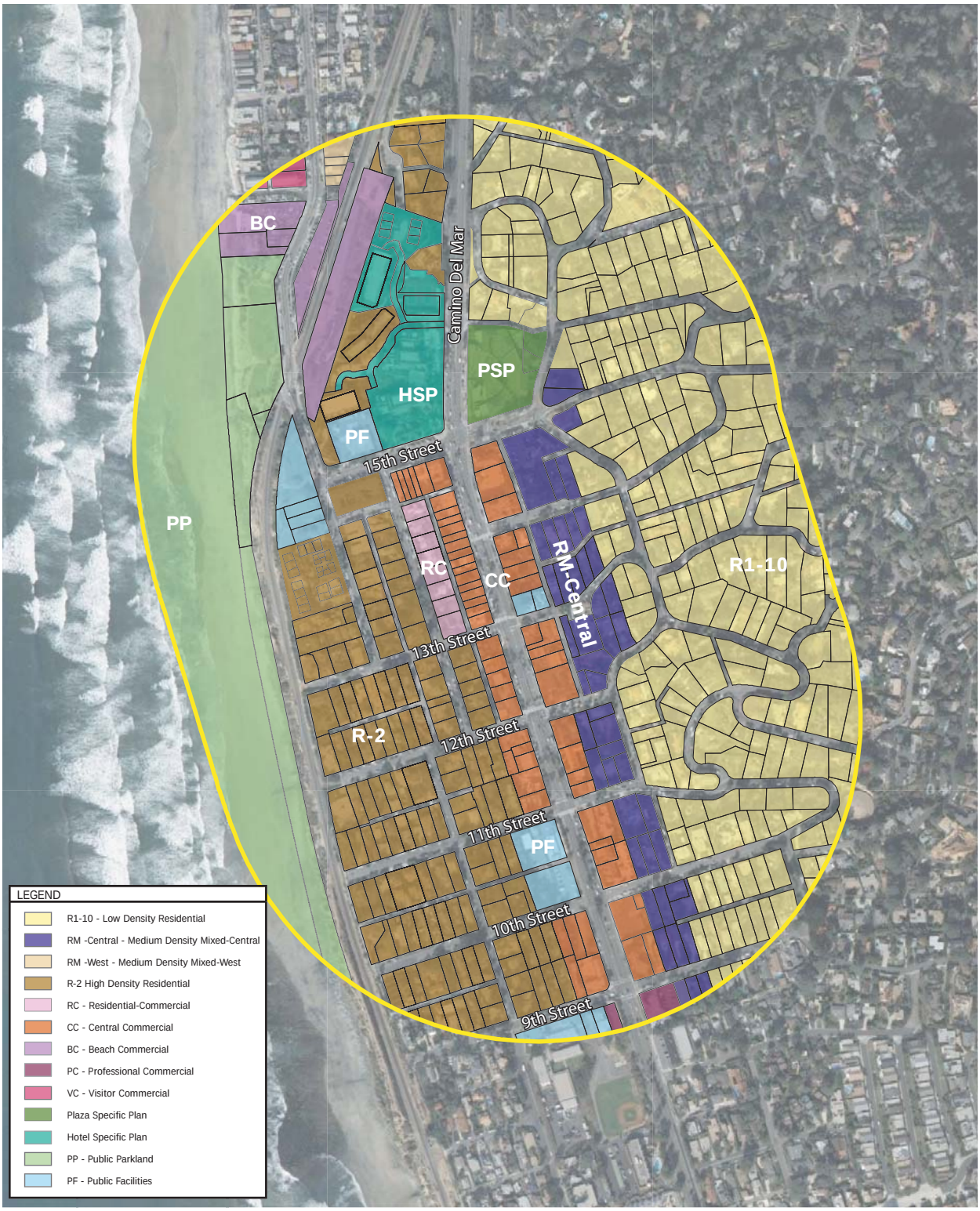
As shown in Figures 4.14-8 and 4.14-9, much of the City's residential area is within a five-minute walk of the Plan area and commercial core. The five-minute walking radius assumes a pedestrian travel speed of 4.5 feet per second, which equates to approximately 1,350 feet. The five-minute walking radius encompasses commercial spaces along Camino del Mar, residential neighborhoods both east and west Camino Del Mar, and the beach located to the west of the Plan area. Existing land uses that

Map Source: KOA Corporation, 2012

No Scale

FIGURE 4.14-8
Five-minute Walking Radius

Map Source: KOA Corporation, 2012



No Scale

FIGURE 4.14-9

Existing Land Uses within Five-minute Walking Radius

M:\JOBS4\6447\env\graphics\fig4.14-9.ai 07/05/12

attract or generate pedestrians within the Plan area include residential~~,~~ ~~office,~~ and commercial~~, transit, and mixed~~ land uses. ~~Commercial~~ The land uses front the main roadways, Camino del Mar and Stratford Court are designated as Central Commercial. The ~~commercial~~ land uses consist primarily of numerous types of restaurants, several bars, and retail with some ~~commercial~~ offices interspersed within the areas. Residential land use~~s~~ designations begin ~~immediately~~ approximately one block ~~adjacent to the commercial area~~ east and west of Camino del Mar. The Bus Route 101 located on Camino del Mar is a transit-related generator/attractor in the Plan area. The beach and parks are a major regional attraction. The proximity and mix of land uses within the area has the potential to generate walking trips and reduce vehicle use.

Although the study area is based on a 1,350-foot radius from the center of the Plan area, many factors affect the mobility of pedestrians. The Plan area has a sloping topography and rail lines that create barriers that obstruct pedestrians. The barriers make the distance travelled for some routes much longer than simply drawing a line from Point “A” to Point “B.” The canyons, slopes, and the railroad that run parallel to the Pacific Ocean are some of the obstacles that disrupt pedestrian access.

Existing pedestrian facilities were inventoried as part of the existing conditions analysis to determine the type of facilities and their condition. Pedestrian facilities in the study area were identified using the route types described in the San Diego Pedestrian Master Plan (December 2006). Existing facilities include: corridor sidewalks, neighborhood sidewalks, and ancillary pedestrian facilities. Corridor sidewalks are defined as sidewalks along roads that support moderate business and shopping districts. Neighborhood sidewalks are defined as sidewalks along low to moderate density housing. The pedestrian linkages are shown in Figure 4.14-10, based on the existing pedestrian facilities and the key attractors within the study area.

Figure 4.14-11 shows the existing pedestrian facilities within the study area. The inventory of existing pedestrian facilities indicates that adequate sidewalks exist along Camino del Mar in the Plaza and Hotel Specific Plan areas north of 15th Street and south to 13th Street. South of 13th Street, sidewalks within the public right-of-way are noncontiguous or do not exist. In several blocks of Camino del Mar, poorly aligned sidewalks on easements across private parcels consist of a variety of surfaces. While most of the existing sidewalks are well maintained, some present a few physical deficiencies such as cracks, gaps, and lack of curb ramps for physically disabled pedestrians. Some commercial establishments provide outside seating areas that encourage foot traffic. Most intersections have curb ramps for physically disabled pedestrians.

The alleys in the Plan area are also important pedestrian pathways. Residents may walk in alleys instead of the nearby streets, in part because they have a lower volume of cars and, while there are no sidewalks, they have wider areas for the pedestrian to walk.

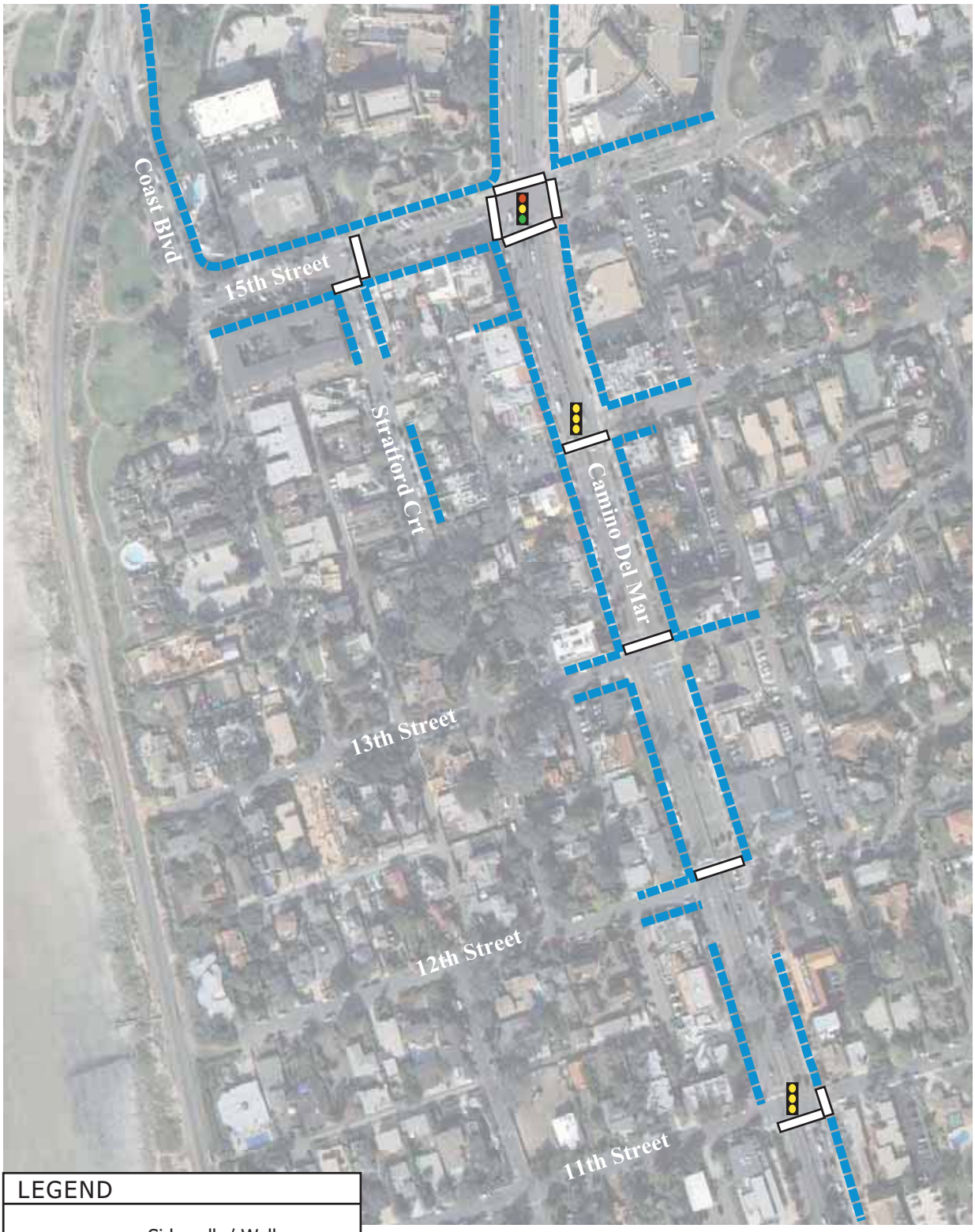
Map Source: KOA Corporation, 2012

No Scale

FIGURE 4.14-10

Existing Pedestrian Barriers and Linkages

Map Source: KOA Corporation, 2012



No Scale

FIGURE 4.14-11
Existing Pedestrian Facilities

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

Currently, Camino del Mar has a posted speed limit of 40 mph south of 9th Street. Under the proposed project this section of roadway would transition from two lanes to one lane in each direction. In the northbound direction vehicles would enter a roundabout at 9th Street that is designed to reduce speeds to 15 mph. Therefore, the section of Camino del Mar between Del Mar Heights Road and 9th Street would experience slower traffic heading towards and coming from the roundabout. According to the National Highway Traffic Safety Administration, the vehicular speed increases the rate of pedestrian fatalities during a collision. Thus, the existing speed limit along Camino del Mar increases the probabilities of pedestrian fatalities during a collision.

~~Currently, Camino del Mar is a high speed thoroughfare with posted speed limit of 40 mph south of 9th Street. According to the National Highway Traffic Safety Administration, the vehicular speed increases the rate of pedestrian fatalities during a collision. Thus, the existing speed limit along Camino del Mar increases the probabilities of pedestrian fatalities during a collision.~~

4.14.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to transportation/traffic would be significant if implementation of the proposed Plan would:

Threshold TRAF-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

Threshold TRAF-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

Threshold TRAF-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

Threshold TRAF-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Threshold TRAF-5 Result in inadequate emergency access; or

Threshold TRAF-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Threshold TRAF-2 is not applicable in this PEIR, as there is no Congestion Management Program (CMP) for the San Diego region. California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP. The requirements within the CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the state CMP and, since this decision, SANDAG abides by 23 Code of Federal Regulations (CFR) 450.320 that requires each transportation management area to address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are developed to foster safety and integrated management of new and existing facilities eligible for federal funding. The requirements state that in transportation management areas designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable travel reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles is proposed to be advanced through federal funds. Each agency is required to assess whether the project has been evaluated for non-single occupancy vehicles capacity improvements. The components within the congestion management tools that need to be considered are:

- System Development Measures – the plan will develop and enhance active transportation through bicycle and pedestrian facilities.
- Traffic Safety Measures – reduction of traffic within the plan.
- Transportation Demand Management Measures – bicycle and pedestrian.
- Regional Comprehensive Plan Implementation Measures – smart growth principles were used in designing the plan.

The project addresses alternative transportation policies under TRAF-6 and t~~T~~he proposed Plan's relationship to the 2050 RTP is discussed in TRAF-1.

Because the Plan area is not located within an ALUCP or within two miles of a public or private airport, Threshold TRAF-3 is also not applicable.

4.14.3 Methodology

The TIS was prepared using methodology and analysis in accordance with the SANTEC/ITE "Guidelines for Preparing Traffic Impact Studies." These guidelines are used by the City to determine a project's potential significant impact and are based on changes to intersection and roadway segment capacity and LOS.

a. Intersection Capacity Analysis

Intersections were evaluated based on peak hour performance. The analysis of peak hour intersection performance was conducted using the Traffix analysis software program, which uses methodologies defined in the 2000 HCM to calculate results. LOS for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The software calculates the average expected delay per vehicle at an intersection, measured in seconds. The reported delay then correlates to a resulting LOS. The TIS lists the HCM delay/LOS criteria for both signalized and unsignalized intersections.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane as the maximum saturation flow of a single lane at an intersection. This saturation flow rate is adjusted to account for lane width, on-street parking, conflicting pedestrian flow, traffic composition, (e.g., the percentage of vehicles that are trucks) and shared lane movements (e.g., through and right-turn movements from the same lane). Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection.

All-way Stop-controlled Intersections

The HCM analysis methodology for evaluating all-way stop-controlled (AWSC) intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. LOS for AWSC intersections is also based on the average control delay. However, AWSC intersections have different

threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-way Stop-controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (or minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the "worst approach" are reported. LOS is not defined for the intersection as a whole.

Roundabouts

For this analysis, Sidra intersection software Version 5.1 was used. Sidra is a software package developed specifically to analyze roundabouts operations. Version 5.1 uses the roundabout capacity model described in the HCM 2010, based on research on U.S. roundabouts described in NCHRP Report 572. The NCHRP Report 572 also showed that the capacity model using exponential regression and using the model parameters derived from average field values of the gap-acceptance parameters are very close. Thus, modeling capacity by a gap-acceptance method (using parameters determined in the field in a "theoretical" gap-acceptance equation) and modeling capacity by direct regression using field capacities give very close results. This confirms the validity of gap-acceptance methodology for roundabout capacity modeling.

b. Roadway Segment Capacity Analysis

SANDAG's SANTEC Guidelines includes ADT volume standards for roadways. To determine service levels on study area roadway segments, SANTEC's ADT thresholds for LOS service were compared to the daily capacity of the study area roadway segments, and the existing and future volumes in the study area. By dividing the volumes by the capacities, a V/C ratio was obtained that correlated to a specific LOS. The thresholds for determining LOS used in this analysis are summarized in the TIS.

c. Analysis of Significance

To determine impacts, SANTEC/ITE guidelines include a series of thresholds based on allowable increases in V/C ratios that become more stringent as level of service worsens. For intersections, it is measured by the increment in delay due to the project. SANTEC significance thresholds are implemented in this report. Where roadway segments and intersections operate at LOS D or better impacts are not considered significant.

For roundabouts, SIDRA intersection software output gives capacity, performance and level of service results for the U.S. HCM 2010 model. The roundabout capacity model uses the delay and V/C (HCM 2010) method for LOS definitions based on delay and V/C ratio.

d. Traffic Diversion

The analysis of diversion is not an exact science. To provide an understanding of what could happen, there are two ways to look at a future project. One way is to review the travel demand models that were commissioned for the project and run by SANDAG to see what additional traffic might have been added to a diversion route. Given the level of detail of the model, its inherent accuracy and the way models work, it is difficult to draw any conclusions that diversion is being simulated in the regional model.

Another way is to examine how much additional delay is being added in the future under each of the alternatives studied based on the results of the intersection delays being calculated and reported in this study. While this is not a perfect estimate of the exact delay a driver would experience going through the Village, it is representative of the fact that some alternatives will have additional, or even substantial, delay at some intersections. By summing up the delay for the intersections along the route and excluding the reported delay for the side-street-stop only intersections, there is an indicator of the added amount of total delay along the route.

4.14.4 Impact Analysis

The Plan proposes both changes to the circulation system and an increase in allowable density and square footage. The proposed increase in Plan area density and total allowable square footage would in turn generate additional vehicle trips.

Circulation System

The proposed Plan would reconfigure Camino del Mar to function as a 2-lane collector with one lane in each direction between 9th Street and 15th Street. Roundabouts (instead of stop signs or traffic signals) would be implemented at the following four key intersections:

- Camino del Mar and 15th Street
- Camino del Mar and 13th Street
- Camino del Mar and 11th Street
- Camino del Mar and 9th Street

Throughout the Plan area, Camino del Mar would continue to provide bike lanes, and would additionally widen sidewalks, provide diagonal parking, and enhance the bus stops on both sides of the street (see Section 3.3.2.1.a). The configuration of the roundabouts is shown in Figure 4.14-12.

Map Source: KOA Corporation, 2012

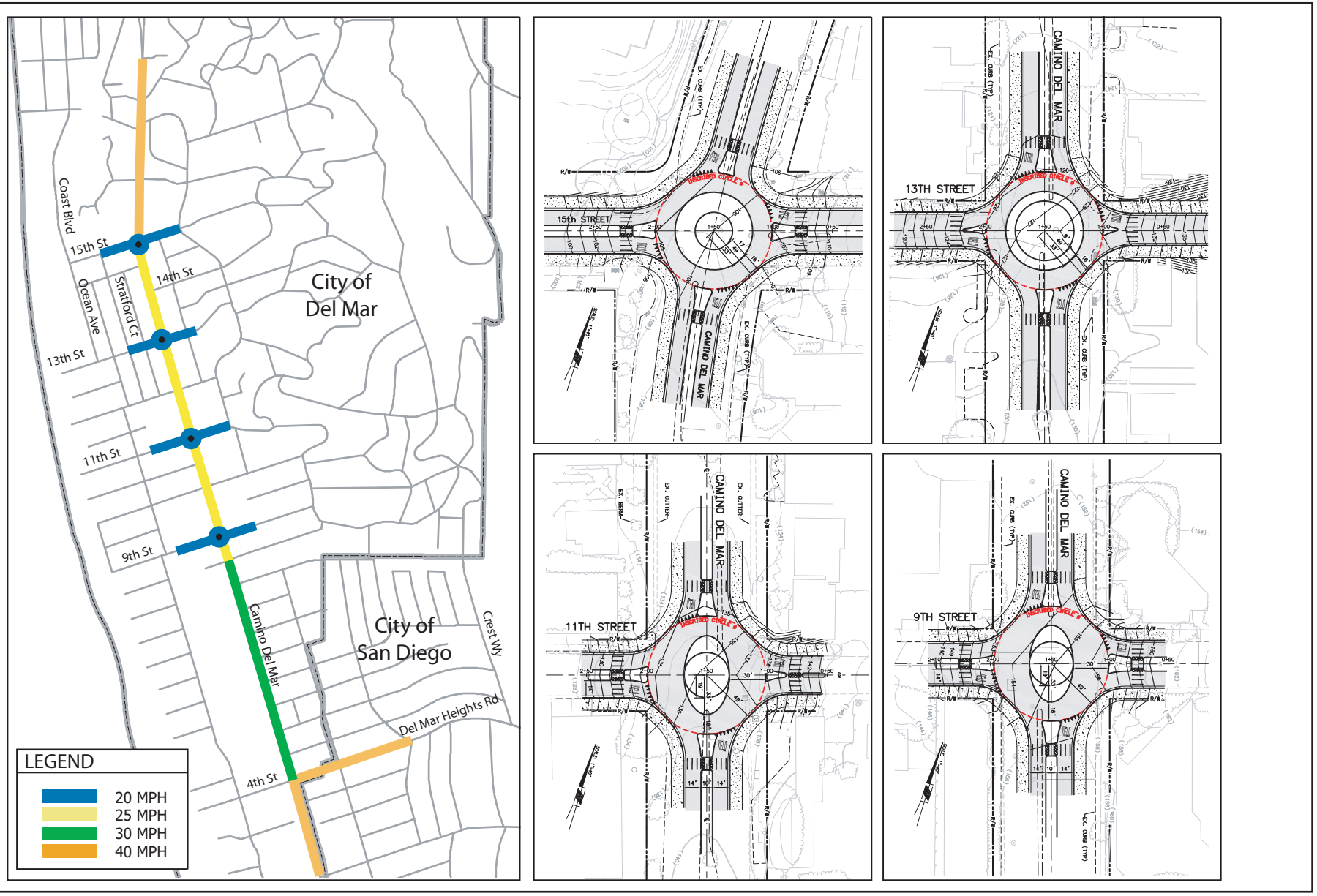


FIGURE 4.14-12

Configuration of Roundabouts along Camino del Mar

M:\JOBS4\6447\env\graphics\fig4.14-12.ai 03/14/12

Camino del Mar would be reduced to two vehicular travelling lanes with a total capacity of 25,000 ADT. Roundabouts, unlike AWSC intersections, do not require all vehicles approaching the intersection to completely stop and wait for its turn to continue through the intersection. As a result both delay and queuing are greatly reduced at the intersection. In addition, roundabouts can operate more efficiently than other intersection controls as drivers are able to enter the intersection from different approaches at the same time without having to wait for their turn at a stop sign, or for a signal to change to green. The combination of these factors enables the roadways bounded by roundabout intersections greater operational capacity as vehicles are able to circulate through the intersections without coming to a complete stop.

Trip Generation

In addition to the proposed circulation changes, an increase in vehicle trips generated by the Plan area would increase due to the proposed Plan's increase in allowable buildout. An estimate of the vehicle trips generated by buildout of the proposed Plan was calculated based on established trip generation rates for different land use types and setting. These rates are shown in Table 4.14-5 below and identify the probable traffic generation of various land uses based on studies of developments in comparable settings. Trip generation percentages are also based on established traffic generation characteristics and are also included in Table 4.14-5. These trip and percentage distribution rates come from SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates* for the San Diego Region.

TABLE 4.14-5
PROJECT TRIP GENERATION RATES

Land Use	Units	Daily Trips per Unit	AM			PM		
			Total	In	Out	Total	In	Out
Hotel	Rooms	9	8%	40%	60%	9%	60%	40%
Housing	Dwelling units	8	8%	20%	80%	10%	70%	30%
Office	1,000 sq. ft.	20	14%	90%	10%	13%	20%	80%
Restaurant	1,000 sq. ft.	160	8%	50%	50%	8%	60%	40%
Civic	1,000 sq. ft.	30	9%	90%	10%	12%	30%	70%
Retail/Personal Services	1,000 sq. ft.	40	3%	60%	40%	9%	50%	50%

The Plan's net increase in trip generation was derived from the difference between the future total trip generation and the trip generation of the existing land uses (based on SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates*). All commercial areas of the projects are classified as mixed-use so a 10 percent reduction was applied to the internal trip generation in addition to a 5 percent transit reduction, due to the Plan area's proximity to transit, in accordance with conventional SANDAG rates.

The Mixed-Use Development (MXD) Method of Trip Generation was used to calculate the external project trips. The MXD Model was commissioned by the U.S. EPA and SANDAG. This model is based on a comprehensive study of household travel from more than 200 mixed use developments across the nation as well as local data collected in the San Diego region, providing a more accurate prediction of traffic for mixed use development projects. Standard transit and mixed-use reductions are not further reduced through the MXD model. The MXD model uses characteristics of the development under study as well as information from the regional socioeconomic database to determine vehicle trip generation reductions due to smart growth project elements.

Based on these factors, it is estimated that the Plan would generate an additional 6,766 daily trips externally to the surrounding areas. Within the immediate vicinity, the Plan would attract an additional 2,731 daily trips already on the roadway network for other trip purposes for a total of 9,497 daily "internal" trips.

~~Based on these factors, it is estimated that the Plan would generate an additional 6,766 daily trips externally and 9,497 daily trips internally.~~

4.14.4.1 Issue TRAF-1: Conflict with Transportation Plans that Establish Measures of Effectiveness for Circulation System

Threshold TRAF-1 states that impacts would be significant if implementation of the Plan would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

The Plan is evaluated in this section in relation to the SANTEC/ITE guidelines, the potential for traffic diversion, the Del Mar Community Plan, and the SANDAG RTP.

a. SANTEC/ITE Guidelines

A significant impact would occur if traffic due to Plan buildout would decrease the operations of surrounding roadways by a defined threshold. The defined SANTEC/ITE thresholds for roadway segments, intersections, freeway segments, and freeway ramp meters are shown below in Table 4.14-6. If the Plan exceeds these thresholds, then the Plan is considered to have a significant impact.

TABLE 4.14-6
TRAFFIC IMPACT THRESHOLDS

	Allowable Increase Due to Plan Impacts					
	Freeways		*Roadway Segments*		*Intersections*	*Ramp Metering*
LOS with Plan	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E and F (*or ramp meter delays above 15 minutes*)	0.01	1	0.02	1	2	2

V/C = Volume-to-Capacity Ratio
Speed = Arterial speed measured in miles per hour
Delay = Average stopped delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
LOS = Level of Service

This section includes an analysis compared to the existing (baseline) condition, as well as the long-term (year 2035) condition. The standard of practice in transportation planning is to analyze a long-range plan, such as the proposed Plan, in the 20-year horizon (i.e., year 2035) timeframe since buildout will occur over a long period of time.

Existing Plus Project (2011) Conditions

The existing plus project conditions represent opening day of the proposed Plan using the traffic counts that were also used in the existing conditions (2011), detailed above in Section 4.14.1. While the majority of the roadway network conditions would remain unaltered, Camino del Mar between 9th Street and 15th Street would function as a 2-lane Collector with one lane in each direction and roundabouts at four intersections.

Roadway Segment Conditions

The existing plus project roadway segment analysis is summarized in Table 4.14-7 and shown in Figure 4.14-13. As shown in Table 4.14-7, the following 18 roadway segments in the study area would not operate at an acceptable LOS under implementation of the proposed Plan, including:

- Highway 101 – North of Lomas Santa Fe Drive, LOS E
- Camino del Mar – North of Jimmy Durante (NB and SB), LOS E
- Camino del Mar – 15th Street to 13th Street (NB and SB), LOS E
- Camino del Mar – 13th Street to 12th Street (NB and SB), LOS E
- Camino del Mar –12th Street to 11th Street (NB and SB), LOS E
- Camino del Mar – 11th Street to 9th Street (NB), LOS F
- Camino del Mar – 11th Street to 9th Street (SB), LOS E
- Camino del Mar – 9th Street to Del Mar Heights Road (NB), LOS E
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS F
- Camino del Mar – South of Carmel Valley Road (NB and SB), LOS E
- Via de la Valle – Del Mar Downs Road to Jimmy Durante, LOS F
- Del Mar Heights Road – I-5 NB Ramps to High Bluff Drive, LOS E
- Stratford Court – 15th Street to 13th Street, greater (worse) than LOS C

TABLE 4.14-7
EXISTING PLUS PROJECT DAILY ROADWAY SEGMENT CONDITIONS

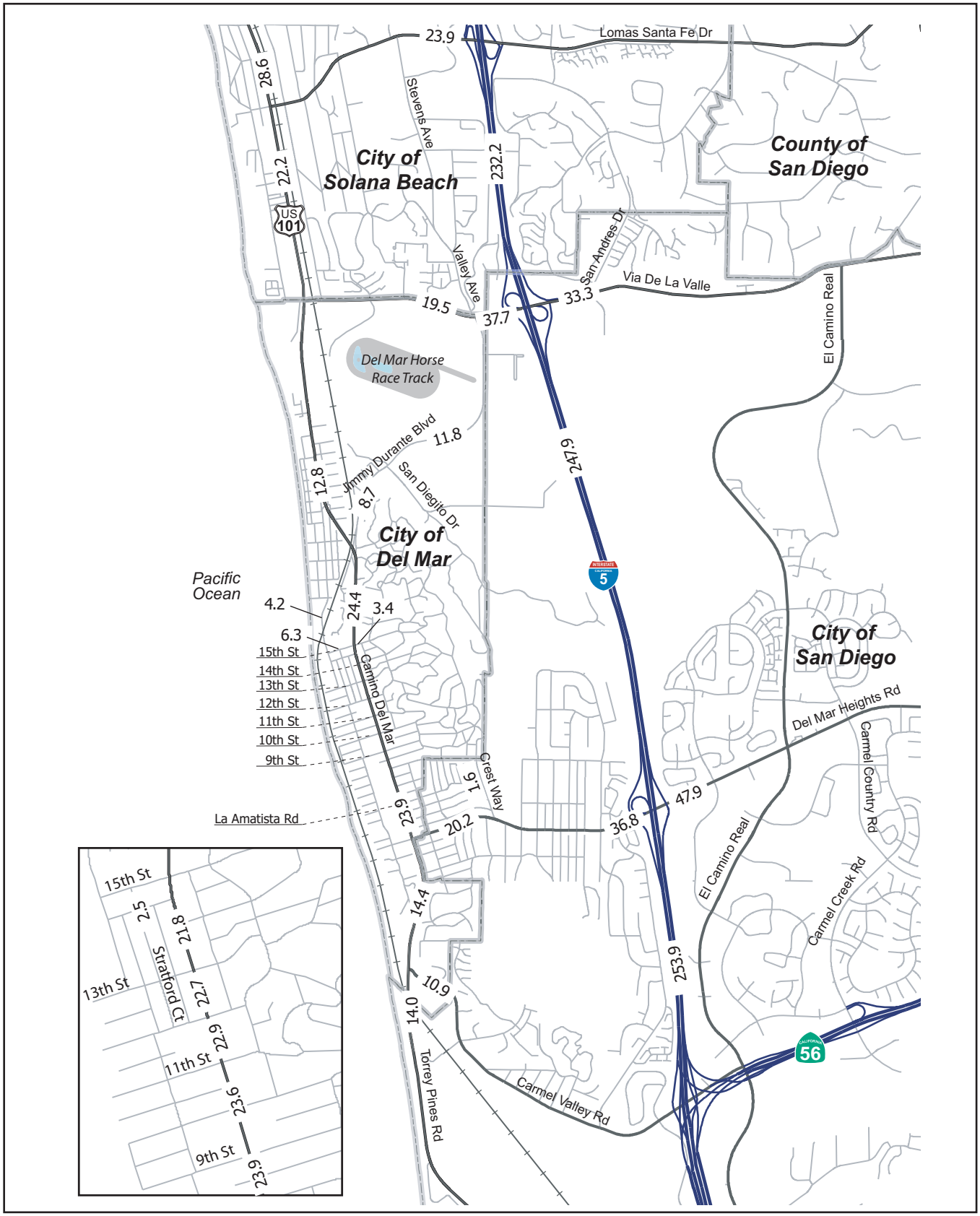
	Existing Conditions						Existing Conditions With Project					Comparison	
Roadway Segment	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Project Traffic	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Δ V/C	Potentially Significant?
Highway 101													
North of Lomas Santa Fe Dr	4C	30,000	28,378	0.946	**E**	271	4C	30,000	28,649	0.955	**E**	0.009	No
North of Via De La Valle	4C	30,000	21,870	0.729	D	406	4C	30,000	22,276	0.743	D	0.014	No
Camino Del Mar													
North of Jimmy Durante Blvd (NB)	1C	7,500	6,003	0.800	D	271	1C	7,500	6,274	0.837	**E**	0.036	**Yes**
North of Jimmy Durante Blvd (SB)	1C	7,500	6,298	0.840	**E**	271	1C	7,500	6,569	0.876	**E**	0.036	**Yes**
Jimmy Durante Blvd to 15th St (NB)	2C	15,000	10,750	0.717	D	1,498	2C	15,000	12,248	0.817	D	0.100	No
Jimmy Durante Blvd to 15th St (SB)	2C	15,000	10,750	0.717	D	1,498	2C	15,000	12,248	0.817	D	0.100	No
15th St to 13th St (NB)	2C-S	7,750	10,367	1.338	**F**	1,560	1R	12,500	11,927	0.954	**E**	-0.384	No
15th St to 13th St (SB)	2C-S	7,750	8,389	1.082	**F**	1,560	1R	12,500	9,949	0.796	**E**	-0.287	No
13th St to 12th St (NB)	2C-S	7,750	10,367	1.338	**F**	1,985	1R	12,500	12,352	0.988	**E**	-0.350	No
13th St to 12th St (SB)	2C-S	7,750	8,389	1.082	**F**	1,985	1R	12,500	10,374	0.830	**E**	-0.253	No
12th St to 11th St (NB)	2C-S	7,750	10,367	1.338	**F**	2,074	1R	12,500	12,441	0.995	**E**	-0.342	No
12th St to 11th St (SB)	2C-S	7,750	8,389	1.082	**F**	2,074	1R	12,500	10,463	0.837	**E**	-0.245	No
11th St to 9th St (NB)	2C-S	7,750	10,367	1.338	**F**	2,462	1R	12,500	12,829	1.026	**F**	-0.311	No
11th St to 9th St (SB)	2C-S	7,750	8,389	1.082	**F**	2,462	1R	12,500	10,851	0.868	**E**	-0.214	No
9th St to Del Mar Heights Rd (NB)	2C	15,000	10,367	0.691	D	2,619	2C	15,000	12,986	0.866	**E**	0.175	**Yes**
9th St to Del Mar Heights Rd (SB)	2C	15,000	8,389	0.559	C	2,619	2C	15,000	11,008	0.734	D	0.175	No
Del Mar Heights Rd to Carmel Valley Rd (NB)	2C	15,000	6,349	0.423	B	421	2C	15,000	6,770	0.451	B	0.028	No
Del Mar Heights Rd to Carmel Valley Rd (SB)	1C	7,500	7,285	0.971	**E**	421	1C	7,500	7,706	1.027	**F**	0.056	**Yes**
South of Carmel Valley Rd (NB)	1C	7,500	6,349	0.847	**E**	203	1C	7,500	6,552	0.874	**E**	0.027	**Yes**
South of Carmel Valley Rd (SB)	1C	7,500	7,285	0.971	**E**	203	1C	7,500	7,488	0.998	**E**	0.027	**Yes**
Lomas Santa Fe Dr													
Solana Hills Dr to I-5 SB Ramps	4C	30,000	23,843	0.795	D	68	4C	30,000	23,911	0.797	D	0.002	No
Via de la Valle													
Del Mar Downs Rd to Jimmy Durante Blvd	2C CL	15,000	19,500	1.300	**F**	0	2C CL	15,000	19,500	1.300	**F**	0.000	No
Jimmy Durante Blvd to I-5 SB Ramps	5MA	50,000	36,324	0.726	D	1,404	5MA	50,000	37,728	0.755	D	0.028	No
East of I-5 NB Ramps	5MA	50,000	32,699	0.654	D	656	5MA	50,000	33,355	0.667	D	0.013	No
Jimmy Durante Blvd													
Via de la Valle to San Dieguito Dr	4C	30,000	9,873	0.329	A	1,964	4C	30,000	11,837	0.395	B	0.065	No
San Dieguito Dr to Camino del Mar	2C CL	15,000	6,713	0.448	B	2,057	2C CL	15,000	8,770	0.585	C	0.137	No
Del Mar Heights Rd													
I-5 NB Ramps to High Bluff Dr	5MA	50,000	47,068	0.941	**E**	842	5MA	50,000	47,910	0.958	**E**	0.017	No
I-5 SB Ramps to Mango Dr	5MA	50,000	33,727	0.675	D	3,089	5MA	50,000	36,816	0.736	D	0.062	No
Camino del Mar to Crest Way	4C	30,000	17,003	0.567	C	3,229	4C	30,000	20,232	0.674	D	0.108	No
Carmel Valley Rd East of S. Camino del Mar	2C CL	15,000	10,775	0.718	D	203	2C CL	15,000	10,978	0.732	D	0.014	No

TABLE 4.14-7
EXISTING PLUS PROJECT DAILY ROADWAY SEGMENT CONDITIONS
(continued)

	Existing Conditions						Existing Conditions With Project					Comparison	
Roadway Segment	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Project Traffic	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Δ V/C	Potentially Significant?
15th St													
Coast Blvd to Camino del Mar	2C CIF	8,000	5,112	0.639	D	1,216	2C CIF	8,000	6,328	0.791	D	0.152	No
Camino del Mar to Luneta Dr	2C CIF	8,000	2,955	0.369	B	460	2C CIF	8,000	3,415	0.427	B	0.058	No
Crest Rd													
North of Del Mar Heights Rd	2SC	2,200	1,638	0.745	< C	46	2SC	2,200	1,684	0.765	< C	0.021	No
Coast Blvd													
North of 15th St	2C	15,000	3,776	0.252	A	468	2C	15,000	4,244	0.283	A	0.031	No
Stratford Ct													
15th St to 13th St	2SC	2,200	2,156	0.980	< C	424	2SC	2,200	2,580	1.173	**> C**	0.193	**Yes**

Notes: Lanes/Class and Capacity change only for With Project conditions, Baseline Conditions do not change.
Bold text represents that the segment either is operating at an unacceptable LOS, or would operate at an unacceptable LOS with Plan implementation.
1C: 1-lane Collector with a continuous left-turn lane.
1R: 1-lane roundabout.
2C: 2-lane Collector.
2C CL: 2-lane Collector with a continuous left-turn lane.
2C CIF: 2-lane Collector with commercial and industrial fronting property.
2SC: 2-lane Sub-Collector with single-family fronting property.
4C: 4-lane Collector.
4MA: 4-lane Major Arterial.

Map Source: KOA Corporation, 2012



LEGEND

—15— Average Daily Traffic (1000s)

No Scale

FIGURE 4.14-13

Existing Plus Project Roadway Segment
Average Daily Traffic

M:\JOBS4\6447\env\graphics\fig4.14-13.ai 03/14/12

With the addition of the traffic from Plan implementation, the following seven segments are calculated to exceed the allowable increased delay.

- Camino del Mar – North of Jimmy Durante (NB and SB), LOS E
- Camino del Mar – 9th Street to Del Mar Heights Road (NB), LOS E
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS F
- Camino del Mar – South of Carmel Valley Road (NB and SB), LOS E
- Stratford Court – 15th Street to 13th Street, greater (worse) than LOS C

If a roadway segment is operating at LOS E or F and there is an increase of the V/C ratio that exceeds the allowable threshold, but the intersections bounding the segment all operate at LOS D or better during peak periods, then the segment impact is considered less than significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. Although the seven roadway segments above operate at LOS E or F and exceed the allowable increase in the V/C ratio, the intersections along these segments would operate at LOS D or better during peak periods. Therefore, impacts would be less than significant.

Intersection Conditions

The existing plus project intersection analysis is summarized in Table 4.14-8. Figures 4.14-14 and 4.14-15 show the A.M. and P.M. peak hour intersection volumes, respectively. As shown in Table 4.14-8, all intersections in the study area are calculated to operate at an acceptable LOS D or better. Impacts would be less than significant.

Freeway Segment Conditions

The existing plus project freeway segment analysis is summarized in Table 4.14-9. As shown in Table 4.14-9, the following freeway segment would not operate at LOS D or better.

- I-5 – Via de la Valle to Del Mar Heights Road (SB), LOS E (A.M. Peak Hour)

Implementation of the proposed Plan would not increase the V/C ratio at this freeway segment. Therefore, impacts would be less than significant.

Freeway Ramp Meter Conditions

The existing plus project freeway ramp meter analysis is summarized in Table 4.14-10. As shown in Table 4.14-10, the following two ramp meters are calculated to operate at an unacceptable condition:

- Del Mar Heights Road WB to I-5 SB (A.M. peak hour)
- Via de la Valle EB to I-5 SB (P.M. peak hour)

Implementation of the proposed Plan would not significantly increase the delay at these freeway ramp meters. Therefore, impacts would be less than significant.

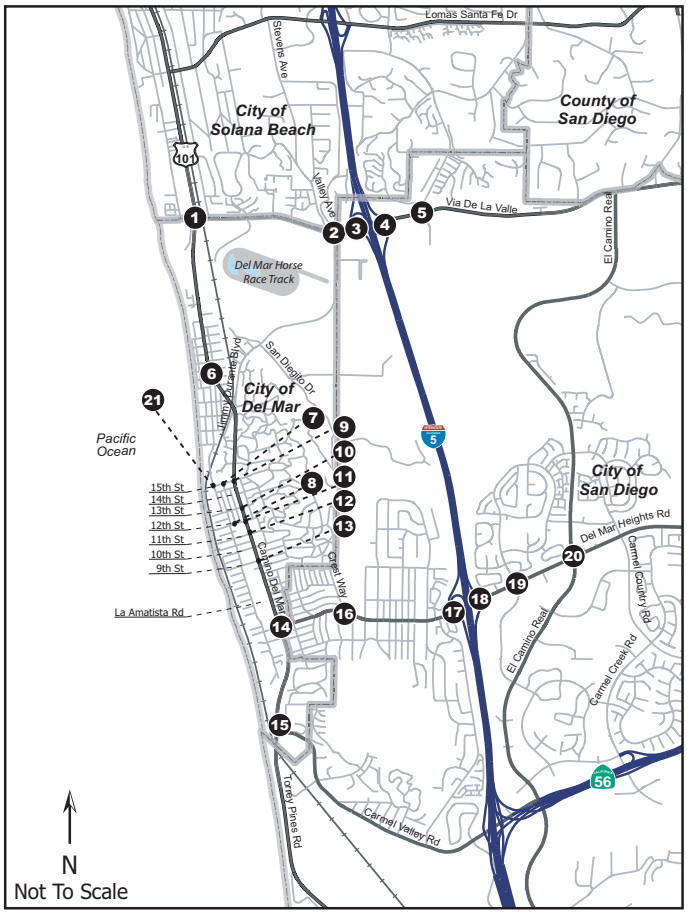
TABLE 4.14-8
EXISTING PLUS PROJECT A.M./P.M. PEAK-HOUR INTERSECTION CONDITIONS

Intersection	Existing Conditions		Existing Plus Project		Δ	
	Delay	LOS	Delay	LOS	Delay	Significant
AM Peak Hour						
1. Via de la Valle/Camino del Mar	14.7	B	14.9	B	0.2	No
2. Via de la Valle/Jimmy Durante Blvd	27.2	C	28.2	C	1.0	No
3. Via de la Valle/I-5 SB Ramps	4.3	A	4.5	A	0.2	No
4. Via de la Valle/I-5 NB Ramps	9.0	A	9.0	A	0.0	No
5. Via de la Valle/San Andres Dr	19.1	B	19.3	B	0.2	No
6. Coast Blvd/Camino del Mar	19.7	C	21.6	C	1.9	No
7. 15th St/Stratford Ct	9.3	A	9.9	A	0.6	No
8. 12th St/Stratford Ct	8.6	A	8.7	A	0.1	No
9. 15th St/Camino Del Mar[1]	13.4	B	14.1	B	0.7	No
10. 13th St/Camino Del Mar[1]	12.9	B	15.6	C	2.7	No
11. 12th St/Camino Del Mar[1]	12.2	B	18.1	C	5.9	No
12. 11th St/Camino Del Mar[1]	13.1	B	15.4	C	2.3	No
13. 9th St/Camino del Mar[1]	7.3	A	13.7	B	6.4	No
14. 4th St/Camino del Mar	22.4	C	32.0	C	9.6	No
15. Camino del Mar/Carmel Valley Rd	30.6	C	31.6	C	1.0	No
16. Del Mar Heights Rd/Crest Way	5.6	A	5.7	A	0.1	No
17. Del Mar Heights Rd/I-5 SB Ramps	7.7	A	8.0	A	0.3	No
18. Del Mar Heights Rd/I-5 NB Ramps	21.6	C	22.4	C	0.8	No
19. Del Mar Heights Rd/High Bluff Dr	22.2	C	22.7	C	0.5	No
20. Del Mar Heights Rd/El Camino Real	32.4	C	32.8	C	0.4	No
21. 15th St/Ocean Ave	7.7	A	8.0	A	0.3	No
PM Peak Hour						
1. Via de la Valle/Camino del Mar	18.3	B	18.3	B	0.0	No
2. Via de la Valle/Jimmy Durante Blvd	21.6	C	22.5	C	0.9	No
3. Via de la Valle/I-5 SB Ramps	7.3	A	7.7	A	0.4	No
4. Via de la Valle/I-5 NB Ramps	9.1	A	9.2	A	0.1	No
5. Via de la Valle/San Andres Dr	23.9	C	24.1	C	0.2	No
6. Coast Blvd/Camino del Mar	14.0	B	15.1	C	1.1	No
7. 15th St/Stratford Ct	10.3	B	11.3	B	1.0	No
8. 12th St/Stratford Ct	8.7	A	8.8	A	0.1	No
9. 15th St/Camino del Mar[1]	15.8	B	23.3	C	7.5	No
10. 13th St/Camino del Mar[1]	16.9	C	20.6	C	3.7	No
11. 12th St/Camino del Mar[1]	12.6	B	20.0	B	7.4	No
12. 11th St/Camino del Mar[1]	16.9	C	29.3	D	12.4	No
13. 9th St/Camino del Mar[1]	7.1	A	22.7	C	15.6	No
14. 4th St/Camino del Mar	24.5	C	30.0	C	5.5	No
15. Camino del Mar/Carmel Valley Rd	20.1	C	21.4	C	1.3	No
16. Del Mar Heights Rd/Crest Way	6.8	A	7.6	A	0.8	No
17. Del Mar Heights Rd/I-5 SB Ramps	9.6	A	10.4	B	0.8	No
18. Del Mar Heights Rd/I-5 NB Ramps	18.8	B	20.3	C	1.5	No
19. Del Mar Heights Rd/High Bluff Dr	25.3	C	25.7	C	0.4	No
20. Del Mar Heights Rd/El Camino Real	27.0	C	27.1	C	0.1	No
21. 15th St/Ocean Ave	8.3	A	8.8	A	0.5	No

NOTE: LOS for All-Way Stop Control intersections is based on the average control delay. Therefore, the resulting LOS might not be representative of the delay experienced on the critical approach.

[1]Geometry change only for With Project conditions. Baseline Conditions are the same as Existing Conditions and do not change.

Map Source: KOA Corporation, 2012



1 Via De La Valle & Camino Del Mar

	17 ←509 ↙490	↖169 ←112 ↙91
1↗ 94→ 27↘		19↗ 154→ 78↘

2 Via De La Valle & Jimmy Durante Blvd

	34 ←114 ↙438	↖325 ←545 ↙672
45↗ 755→ 29↘		22↗ 72→ 252↘

3 Via De La Valle & I-5 SB Ramps

	188 ↖182	↖593 ←1136
648→ 930↘		

4 Via De La Valle & I-5 NB Ramps

		↖379 ←988
544→ 287↘		684↗ 453↖

5 Via De La Valle & San Andres Dr

	219 ←35 ↙79	↖108 ←936 ↙87
142↗ 522→ 19↘		33↗ 9→ 28↘

6 Coast Blvd & Camino Del Mar

	70 ←539 ↙7	↖5 ←1 ↙9
45↗ 1→ 8↘		9↗ 167→ 5↘

7 15th St & Stratford Ct

		←104 ↙20
116→ 30↘		23↗ 16↖

8 12th St & Stratford Ct

	7 ↓5 ↙10	↖7 ←4
15↗ 13→		6→

9 15th St & Camino Del Mar

	44 ←720 ↙96	↖65 ←11 ↙37
27↗ 13→ 81↘		86↗ 331→ 54↘

10 13th St & Camino Del Mar

	22 ←815 ↙42	↖18 ←2 ↙49
23↗ 46↘		100↗ 432→ 16↘

11 12th St & Camino Del Mar

	21 ←908	↖18
34↘		562→ 31↖

12 11th St & Camino Del Mar

	29 ←847 ↙45	↖19 ←3 ↙52
39↗ 2→ 33↘		66↗ 506→ 32↘

13 9th St & Camino Del Mar

	34 ←861 ↙38	↖18 ←2 ↙29
47↗ 1→ 48↘		55↗ 560→ 22↘

14 4th St (Del Mar Heights) Rd & Camino Del Mar

	16 ←559 ↙437	↖490 ←64 ↙493
20↗ 101→ 37↘		24↗ 172→ 64↘

15 Camino Del Mar & Carmel Valley Rd

	843 ←185	↖74 ←570
115→ 50↘		

16 Del Mar Heights Rd & Crest Way

	1 ↙88	↖152 ←806
6↗ 871→		

17 Del Mar Heights Rd & I-5 SB Ramps

	297 ↖815	↖965 ←1012
669→ 764↘		

18 Del Mar Heights Rd & I-5 NB Ramps

		↖807 ←1519
236↗ 1282→		420↗ 811↖

19 Del Mar Heights Rd & High Bluff Dr

	339 ←42 ↙84	↖70 ←1910 ↙111
93↗ 1179→ 790↘		180↗ 12→ 5↘

20 Del Mar Heights Rd & El Camino Real

	488 ←361 ↙173	↖70 ←1682 ↙224
258↗ 906→ 251↘		235↗ 123→ 139↘

21 15th St & Ocean Ave

	25 ↙81	↖60 ←39
15→ 27↘		

LEGEND

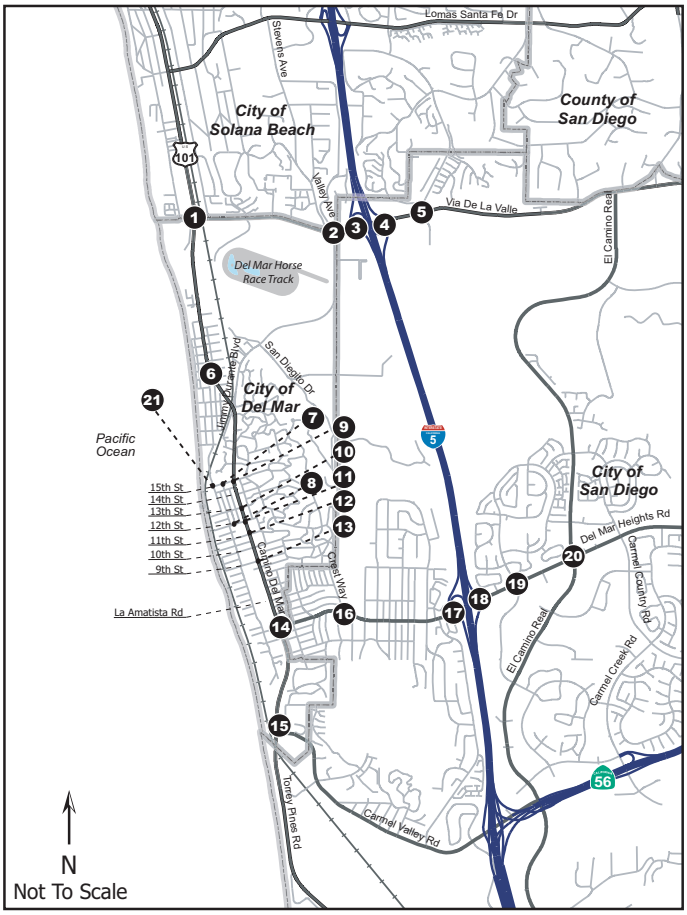
10 ↙ AM Peak Hour Traffic

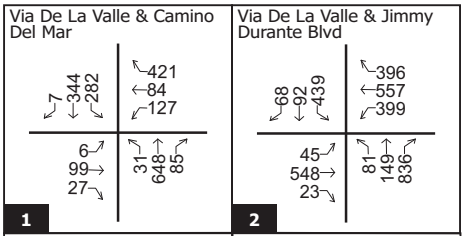
No Scale

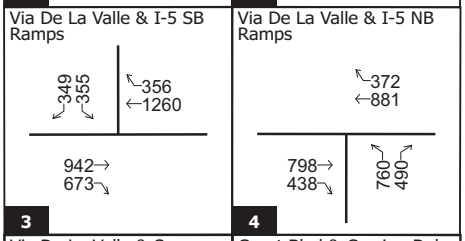
FIGURE 4.14-14

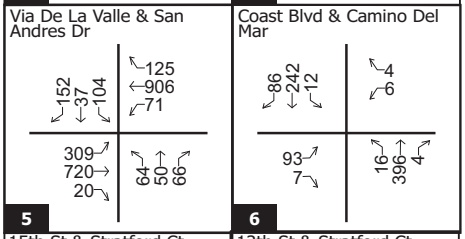
Existing Plus Project A.M. Peak Hour Intersection Volumes

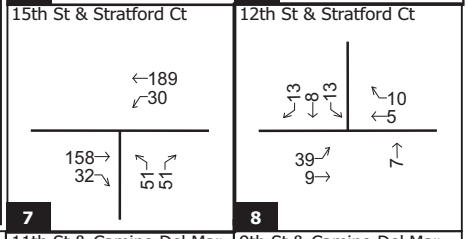
Map Source: KOA Corporation, 2012

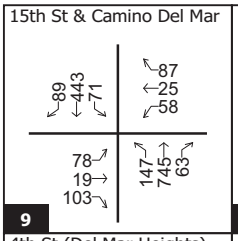


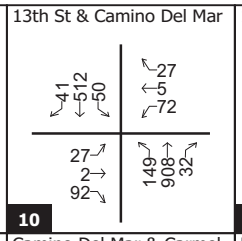


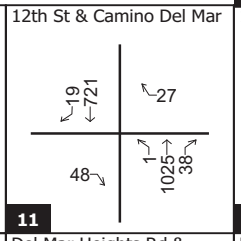


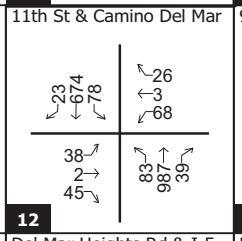


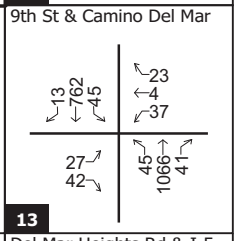


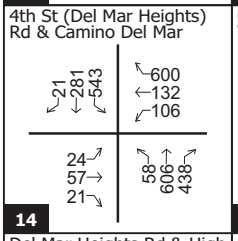


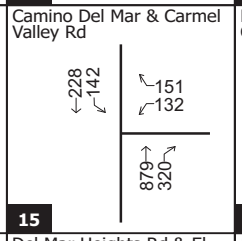


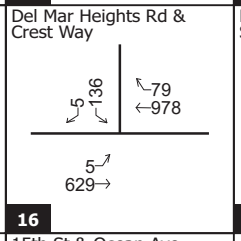


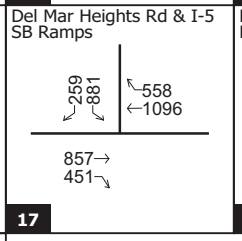


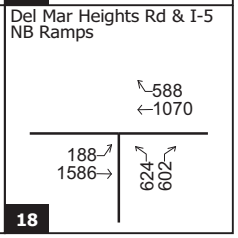


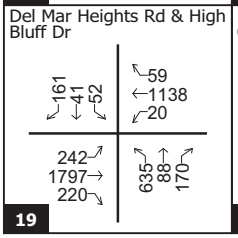


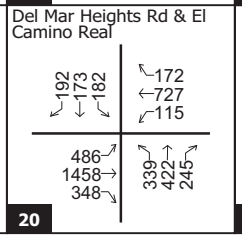


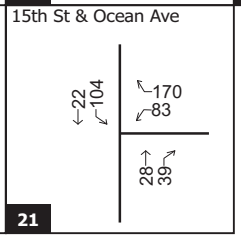












LEGEND

10 PM Peak Hour Traffic

No Scale

FIGURE 4.14-15

Existing Plus Project P.M. Peak Hour Intersection Volumes

M:\JOBS4\6447\env\graphics\fig4.14-15.ai 03/14/12

TABLE 4.14-9
EXISTING PLUS PROJECT FREEWAY SEGMENT CONDITIONS

Freeway Segment	Direction	Number of Lanes[2]	Hourly Capacity	ADT[3]	Existing Conditions						Existing Conditions with Project						Comparison		Potentially Significant?
					AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			Increase V/C		
					Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	AM Peak Hour	PM Peak Hour	
Lomas Santa Fe to Via de la Valle	NB	4M + 1A + 1HOV	10,400	232,257	6,681	0.642	C	8,284	0.797	C	6,701	0.644	C	8,321	0.800	D	0.002	0.004	No
	SB	4M + 1A + 1HOV	10,400		9,069	0.872	D	8,068	0.776	C	9,091	0.874	D	8,087	0.778	C	0.002	0.002	No
Via de la Valle to Del Mar Heights Road	NB	4M + 1A + 1HOV	10,400	247,998	7,683	0.739	C	8,422	0.810	D	7,683	0.739	C	8,422	0.810	D	0.000	0.000	No
	SB	5M + 1A + 1HOV	10,400		9,814	0.944	**E**	8,346	0.803	D	9,814	0.944	**E**	8,346	0.803	D	0.000	0.000	No
Del Mar Heights Road to Carmel Valley Road	NB	5M + 1A + 1HOV	12,400	252,088	7,959	0.642	C	7,812	0.630	C	8,009	0.646	C	7,889	0.636	C	0.004	0.006	No
	SB	5M + 1A + 1HOV	12,400		10,721	0.865	D	8,237	0.664	C	10,787	0.870	D	8,320	0.671	C	0.005	0.007	No

NOTE: Bold text represents that the segment is operating at an unacceptable LOS.
[1]Interstate 5 Freeway
[2]M: Mainline, A: Auxiliary, HOV: High Occupancy Vehicle Lane.
[3]Existing ADT Volumes from Caltrans (2011)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

TABLE 4.14-10
EXISTING PLUS PROJECT FREEWAY RAMP METER CONDITIONS

	Existing Conditions					Existing Conditions with Project					Comparison	
Location	Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (ft)	Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (ft)	Δ Delay (Min)	Potentially Significant?
AM Peak Hour												
Via de la Valle EB to I-5 NB	372	134	0	0.0	0	372	146	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB	473	341	0	0.0	0	473	341	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB (HOV)	473	38	0	0.0	0	473	38	0	0.0	0	0.0	No
Via de la Valle EB to I-5 SB	996	837	0	0.0	0	996	848	0	0.0	0	0.0	No
Via de la Valle EB to I-5 SB (HOV)	996	93	0	0.0	0	996	94	0	0.0	0	0.0	No
Via de la Valle WB to I-5 SB	424	297	0	0.0	0	424	297	0	0.0	0	0.0	No
Del Mar Heights Rd to I-5 NB	593	522	0	0.0	0	593	522	0	0.0	0	0.0	No
Del Mar Heights Rd EB to I-5 SB	996	628	0	0.0	0	996	658	0	0.0	0	0.0	No
Del Mar Heights Rd EB to I-5 SB (HOV)	996	70	0	0.0	0	996	73	0	0.0	0	0.0	No
Del Mar Heights Rd WB to I-5 SB	352	483	**131**	**22.2**	**3,785**	352	483	**131**	**22.2**	**3,785**	0.0	No
PM Peak Hour												
Via de la Valle EB to I-5 NB	372	210	0	0.0	0	372	224	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB	473	335	0	0.0	0	473	335	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB (HOV)	473	37	0	0.0	0	473	37	0	0.0	0	0.0	No
Via de la Valle EB to I-5 SB	424	606	**182**	**25.7**	**5,269**	424	618	**194**	**27.5**	**5,636**	1.8	No
Via de la Valle EB to I-5 SB (HOV)	424	67	0	0.0	0	424	69	0	0.0	0	0.0	No
Via de la Valle WB to I-5 SB	352	178	0	0.0	0	352	178	0	0.0	0	0.0	No
Del Mar Heights Rd to I-5 NB	593	388	0	0.0	0	593	388	0	0.0	0	0.0	No
Del Mar Heights Rd EB to I-5 SB	996	337	0	0.0	0	996	371	0	0.0	0	0.0	No
Del Mar Heights Rd EB to I-5 SB (HOV)	996	37	0	0.0	0	996	41	0	0.0	0	0.0	No
Del Mar Heights Road WB to I-5 SB	368	279	0	0.0	0	368	279	0	0.0	0	0.0	No

Note: Bold text represents that the ramp meter either is operating with an unacceptable condition, or would operate at an unacceptable condition with Plan implementation.
Excess demand = Demand-Meter Rate
Delay = (Excess Demand/Meter Rate)*60 minutes
Queue = Excess Demand*29 feet/vehicle

Long-term (Cumulative) Conditions

Long-term conditions represent traffic in the year 2035 based on SANDAG's computerized travel forecast model (Series 12 Select Zone Analysis). The implemented traffic growth to the roadway network within the study area is a function of expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. For the purposes of this analysis, year 2008 and year 2035 SANDAG models were obtained. Using the existing counts obtained in year 2011 and the growth factor calculated by the interpolation of the two models, future base volumes were developed. Additionally, traffic studies of cumulative projects within the vicinity of the Plan area were reviewed and updated in the model to better reflect the effects of these projects. Table 4.14-11 summarizes the cumulative projects used in the long-term impact analysis.

It should be noted that in the year 2035 model there is a decrease in the average daily traffic assigned to Del Mar Heights Road east of I-5. According to the SANDAG 2050 RTP, State Route 56 (SR-56) connectors to I-5 will be built by the year 2030. These connectors are included in the year 2035 model, resulting in traffic redistribution throughout the network.

Long-term without Project Conditions

Future traffic volumes were used to analyze the long-term baseline condition (i.e., without Plan implementation). The resultant long-term baseline daily, A.M. and P.M. peak-hour intersection volumes are shown in Figures 4.14-16 through 4.14-18.

Roadway Segment Conditions

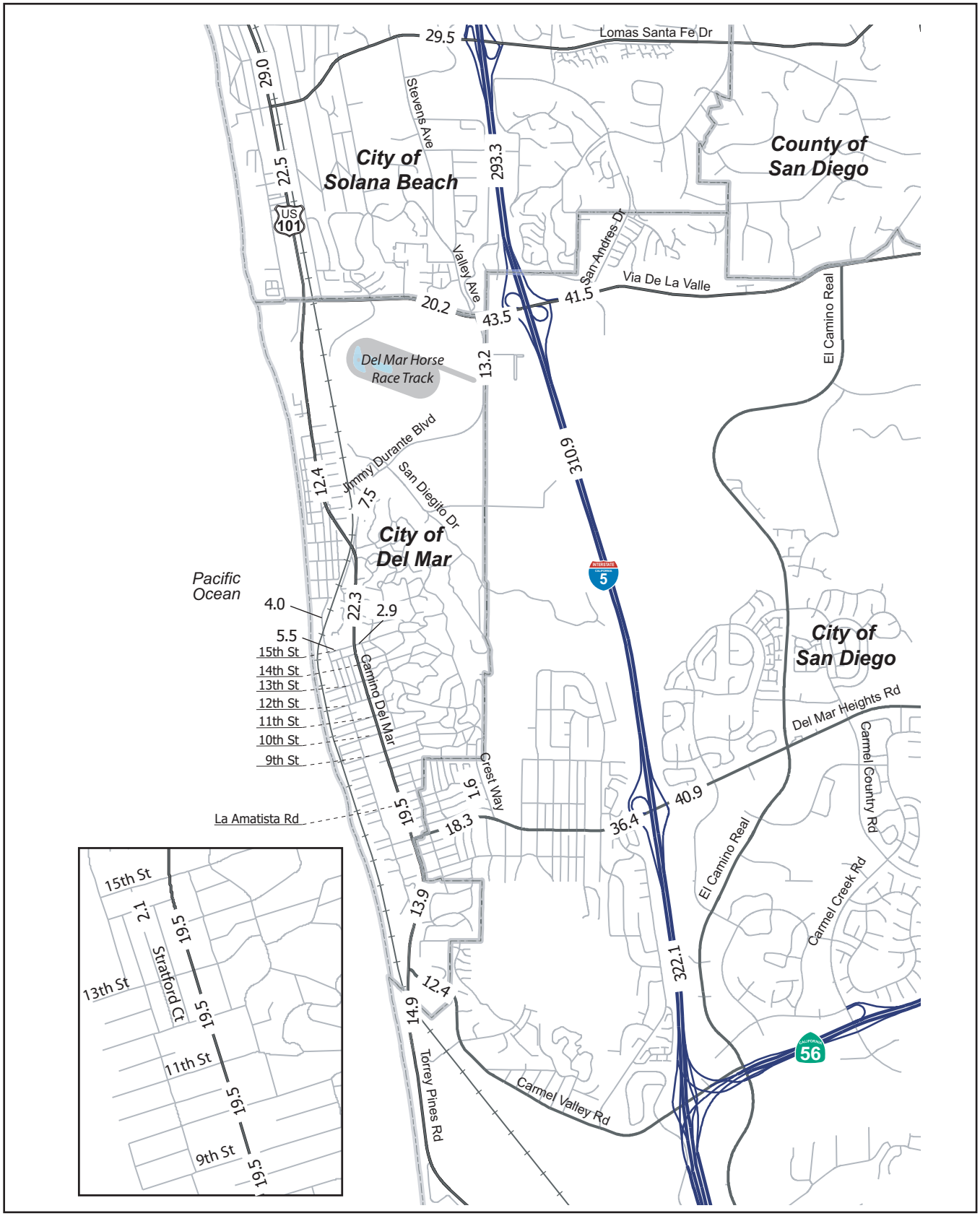
As shown in Table 4.14-12, the following 18 roadway segments are calculated to operate at a LOS E or worse in the long term without Plan implementation:

- Highway 101 – North of Lomas Santa Fe Drive, LOS E
- Camino del Mar – North of Jimmy Durante Boulevard (SB), LOS E
- Camino del Mar – 15th Street to 13th Street (NB and SB), LOS F
- Camino del Mar – 13th Street to 12th Street (NB and SB), LOS F
- Camino del Mar – 12th Street to 11th Street (NB and SB), LOS F
- Camino del Mar –11th Street to 9th Street (NB and SB), LOS F
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS F
- Camino del Mar – South of Carmel Valley Road (NB), LOS E
- Camino del Mar – South of Carmel Valley Road (SB), LOS F
- Lomas Santa Fe Drive – Solana Hills Drive to I-5 Southbound Ramps, LOS E
- Via de la Valle – Del Mar Downs Road to Jimmy Durante, LOS F
- Via de la Valle – Jimmy Durante to Interstate 5 SB Ramps, LOS E
- Via de la Valle – East of Interstate 5 NB Ramps, LOS E
- Del Mar Heights Road – I-5 NB Ramps to High Bluff Drive, LOS E

TABLE 4.14-11
CUMULATIVE PROJECTS

Name	Description	Estimated ADT
The Bridges	Residential: 35 estate homes	420
MUP 91 019	Residential: 10 single-family	120
TPM 20477	Residential: 3 single-family	30
TPM 20612	Residential: 4 single-family	40
TM 5148	Residential: 12 single-family	144
TPM 20693	Residential: 2 single-family	20
TPM 20893	Residential: 4 single-family	40
TM 5125	Residential: 6 single-family	60
TPM 20479	Residential: 2 single-family	24
MUP 72-108	Fellowship Center: 11,950; Classroom Bldg: 3,000 Administration Bldg: 500	246
TPM 20326	Residential: 2 single-family	20
TPM 20536	Residential: 2 single-family	20
Sillstrop	Residential: 3 apartment; Residential: 22 single-family	244
Helen Woodward Animal Center	Expansion: 41,600	594
Palma de la Reina	Residential: 54 apartments Commercial: 19,500 Retail: 9,500	1,202
Morgan Run Country Club	Health Spa: 9,432	283
TPM 20593	Residential: 2 single-family	20
TPM 20354	Residential: 1 single-family	10
Villages at Lomas Santa Fe	Retail: 45,500	1,547
Via De La Valle Townhomes	22 townhome dus	176
Rancho Del Mar	224-unit condominium 30,000 wellness center	1,309
Del Mar Country Estates	Residential: 14 estate homes	24
Del Mar Fairgrounds Master Plan	East Parking Lot Improvement 23 acres	130
Del Mar Fairgrounds Master Plan	Health Club/Sports Training Facility 60,000	2,400
Del Mar Fairgrounds Master Plan	New Flat Floor Exhibit Building:26,220 Conference Hotel 330 Rooms Roof Top Sports Field 278,716	3,474
Flower Hill	35,000 market; 25,000 office; 8,700 retail	4,430
Riverview Project	Office: 23120	560
One Paseo	Free Standing Retail: 100,000; Market: 30,000 Commercial: 100,000; Retail: 100,650; Corporate Office: 245,000; Professional Office: 291,000	26,961
TM 5182 (Cielo del Norte	Residential: 186 single-family homes	2,232
TM 5201	Residential: 17 single-family	170
Solana Gateway	Mixed Use	1,760
Del Mar Country Club Estates	Residential: 2 single-family	24
TM 5280	Health Spa: 25,153	750
Rancho Santa Fe Farms Golf Club	Recreation: 18-hole golf course	700
NCTD Mixed Use	Mixed Use	3,585
Stevens Ave Office	Office: 18,905	380
Solana Beach Town Center	Office Alternative: 13,3047	3,310
444 South Cedros Ave	Mixed Use	1,280
Solana Beach Mixed Use	Mixed Use	630
Sheppard Medical	Medical Office: 4,394	220
Garden Del Mar	Mixed Use	717

Map Source: KOA Corporation, 2012



LEGEND

—15— Average Daily Traffic (1000s)

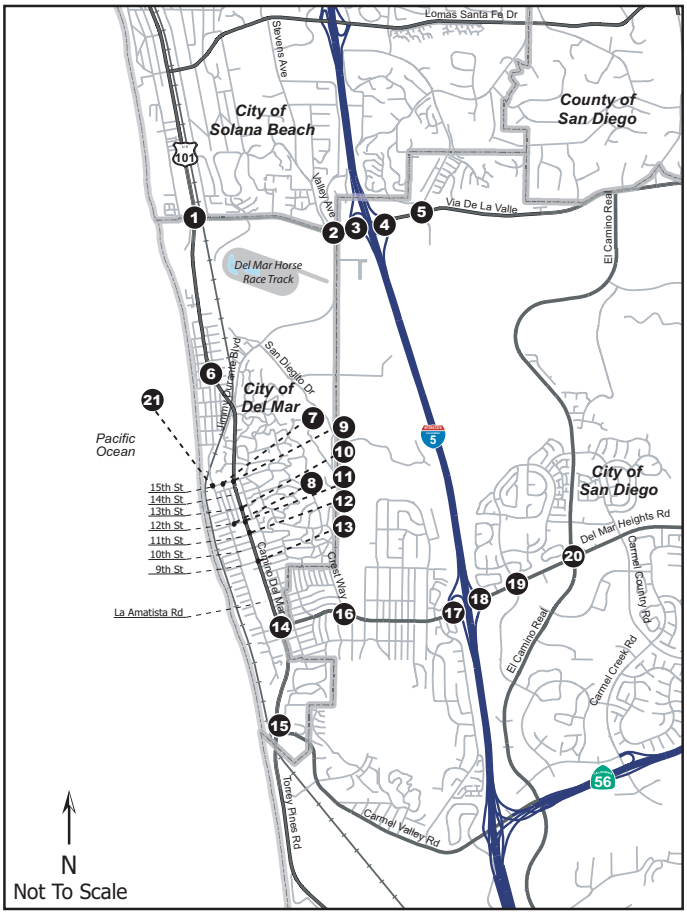
No Scale

FIGURE 4.14-16

Long Term without Project Roadway Segment
Average Daily Traffic

M:\JOBS4\6447\env\graphics\fig4.14-16.ai 03/14/12

Map Source: KOA Corporation, 2012



1 Via De La Valle & Camino Del Mar

↖17 ←498 ↙498		↗182 ←116 ↙95
1↗ 94→ 25↘		17↗ 150→ 83↘

2 Via De La Valle & Jimmy Durante Blvd

↖43 ←131 ↙556		↗390 ←654 ↙756
47↗ 785→ 30↘		29↗ 80→ 277↘

3 Via De La Valle & I-5 SB Ramps

↖199 ↙218		↗712 ←1339
	724→ 1116↘	

4 Via De La Valle & I-5 NB Ramps

		↗481 ←1238
	632→ 320↘	↗821 544↘

5 Via De La Valle & San Andres Dr

↖287 ←47 ↙105		↗137 ←1175 ←110
177↗ 648→ 20↘		30↗ 9→ 28↘

6 Coast Blvd & Camino Del Mar

↖70 ←526 ↙7		↗5 ←1 ↙10
49↗ 1→ 9↘		9↗ 149→ 5↘

7 15th St & Stratford Ct

		←86 ↙22
	100→ 19↘	10↗ 17↘

8 12th St & Stratford Ct

↖7 ↙6		↗3 ←4
	15↗ 13→	

9 15th St & Camino Del Mar

↖36 ←663 ↙88		↗62 ←8 ↙39
21↗ 11→ 69↘		61↗ 263→ 49↘

10 13th St & Camino Del Mar

↖14 ←758 ↙30		↗6 ←2 ↙17
14↗ 29↘		71↗ 356→ 6↘

11 12th St & Camino Del Mar

↖12 ←805		←4
16↘		460→ 15↘

12 11th St & Camino Del Mar

↖21 ←759 ↙19		↗7 ←3 ↙20
23↗ 2→ 13↘		33↗ 421→ 17↘

13 9th St & Camino Del Mar

↖34 ←729 ↙24		↗6 ←2 ↙13
36↗ 1→ 31↘		40↗ 441→ 8↘

14 4th St (Del Mar Heights) Rd & Camino Del Mar

↖7 ←534 ↙327		↗431 ←69 ↙532
12↗ 103→ 38↘		24↗ 150→ 64↘

15 Camino Del Mar & Carmel Valley Rd

←830 ↙178		↗79 ↙661
	117→ 55↘	

16 Del Mar Heights Rd & Crest Way

↙88		↗164 ←777
4↗ 827→		

17 Del Mar Heights Rd & I-5 SB Ramps

↖297 ↙815		↗965 ←936
642→ 698↘		

18 Del Mar Heights Rd & I-5 NB Ramps

		↗807 ←1494
236↗ 1255→		↗370 811↘

19 Del Mar Heights Rd & High Bluff Dr

↖337 ←42 ↙84		↗61 ←1652 ↙97
78↗ 1013→ 683↘		206↗ 14→ 6↗

20 Del Mar Heights Rd & El Camino Real

↖659 ←487 ↙234		↗61 ←1455 ↙195
224↗ 777→ 216↘		310↗ 164→ 185↗

21 15th St & Ocean Ave

←27 ↙72		↗49 ↙16
	15→ 5↗	

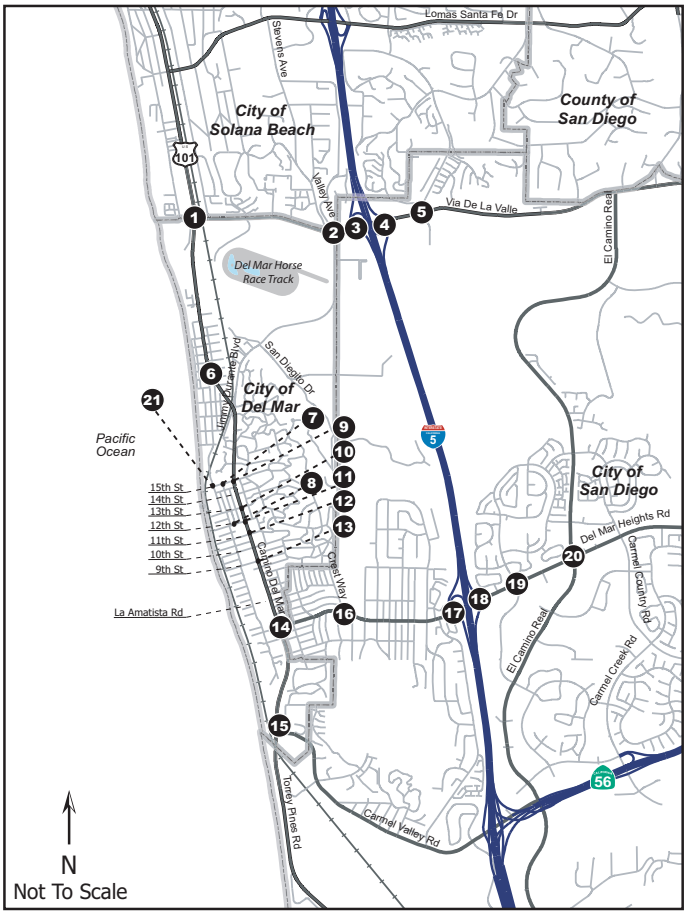
LEGEND	
10 ↗	AM Peak Hour Traffic

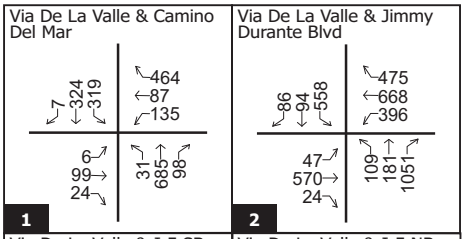
No Scale

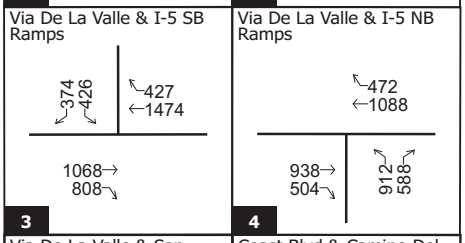
FIGURE 4.14-17

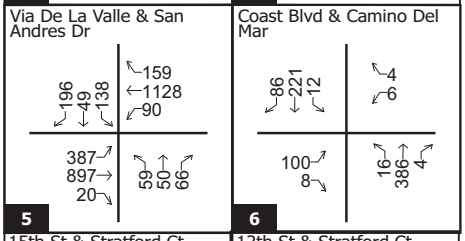
Long Term without Project A.M. Peak Hour Intersection Volumes

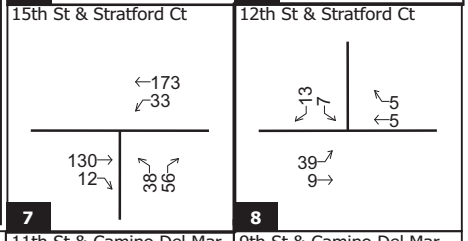
Map Source: KOA Corporation, 2012

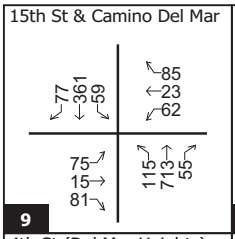


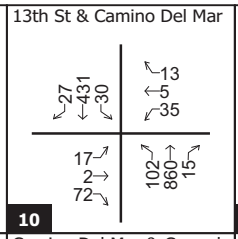


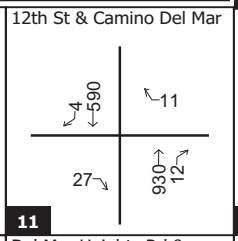


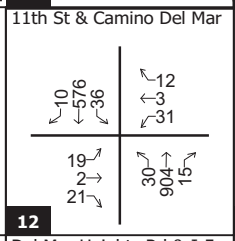


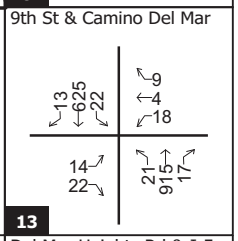


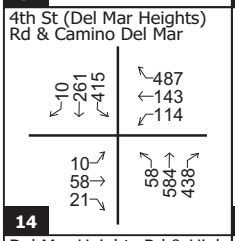


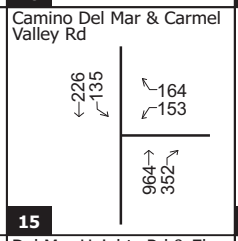


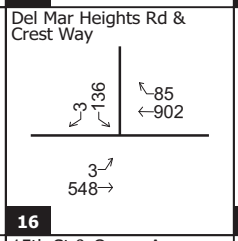


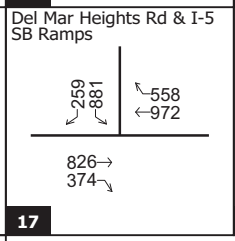


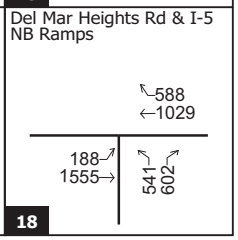


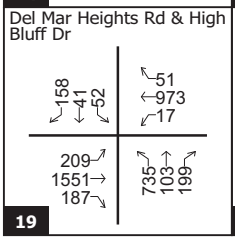


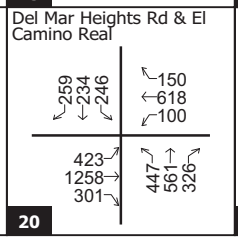


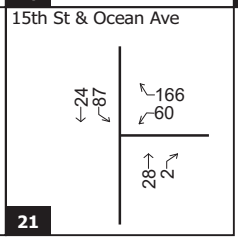












LEGEND

10 ↙ PM Peak Hour Traffic

No Scale

FIGURE 4.14-18

Long Term without Project P.M. Peak Hour Intersection Volumes

TABLE 4.14-12
LONG-TERM ROADWAY SEGMENT CONDITIONS

Roadway Segment	Lanes/ Class	LOS E Capacity	Long Term Conditions		
			ADT	V/C	LOS
Highway 101					
North of Lomas Santa Fe Dr	4C	30,000	29,087	0.970	**E**
North of Via De La Valle	4C	30,000	22,580	0.753	D
Camino Del Mar					
North of Jimmy Durante Blvd (NB)	1C	7,500	6,087	0.812	D
North of Jimmy Durante Blvd (SB)	1C	7,500	6,390	0.852	**E**
Jimmy Durante Blvd to 15th St (NB)	2C	15,000	11,071	0.738	D
Jimmy Durante Blvd to 15th St (SB)	2C	15,000	11,232	0.749	D
15th St to 13th St (NB)	2C-S	7,750	10,688	1.379	**F**
15th St to 13th St (SB)	2C-S	7,750	8,871	1.145	**F**
13th St to 12th St (NB)	2C-S	7,750	10,688	1.379	**F**
13th St to 12th St (SB)	2C-S	7,750	8,871	1.145	**F**
12th St to 11th St (NB)	2C-S	7,750	10,688	1.379	**F**
12th St to 11th St (SB)	2C-S	7,750	8,871	1.145	**F**
11th St to 9th St (NB)	2C-S	7,750	10,688	1.379	**F**
11th St to 9th St (SB)	2C-S	7,750	8,871	1.145	**F**
9th St to Del Mar Heights Rd (NB)	2C	15,000	10,688	0.713	D
9th St to Del Mar Heights Rd (SB)	2C	15,000	8,871	0.591	C
Del Mar Heights Rd to Carmel Valley Rd (NB)	2C	15,000	6,495	0.433	B
Del Mar Heights Rd to Carmel Valley Rd (SB)	1C	7,500	7,504	1.000	**F**
South of Carmel Valley Rd (NB)	1C	7,500	6,984	0.931	**E**
South of Carmel Valley Rd (SB)	1C	7,500	8,014	1.068	**F**
Lomas Santa Fe Dr					
Solana Hills Dr to I-5 SB Ramps	4C	30,000	29,565	0.986	**E**
Via de la Valle					
Del Mar Downs Rd to Jimmy Durante Blvd	2C CL	15,000	20,280	1.352	**F**
Jimmy Durante Blvd to I-5 SB Ramps	5MA	50,000	43,589	0.872	**E**
East of I-5 NB Ramps	5MA	50,000	41,528	0.831	**E**
Jimmy Durante Blvd					
Via De La Valle to San Diegito Dr	4C	30,000	13,230	0.441	B
San Dieguito Dr to Camino Del Mar	2C CL	15,000	7,513	0.501	C
Del Mar Heights Rd					
I-5 NB Ramps to High Bluff Drive	5MA	50,000	40,949	0.819	**E**
I-5 SB Ramps to Mango Drive	5MA	50,000	36,425	0.729	D
Camino del Mar to Crest Way	4C	30,000	18,363	0.612	C
Carmel Valley Rd					
East of S. Camino del Mar	2C CL	15,000	12,499	0.833	D
15th St					
Coast Blvd to Camino del Mar	2C CIF	8,000	5,572	0.697	D
Camino del Mar to Luneta Dr	2C CIF	8,000	2,955	0.369	B
Crest Rd					
North of del Mar Heights Rd	2SC	2,200	1,638	0.745	Less than C
Coast Blvd					
North of 15th St	2C	15,000	4,078	0.272	A
Stratford Ct					
15th St to 13th St	2SC	2,200	2,156	0.980	Less than C

NOTE: Bold text represents that the segment either is operating at an unacceptable LOS
Abbreviations: 1C: 2-lane Collector with commercial and industrial fronting property. 2C: 2-lane Collector with multi-family residential fronting property. 2C-S: 2-lane collector with stop signs. 2C CL: 2-lane Collector with a continuous left-turn lane. 2C CIF: 2-lane collector with no fronting property. 2SC: 2-lane Sub-Collector with single-family fronting property. 4C: 4-lane Collector. 4MA: 4-lane Major Arterial. 5MA: 5-lane Major Arterial.

Intersection Conditions

The long-term intersection analysis is summarized in Table 4.14-13. As shown in Table 4.14-13, all intersections in the study area are calculated to operate at an acceptable LOS D or better in the long term.

It should be noted that in this long-term baseline condition, the roadway network conditions would be the same as the existing condition (i.e. no circulation changes). According to the HCM, each stop-controlled intersection in an isolated state under the long-term baseline condition operates at an acceptable LOS. However, the close spacing between intersections, development of queues, and slow traffic speeds result in a stop-and-go condition along Camino del Mar where all segments between 9th Street and 15th Street operate at a LOS F, as described above.

Freeway Segment Conditions

The long-term freeway segment analysis is summarized in Table 4.14-14. As shown in Table 4.14-14, the following eight freeway segments are calculated to operate at a LOS E or worse in the long term without Plan implementation:

- I-5 – Lomas Santa Fe to Via de la Valle (NB) (P.M.), LOS F(0)
- I-5 – Lomas Santa Fe to Via de la Valle (SB) (A.M.), LOS F(0)
- I-5 – Lomas Santa Fe to Via de la Valle (SB) (P.M.), LOS E
- I-5 – Via de la Valle to Del Mar Heights Road (NB) (A.M.), LOS E
- I-5 – Via de la Valle to Del Mar Heights Road (NB) (P.M.), LOS F(0)
- I-5 – Via de la Valle to Del Mar Heights Road (SB) (A.M.), LOS F(0)
- I-5 – Via de la Valle to Del Mar Heights Road (SB) (P.M.), LOS E
- I-5 – Del Mar Heights Road to Carmel Valley Road (SB) (A.M.), LOS F(0)

Freeway Ramp Meter Conditions

Table 4.14-15 presents the results using the maximum delay method. As shown in Table 4.14-15, the following three ramp meters are calculated to operate at an unacceptable condition in the long term without Plan implementation:

- Via de la Valle EB to I-5 SB (A.M. peak hour)
- Via de la Valle EB to I-5 SB (P.M. peak hour)
- Del Mar Heights Road WB to I-5 SB (A.M. peak hour)

TABLE 4.14-13
LONG-TERM INTERSECTION CONDITIONS

Intersection		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	Via de la Valle/Camino del Mar	15.1	B	19.8	B
2	Via de la Valle/Jimmy Durante Blvd	36.4	D	27.4	C
3	Via de la Valle/I-5 SB Ramps	5.3	A	9.9	A
4	Via de la Valle/I-5 NB Ramps	12.6	B	12.4	B
5	Via de la Valle/San Andres Dr	23.3	C	31.6	C
6	Coast Blvd/Camino del Mar[1]	20.1	C	14.5	B
7	15th St/Stratford Ct[3]	9.4	A	10.5	B
8	12th St/Stratford Ct[3]	8.6	A	8.7	A
9	15th St/Camino del Mar	13.6	B	16.0	B
10	13th St/Camino del Mar[1]	13.1	B	17.2	C
11	12th St/Camino del Mar[2]	12.2	B	13.0	B
12	11th St/Camino del Mar[1]	13.3	B	19.0	C
13	9th St/Camino del Mar	7.3	A	7.1	A
14	4th St/Del Mar Heights Rd/Camino del Mar	25.5	C	24.2	C
15	Camino del Mar/Carmel Valley Rd	41.1	D	25.1	C
16	Del Mar Heights Rd/Crest Way	5.6	A	7.5	A
17	Del Mar Heights Rd/I-5 SB Ramps	7.7	A	9.6	A
18	Del Mar Heights Rd/I-5 NB Ramps	21.6	C	18.8	B
19	Del Mar Heights Rd/High Bluff Dr	21.0	C	25.9	C
20	Del Mar Heights Rd/El Camino Real	38.6	D	31.7	C
21	15th St/Ocean Ave[1]	7.8	A	8.4	A

All intersections are signalized unless otherwise noted.
[1]All - Way Stop Control
[2]Two - Way Stop Control
[3]One - Way Stop Control
Note: LOS for All Way Stop Control intersections is based on the average control delay. Therefore, the resulting LOS might not be representative of the delay experienced on the critical approach.

TABLE 4.14-14
LONG-TERM FREEWAY SEGMENT CONDITIONS

Freeway Segment[1]	Direction	Number of Lanes[2]	Hourly Capacity	ADT[3]	Long-term Conditions					
					AM Peak Hour			PM Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
Lomas Santa Fe to Via de la Valle	NB	4M + 1A + 1HOV	10,400	293,317	8,504	0.818	D	10,544	1.014	D
	SB	4M +1A + 1HOV	10,400		11,362	1.093	**F(0)**	10,108	0.972	**E**
Via de la Valle to Del Mar Heights Road	NB	4M + 1A + 1HOV	10,400	310,999	9,756	0.938	**E**	10,694	1.028	**F(0)**
	SB	4M + 1A + 1HOV	10,400		12,160	1.169	**F(0)**	10,341	0.994	**E**
Del Mar Heights Road to Carmel Valley Road	NB	5M + 1A + 1HOV	12,400	322,136	10,192	0.822	D	10,003	0.807	D
	SB	5M + 1A + 1HOV	12,400		13,672	1.103	**F(0)**	10,504	0.847	D

NOTE: For consistency purposes, the proposed improvements to the I-5 corridor including the second HOV lane were not accounted on this analysis. .
Bold text represents that the segment either is operating at an unacceptable LOS.
[1]Interstate 5 Freeway
[2]M: Mainline, A: Auxiliary, HOV: High Occupancy Vehicle Lane.
[3]2035 ADT Volumes from 2035 SANDAG Model

TABLE 4.14-15
LONG-TERM FREEWAY RAMP METER CONDITIONS

Location	Most Restrictive Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (ft)
AM Peak Hour					
Via de la Valle EB to I-5 NB	372	160	0	0.0	0
Via de la Valle WB to I-5 NB	473	409	0	0.0	0
Via de la Valle WB to I-5 NB (HOV)	473	45	0	0.0	0
Via de la Valle EB to I-5 SB	996	1,004	**8**	**0.5**	**244**
Via de la Valle EB to I-5 SB (HOV)	996	112	0	0.0	0
Via de la Valle WB to I-5 SB	424	356	0	0.0	0
Del Mar Heights Road to I-5 NB	593	522	0	0.0	0
Del Mar Heights Road EB to I-5 SB	996	628	0	0.0	0
Del Mar Heights Road EB to I-5 SB (HOV)	996	70	0	0.0	0
Del Mar Heights Road WB to I-5 SB	352	483	**131**	**22.2**	**3,785**
PM Peak Hour					
Via de la Valle EB to I-5 NB	372	252	0	0.0	0
Via de la Valle WB to I-5 NB	473	402	0	0.0	0
Via de la Valle WB to I-5 NB (HOV)	473	45	0	0.0	0
Via de la Valle EB to I-5 SB	424	727	**303**	**42.9**	**8,782**
Via de la Valle EB to I-5 SB (HOV)	424	81	0	0.0	0
Via de la Valle WB to I-5 SB	352	214	0	0.0	0
Del Mar Heights Road to I-5 NB	593	388	0	0.0	0
Del Mar Heights Road EB to I-5 SB	996	337	0	0.0	0
Del Mar Heights Road EB to I-5 SB (HOV)	996	37	0	0.0	0
Del Mar Heights Road WB to I-5 SB	368	279	0	0.0	0

Note: Bold text represents that the ramp meter would operate at an unacceptable condition
Excess demand = Demand-Meter Rate
Delay = (Excess Demand/Meter Rate)*60 minutes
Queue = Excess Demand*29 feet/vehicle

Long-term with Project Conditions

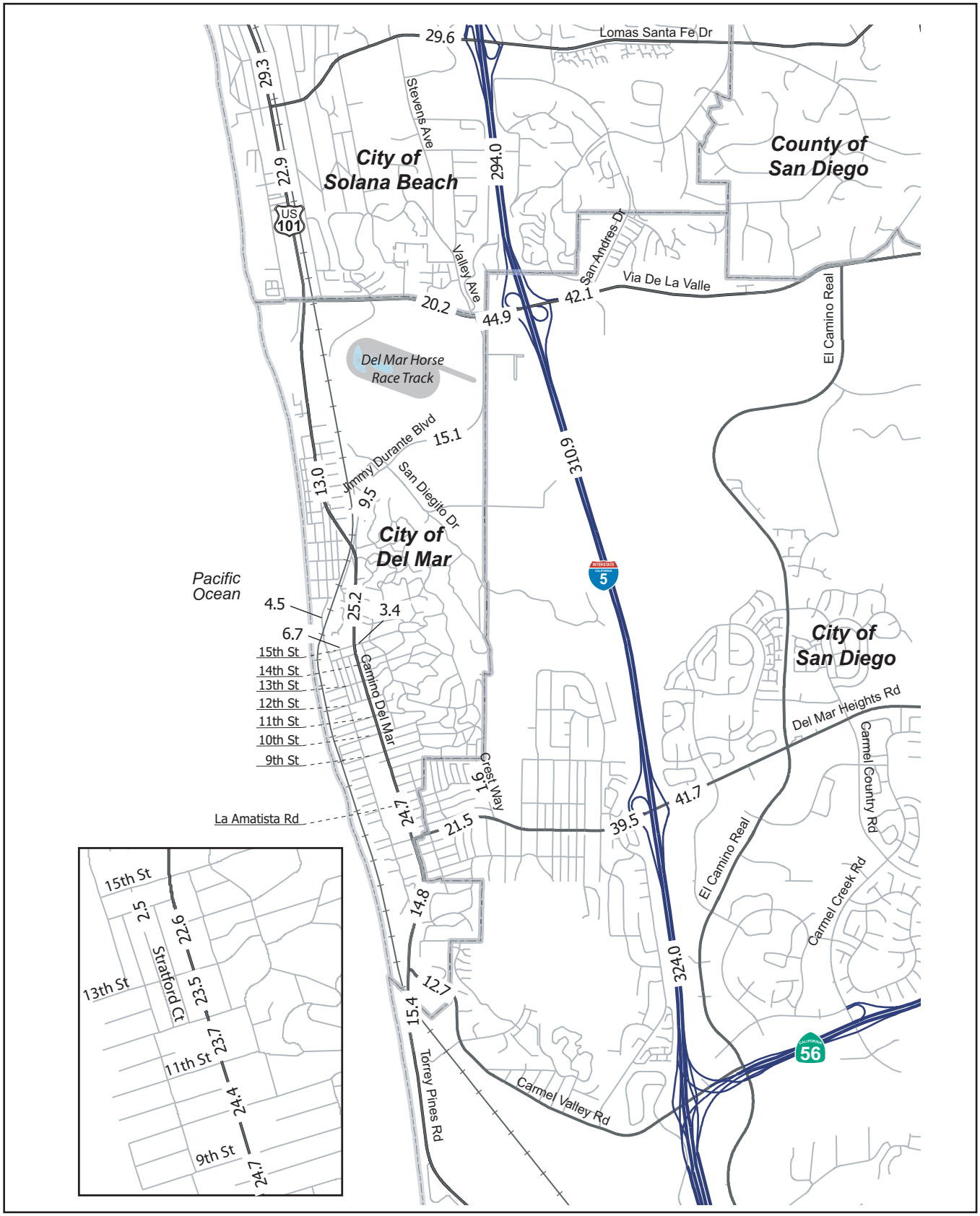
The long-term with project traffic volumes were developed by adding the calculated project trips to the long-term base volumes discussed above. Project-related impacts were assessed by comparing the long term baseline condition against the long-term baseline with the addition of the project traffic. The resultant long-term baseline daily, A.M. and P.M. peak-hour intersection volumes are shown in Figures 4.14-19 through 4.14-21. It should be noted that for the purpose of this analysis, the SANDAG model was modified to reflect the proposed roadway modification of Camino Del Mar to a 2-lane Collector road with four roundabouts between 9th Street and 15th Street.

Roadway Segment Conditions

The long-term with project roadway segment analysis is summarized in Table 4.4-16. As shown in Table 4.4-16, the following 24 roadway segments in the study area are calculated to operate at a LOS E or worse in the long term with Plan implementation:

- Highway 101 – North of Lomas de Santa Fe Drive, LOS E
- Camino del Mar – North of Jimmy Durante (NB and SB), LOS E
- Camino del Mar – Jimmy Durante to 15th Street (NB and SB), LOS E
- Camino del Mar – 15th Street to 13th Street (NB and SB), LOS E
- Camino del Mar – 13th Street to 12th Street (NB), LOS F
- Camino del Mar – 13th Street to 12th Street (SB), LOS E
- Camino del Mar – 12th Street to 11th Street (NB), LOS F
- Camino del Mar – 12th Street to 11th Street (SB), LOS E
- Camino del Mar – 11th Street to 9th Street (NB), LOS F
- Camino del Mar – 11th Street to 9th Street (SB), LOS E
- Camino del Mar – 9th Street to Del Mar Heights Road (NB), LOS E
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS F
- Camino del Mar – South of Carmel Valley Road (NB), LOS E
- Camino del Mar – South of Carmel Valley Road (SB), LOS F
- Lomas Santa Fe Drive – Solana Hills Drive to I-5 SB Ramps, LOS E
- Via de la Valle – Del Mar Downs Road to Jimmy Durante, LOS F
- Via de la Valle – Jimmy Durante to I-5 SB Ramps, LOS E
- Via de la Valle – East of I-5 NB Ramps, LOS E
- Del Mar Heights Road – I-5 NB Ramps to High Bluff Drive, LOS E
- 15th Street – Coast Boulevard to Camino del Mar, LOS E
- Stratford Court – 15th Street to 13th Street, LOS greater (worse) than C

Map Source: KOA Corporation, 2012



LEGEND

—15— Average Daily Traffic (1000s)

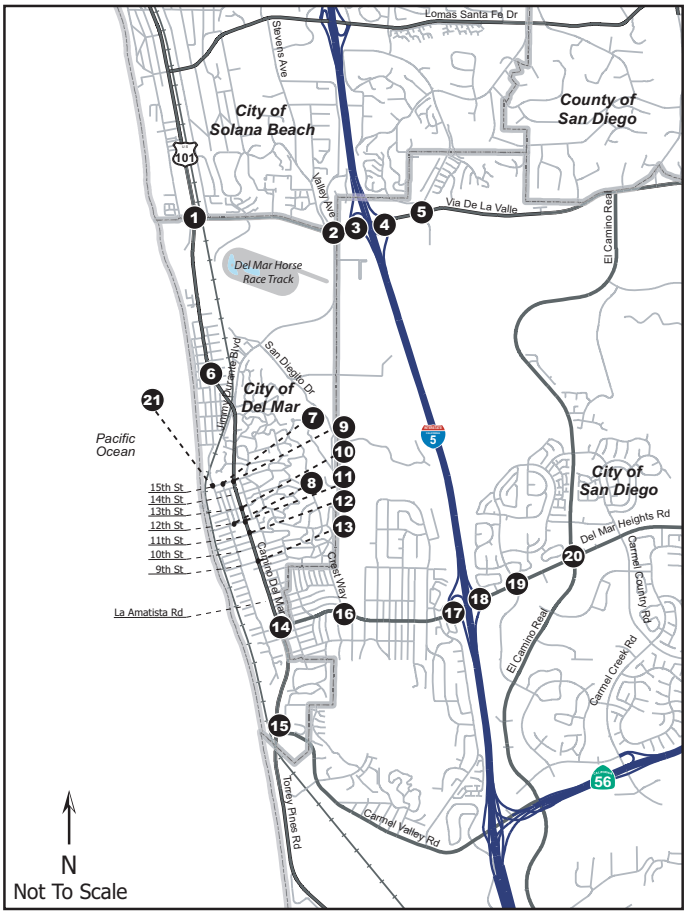
No Scale

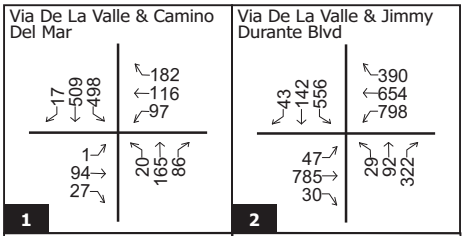
FIGURE 4.14-19

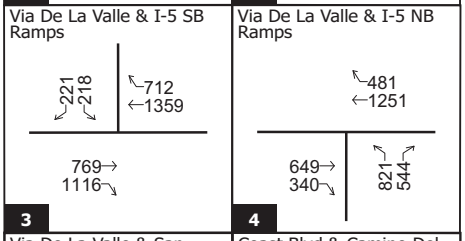
Long Term with Project Roadway Segment
Average Daily Traffic

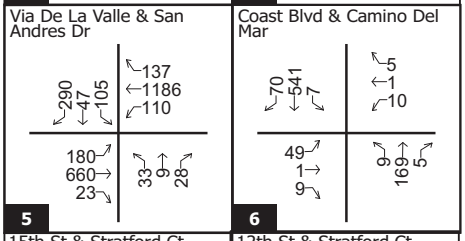
M:\JOBS4\6447\env\graphics\fig4.14-19.ai 03/14/12

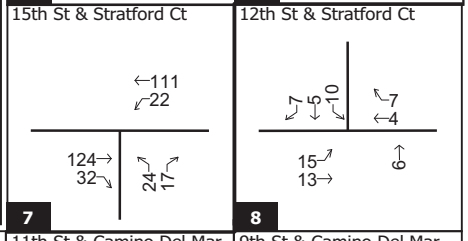
Map Source: KOA Corporation, 2012

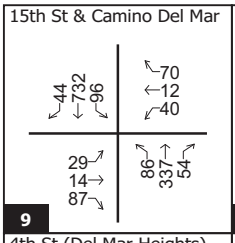


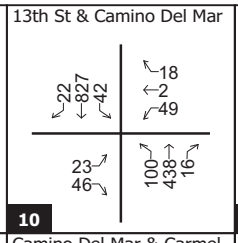


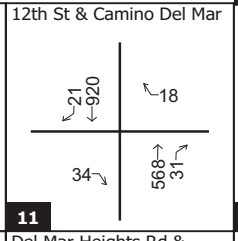


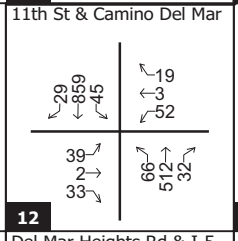


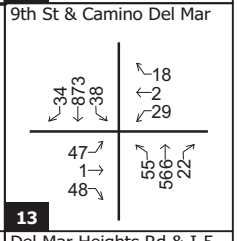


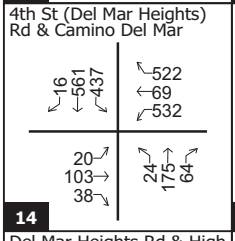


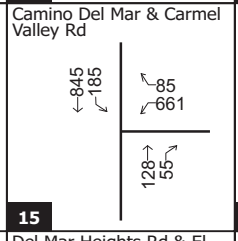


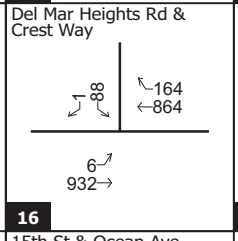


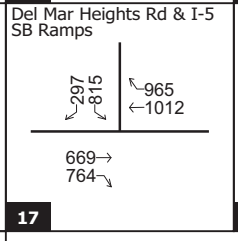


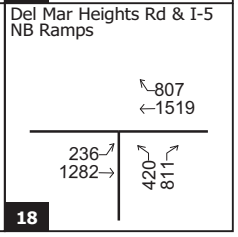


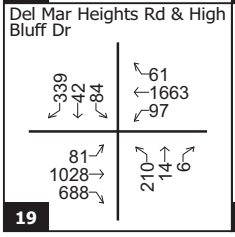


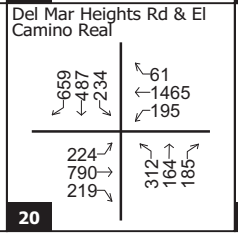


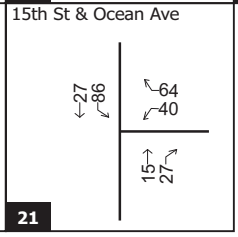












LEGEND

10 AM Peak Hour Traffic

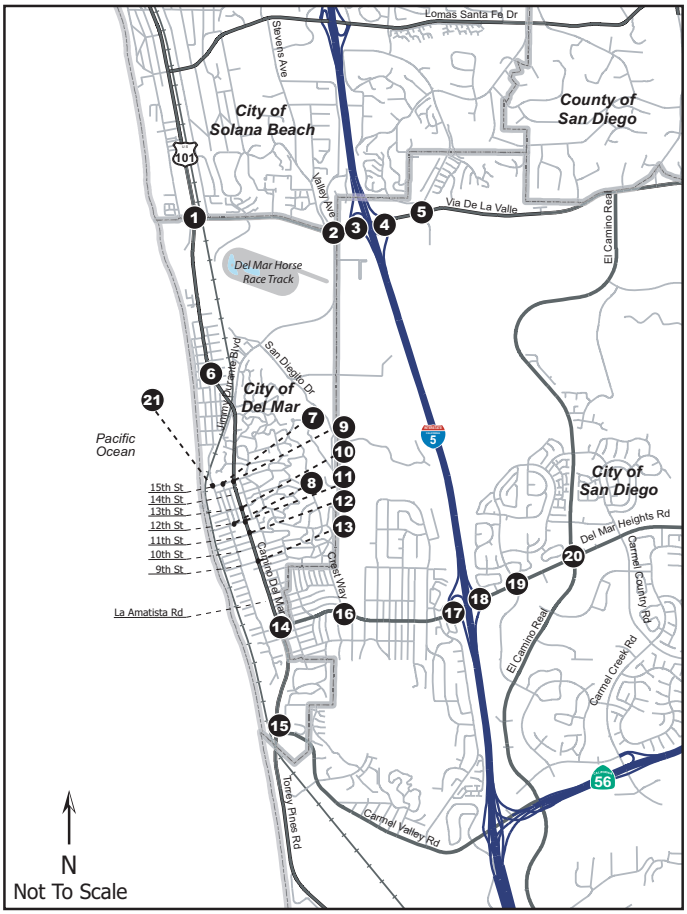
No Scale

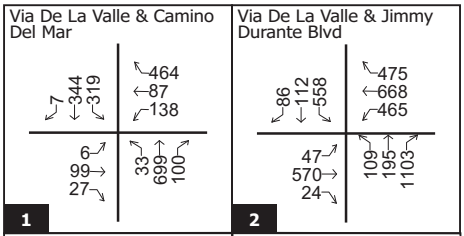
FIGURE 4.14-20

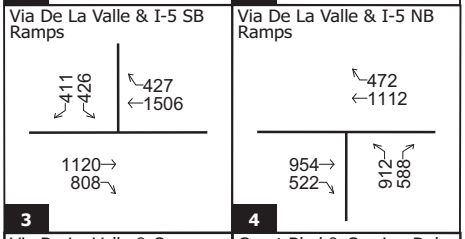
Long Term with Project A.M. Peak Hour Intersection Volumes

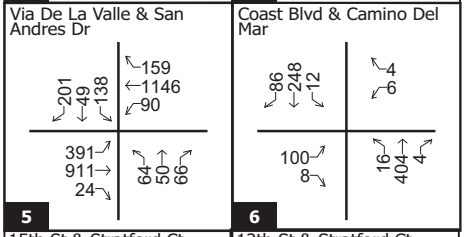
M:\JOBS4\6447\env\graphics\fig4.14-20.ai 03/14/12

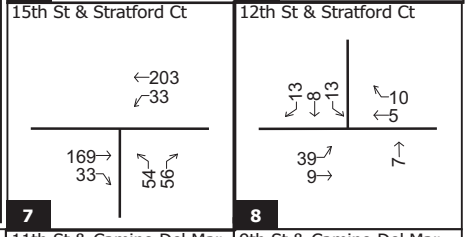
Map Source: KOA Corporation, 2012

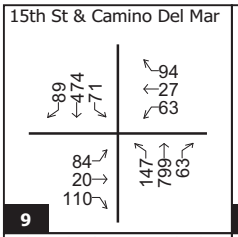


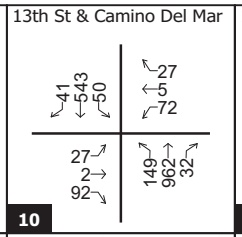


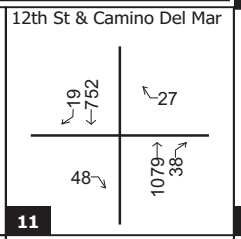


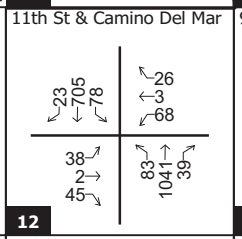


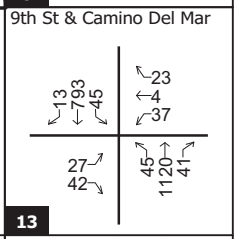


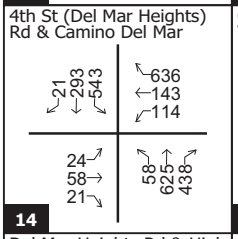


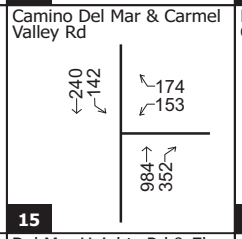


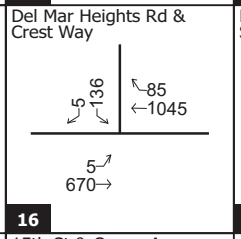


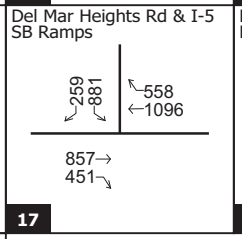


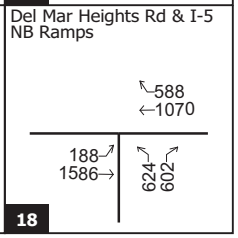


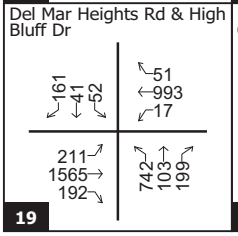


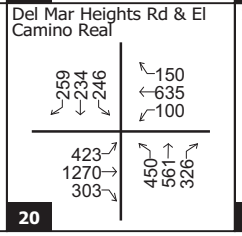


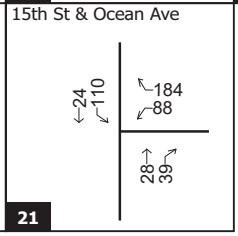












LEGEND

10 PM Peak Hour Traffic

No Scale

FIGURE 4.14-21

Long Term with Project P.M. Peak Hour Intersection Volumes

M:\JOBS4\6447\env\graphics\fig4.14-21.ai 03/14/12

TABLE 4.14-16
LONG-TERM WITH PROJECT ROADWAY SEGMENT CONDITIONS

	Long-term Conditions						Long-term Conditions With Project					Comparison	
Roadway Segment	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Project Traffic	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Δ V/C	Potentially Significant?
Highway 101													
North of Lomas Santa Fe Dr	4C	30,000	29,087	0.970	**E**	271	4C	30,000	29,358	0.979	**E**	0.009	No
North of Via de la Valle	4C	30,000	22,580	0.753	D	406	4C	30,000	22,986	0.766	D	0.014	No
Camino del Mar													
North of Jimmy Durante Blvd (NB)	1C	7,500	6,087	0.812	D	271	1C	7,500	6,358	0.848	**E**	0.036	**Yes**
North of Jimmy Durante Blvd (SB)	1C	7,500	6,390	0.852	**E**	271	1C	7,500	6,661	0.888	**E**	0.036	**Yes**
Jimmy Durante Blvd to 15th St (NB)	2C	15,000	11,071	0.738	D	1,498	2C	15,000	12,569	0.838	**E**	0.100	**Yes**
Jimmy Durante Blvd to 15th St (SB)	2C	15,000	11,232	0.749	D	1,498	2C	15,000	12,730	0.849	**E**	0.100	**Yes**
15th St to 13th St (NB)	2C-S	7,750	10,688	1.379	**F**	1,560	1R	12,500	12,248	0.980	**E**	-0.399	No
15th St to 13th St (SB)	2C-S	7,750	8,871	1.145	**F**	1,560	1R	12,500	10,431	0.835	**E**	-0.310	No
13th St to 12th St (NB)	2C-S	7,750	10,688	1.379	**F**	1,985	1R	12,500	12,673	1.014	**F**	-0.365	No
13th St to 12th St (SB)	2C-S	7,750	8,871	1.145	**F**	1,985	1R	12,500	10,856	0.869	**E**	-0.276	No
12th St to 11th St (NB)	2C-S	7,750	10,688	1.379	**F**	2,074	1R	12,500	12,762	1.021	**F**	-0.358	No
12th St to 11th St (SB)	2C-S	7,750	8,871	1.145	**F**	2,074	1R	12,500	10,945	0.876	**E**	-0.269	No
11th St to 9th St (NB)	2C-S	7,750	10,688	1.379	**F**	2,462	1R	12,500	13,150	1.052	**F**	-0.327	No
11th St to 9th St (SB)	2C-S	7,750	8,871	1.145	**F**	2,462	1R	12,500	11,333	0.907	**E**	-0.238	No
9th St to Del Mar Heights Rd (NB)	2C	15,000	10,688	0.713	D	2,619	2C	15,000	13,307	0.887	**E**	0.175	**Yes**
9th St to Del Mar Heights Rd (SB)	2C	15,000	8,871	0.591	C	2,619	2C	15,000	11,490	0.766	D	0.175	No
Del Mar Heights Rd to Carmel Valley Rd (NB)	2C	15,000	6,495	0.433	B	421	2C	15,000	6,916	0.461	B	0.028	No
Del Mar Heights Rd to Carmel Valley Rd (SB)	1C	7,500	7,504	1.000	**F**	421	1C	7,500	7,925	1.057	**F**	0.056	**Yes**
South of Carmel Valley Rd (NB)	1C	7,500	6,984	0.931	**E**	203	1C	7,500	7,187	0.958	**E**	0.027	**Yes**
South of Carmel Valley Rd (SB)	1C	7,500	8,014	1.068	**F**	203	1C	7,500	8,217	1.096	**F**	0.027	**Yes**
Lomas Santa Fe Dr													
Solana Hills Dr to I-5 SB Ramps	4C	30,000	29,565	0.986	**E**	68	4C	30,000	29,633	0.988	**E**	0.002	No
Via de la Valle													
Del Mar Downs Rd to Jimmy Durante	2C CL	15,000	20,280	1.352	**F**	0	2C CL	15,000	20,280	1.352	**F**	0.000	No
Jimmy Durante Blvd to I-5 SB Ramps	5MA	50,000	43,589	0.872	**E**	1,404	5MA	50,000	44,993	0.900	**E**	0.028	**Yes**
East of I-5 NB Ramps	5MA	50,000	41,528	0.831	**E**	656	5MA	50,000	42,184	0.844	**E**	0.013	No
Jimmy Durante Blvd													
Via de la Valle to San Dieguito Dr	4C	30,000	13,230	0.441	B	1,964	4C	30,000	15,194	0.506	C	0.065	No
San Dieguito Dr to Camino del Mar	2C CL	15,000	7,513	0.501	C	2,057	2C CL	15,000	9,570	0.638	C	0.137	No

TABLE 4.14-16
LONG-TERM WITH PROJECT ROADWAY SEGMENT CONDITIONS
(continued)

	Long Term Conditions						Long Term Conditions With Project					Comparison	
Roadway Segment	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Project Traffic	Lanes/ Class	LOS E Capacity	ADT	V/C	LOS	Δ V/C	Potentially Significant?
Del Mar Heights Rd													
I-5 NB Ramps to High Bluff Drive	5MA	50,000	40,949	0.819	**E**	842	5MA	50,000	41,791	0.836	**E**	0.017	No
I-5 SB Ramps to Mango Drive	5MA	50,000	36,425	0.729	D	3,089	5MA	50,000	39,514	0.790	D	0.062	No
Camino del Mar to Crest Way	4C	30,000	18,363	0.612	C	3,229	4C	30,000	21,592	0.720	D	0.108	No
Carmel Valley Rd													
East of S. Camino del Mar	2C CL	15,000	12,499	0.833	D	203	2C CL	15,000	12,702	0.847	D	0.014	No
15th St													
Coast Blvd to Camino del Mar	2C CIF	8,000	5,572	0.697	D	1,216	2C CIF	8,000	6,788	0.849	**E**	0.152	**Yes**
Camino del Mar to Luneta Dr	2C CIF	8,000	2,955	0.369	B	460	2C CIF	8,000	3,415	0.427	B	0.058	No
Crest Rd													
North of Del Mar Heights Rd	2SC	2,200	1,638	0.745	Less than C	46	2SC	2,200	1,684	0.765	Less than C	0.021	No
Coast Blvd													
North of 15th St	2C	15,000	4,078	0.272	A	468	2C	15,000	4,546	0.303	A	0.031	No
Stratford Ct													
15th St to 13th St	2SC	2,200	2,156	0.980	Less than C	424	2SC	2,200	2,580	1.173	**Greater than C**	0.193	**Yes**

NOTE: Lanes/Class and Capacity change only for With Project conditions, Baseline Conditions do not change
Bold text represents that the roadway segment would operate at an unacceptable condition
Abbreviations: 1C: 1 lane Collector with a continuous left-turn lane. 2C: 2 lane Collector. 2C-S: 2 lane collector with stop signs. 2C CL: 2 lane Collector with a continuous left-turn lane. 2C CIF: 2 lane Collector with commercial and industrial fronting property. 2SC: 2 lane Sub-Collector with single-family fronting property. 4C: 4 lane Collector. 4MA: 4 lane Major Arterial. 5MA: 5 lane Major Arterial.

With the addition of the traffic from Plan implementation, the following 11 roadway segments are calculated to exceed the allowable increased delay:

- Camino del Mar – North of Jimmy Durante (NB and SB), LOS E
- Camino del Mar – Jimmy Durante to 15th Street (NB and SB), LOS E
- Camino del Mar – 9th Street to Del Mar Heights Road (NB), LOS E
- Camino del Mar – Del Mar Heights Road to Carmel Valley Road (SB), LOS F
- Camino del Mar – South of Carmel Valley Road (NB), LOS E
- Camino del Mar – South of Carmel Valley Road (SB), LOS F
- Via de la Valle – Jimmy Durante Road to I-5 SB Ramps, LOS E
- 15th Street – Coast Boulevard to Camino del Mar, LOS E
- Stratford Court – 15th Street to 13th Street, LOS greater than C

As detailed in Section 4.14.4.1a above, although the 11 roadway segments above operate at LOS E or F and exceed the allowable increase in the V/C ratio, the intersections along these segments would operate at LOS D or better. Therefore, impacts would be less than significant.

Intersection Operations

The long-term with project intersection analysis is summarized in Table 4.14-17. As shown in Table 4.14-17, all intersections in the study area are calculated to operate at an acceptable LOS D or better in the long term with Plan implementation. Therefore, impacts would be less than significant.

Freeway Segment Conditions

The long-term with project freeway segment analysis is summarized in Table 4.14-18. The following eight freeway segments are calculated to operate at an unacceptable condition in the long term with Plan implementation:

- I-5 – Lomas Santa Fe to Via de la Valle (NB) (P.M.), LOS F(0)
- I-5 – Lomas Santa Fe to Via de la Valle (SB) (A.M.), LOS F(0)
- I-5 – Lomas Santa Fe to Via de la Valle (SB) (P.M.), LOS E
- I-5 – Via de la Valle to Del Mar Heights Road (NB) (A.M.), LOS E
- I-5 – Via de la Valle to Del Mar Heights Road (NB) (P.M.), LOS F(0)
- I-5 – Via de la Valle to Del Mar Heights Road (SB) (A.M.), LOS F(0)
- I-5 – Via de la Valle to Del Mar Heights Road (SB) (P.M.), LOS E
- I-5 – Del Mar Heights Road to Carmel Valley Road (SB) (A.M.), LOS F(0)

TABLE 4.14-17
LONG-TERM WITH PROJECT INTERSECTION CONDITIONS

Intersection	Long Term Conditions		Long Term Conditions With Project		Δ Delay	Potentially Significant?
	Delay	LOS	Delay	LOS		
AM Peak Hour						
1. Via de la Valle/ Camino del Mar	15.1	B	16.5	B	1.4	No
2. Via de la Valle/ Jimmy Durante Blvd	36.4	D	40.6	D	4.2	No
3. Via de la Valle/ I-5 SB Ramps	5.3	A	5.4	A	0.1	No
4. Via de la Valle/ I-5 NB Ramps	12.6	B	12.8	B	0.2	No
5. Via de la Valle/ San Andres Dr	23.3	C	23.3	C	0.0	No
6. Coast Blvd/ Camino del Mar	20.1	C	22.2	C	2.1	No
7. 15th St/Stratford Ct	9.4	A	10.1	B	0.7	No
8. 12th St/Stratford Ct	8.6	A	8.7	A	0.1	No
9. 15th St/Camino del Mar[1]	13.6	B	15.0	B	1.4	No
10. 13th St/Camino del Mar[1]	13.1	B	16.2	C	3.1	No
11. 12th St/Camino del Mar[1]	12.2	B	18.3	C	6.1	No
12. 11th St/Camino del Mar[1]	13.3	B	15.9	C	2.6	No
13. 9th St/Camino del Mar[1]	7.3	A	14.0	B	6.7	No
14. 4th St/Camino del Mar	25.5	C	33.4	C	7.9	No
15. Camino del Mar/ Carmel Valley Rd	41.1	D	41.3	D	0.2	No
16. Del Mar Heights Rd/ Crest Way	5.6	A	5.7	A	0.1	No
17. Del Mar Heights Rd/ I-5 SB Ramps	7.7	A	8.0	A	0.3	No
18. Del Mar Heights Rd/ I-5 NB Ramps	21.6	C	22.4	C	0.8	No
19. Del Mar Heights Rd/ High Bluff Dr	21.0	C	21.4	C	0.4	No
20. Del Mar Heights Rd/ El Camino Real	38.6	D	38.8	D	0.2	No
21. 15th St/Ocean Ave	7.8	A	8.0	A	0.2	No

NOTE: LOS for All Way Stop Control intersections is based on the average control delay. Therefore, the resulting LOS might not be representative of the delay experienced on the critical approach.

[1]Geometry change only for With Project conditions. Baseline Conditions are the same as Existing Conditions and do not change.

TABLE 4.14-17
LONG TERM WITH PROJECT INTERSECTION CONDITIONS
(continued)

Intersection	Long-term Conditions		Long-term Conditions With Project		Δ	Potentially
	Delay	LOS	Delay	LOS	Delay	Significant?
PM Peak Hour						
1. Via de la Valle/ Camino del Mar	19.8	B	19.9	B	0.1	No
2. Via de la Valle/ Jimmy Durante Blvd	27.4	C	29.3	C	1.9	No
3. Via de la Valle/ I-5 SB Ramps	9.9	A	10.8	B	0.9	No
4. Via de la Valle/ I-5 NB Ramps	12.4	B	12.6	B	0.2	No
5. Via de la Valle/ San Andres Dr	31.6	C	32.6	C	1.0	No
6. Coast Blvd/ Camino del Mar	14.5	B	15.7	C	1.2	No
7. 15th St/Stratford Ct	10.5	B	11.6	B	1.1	No
8. 12th St/Stratford Ct	8.7	A	8.8	A	0.1	No
9. 15th St/Camino del Mar[1]	16.0	B	29.8	D	13.8	No
10. 13th St/Camino del Mar[1]	17.2	C	24.4	C	7.2	No
11. 12th St/Camino del Mar[1]	13.0	B	21.4	C	8.4	No
12. 11th St/Camino del Mar[1]	19.0	C	34.5	D	15.5	No
13. 9th St/Camino del Mar[1]	7.1	A	27.2	D	20.1	No
14. 4th St/Camino del Mar	24.2	C	31.1	C	6.9	No
15. Camino del Mar/Carmel Valley Rd	25.1	C	26.2	C	1.1	No
16. Del Mar Heights Rd/Crest Way	7.5	A	7.8	A	0.3	No
17. Del Mar Heights Rd/ I-5 SB Ramps	9.6	A	10.4	B	0.8	No
18. Del Mar Heights Rd/ I-5 NB Ramps	18.8	B	20.3	C	1.5	No
19. Del Mar Heights Rd/ High Bluff Dr	25.9	C	26.3	C	0.4	No
20. Del Mar Heights Rd/ El Camino Real	31.7	C	31.8	C	0.1	No
21. 15th St/Ocean Ave	8.4	A	9.0	A	0.6	No

NOTE: LOS for All Way Stop Control intersections is based on the average control delay. Therefore, the resulting LOS might not be respresentative of the delay experienced on the critical approach.

[1]Geometry change only for With Project conditions. Baseline Conditions are the same as Existing Conditions and do not change.

TABLE 4.14-18
LONG-TERM WITH PROJECT FREEWAY SEGMENT CONDITIONS

Freeway Segment[1]	Direction	Number of Lanes[2]	Hourly Capacity	ADT[3]	Long-term Conditions						Long-term Conditions with Project						Comparison		Potentially Significant?
					AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			Increase V/C		
					Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	AM Peak Hour	PM Peak Hour	
Lomas Santa Fe to Via de la Valle	NB	4M + 1A + 1HOV	10,400	293,317	8,504	0.818	D	10,544	1.014	D	8,524	0.820	D	10,581	1.017	F(0)	0.002	0.004	No
	SB	4M +1A + 1HOV	10,400		11,362	1.093	**F(0)**	10,108	0.972	**E**	11,384	1.095	**F(0)**	10,127	0.974	**E**	0.002	0.002	No
Via de la Valle to Del Mar Heights Road	NB	4M + 1A + 1HOV	10,400	310,999	9,756	0.938	**E**	10,694	1.028	**F(0)**	9,756	0.938	**E**	10,694	1.028	**F(0)**	0.000	0.000	No
	SB	4M + 1A + 1HOV	10,400		12,160	1.169	**F(0)**	10,341	0.994	**E**	12,160	1.169	**F(0)**	10,341	0.994	**E**	0.000	0.000	No
Del Mar Heights Road to Carmel Valley Road	NB	5M + 1A + 1HOV	12,400	322,136	10,192	0.822	D	10,003	0.807	D	10,242	0.826	D	10,080	0.813	D	0.004	0.006	No
	SB	5M + 1A + 1HOV	12,400		13,672	1.103	**F(0)**	10,504	0.847	D	13,738	1.108	**F(0)**	10,587	0.854	D	0.005	0.007	No

NOTES: Bold text represents that the segment is operating at an unacceptable LOS.
For consistency purposes, the proposed improvements to the I-5 corridor including the second HOV lane were not accounted on this analysis.

[1]Interstate 5 Freeway
[2]M: Mainline, A: Auxiliary, HOV: High Occupancy Vehicle Lane.
[3]2035 ADT Volumes from 2035 SANDAG Model

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

Implementation of the Plan would not exceed the allowable increased delay at these freeway segments; therefore, impacts would be less than significant.

Freeway Ramp Meter Conditions

The long-term with project freeway ramp meter analysis is summarized in Table 4.14-19). The following three ramp meters are calculated to operate at an unacceptable condition in the long term with Plan implementation:

- Via de la Valle EB to I-5 SB (A.M. peak hour)
- Via de la Valle EB to I-5 SB (P.M. peak hour)
- Del Mar Heights Road WB to I-5 SB (A.M. peak hour)

Implementation of the Plan would not exceed the allowable increased delay at these freeway ramp meters; therefore, impacts would be less than significant.

b. Del Mar Community Plan

Although the Community Plan does not establish specific measures of effectiveness for the performance of the circulation system, it does include recommendations regarding the location, capacity, and design of various modes of transportation within the Plan area. The Transportation Element of the Community Plan includes the primary goal "to minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation."

The proposed Plan was designed in order to implement the policies and objectives of the Del Mar Community Plan for the Plan area.

The primary objectives of the Mobility Element chapter of the proposed Plan are to:

1. Address all forms of mobility, creating a "complete street" which provides opportunities for automobiles, pedestrians, transit, and cyclists.

2. Emphasize pedestrian mobility, increasing the benefits and opportunities for pedestrian circulation and reinforcing it with adjacent land uses.

3. Maintain and improve vehicular mobility and carrying capacity along Camino del Mar, addressing current conditions and providing for future development.

4. Provide improved bicycle circulation along Camino del Mar and reinforce the bicycle route with provisions for bicycle parking.

5. Accommodate convenient transit, with identified bus stops and amenities for transit riders to promote alternative modes of travel.

TABLE 4.14-19
LONG-TERM WITH PROJECT FREEWAY RAMP METER CONDITIONS

	Long-term Conditions					Long-term Conditions with Project					Comparison	
Location	Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (ft)	Meter Rate (veh/hr/lane)	Demand (veh/hr/lane)	Excess Demand	Delay (Min)	Queue (ft)	Δ Delay (Min)	Sig?
AM Peak Hour												
Via de la Valle EB to I-5 NB	372	160	0	0.0	0	372	172	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB	473	409	0	0.0	0	473	409	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB (HOV)	473	45	0	0.0	0	473	45	0	0.0	0	0.0	No
Via de la Valle EB to I-5 SB	996	1,004	**8**	**0.5**	**244**	996	1,015	**19**	**1.2**	**558**	0.7	No
Via de la Valle EB to I-5 SB (HOV)	996	112	0	0.0	0	996	113	0	0.0	0	0.0	No
Via de la Valle WB to I-5 SB	424	356	0	0.0	0	424	356	0	0.0	0	0.0	No
Del Mar Heights Road to I-5 NB	593	522	0	0.0	0	593	522	0	0.0	0	0.0	No
Del Mar Heights Road EB to I-5 SB	996	628	0	0.0	0	996	658	0	0.0	0	0.0	No
Del Mar Heights Road EB to I-5 SB (HOV)	996	70	0	0.0	0	996	73	0	0.0	0	0.0	No
Del Mar Heights Road WB to I-5 SB	352	483	**131**	**22.2**	**3,785**	352	483	**131**	**22.2**	**3,785**	0.0	No
PM Peak Hour												
Via de la Valle EB to I-5 NB	372	252	0	0.0	0	372	266	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB	473	402	0	0.0	0	473	402	0	0.0	0	0.0	No
Via de la Valle WB to I-5 NB (HOV)	473	45	0	0.0	0	473	45	0	0.0	0	0.0	No
Via de la Valle EB to I-5 SB	424	727	**303**	**42.9**	**8,782**	424	739	**315**	**44.6**	**9,149**	1.8	No
Via de la Valle EB to I-5 SB (HOV)	424	81	0	0.0	0	424	82	0	0.0	0	0.0	No
Via de la Valle WB to I-5 SB	352	214	0	0.0	0	352	214	0	0.0	0	0.0	No
Del Mar Heights Road to I-5 NB	593	388	0	0.0	0	593	388	0	0.0	0	0.0	No
Del Mar Heights Road EB to I-5 SB	996	337	0	0.0	0	996	371	0	0.0	0	0.0	No
Del Mar Heights Road EB to I-5 SB (HOV)	996	37	0	0.0	0	996	41	0	0.0	0	0.0	No
Del Mar Heights Road WB to I-5 SB	368	279	0	0.0	0	368	279	0	0.0	0	0.0	No

NOTE: Bold text represents that the ramp meter would operate at an unacceptable condition
Excess demand = Demand-Meter Rate
Delay = (Excess Demand/Meter Rate)*60 minutes
Queue = Excess Demand*29 feet/vehicle

As detailed above, the Transportation Element of the Community Plan includes policies relevant to the circulation along Camino del Mar, which the proposed Plan would implement.

CP Policy A-1: Redesign Camino del Mar to improve its appearance as a scenic coastal route and accommodate low-speed vehicular traffic.

The proposed Plan would reconfigure Camino del Mar from 9th Street to 15th Street from a 4-lane Collector with traffic signals and stop signs to a 2-lane Collector with roundabouts, dedicated bike lanes, and diagonal parking. From 9th Street to 15th Street, the speed limit would remain 25 mph (the speed limit inside the roundabout is 15 mph). From 9th Street to Del Mar Heights road, the speed limit would be reduced from 40 mph per hour to 30 mph. Roundabouts would also be able to accommodate an additional ADT compared to the existing configuration while reducing vehicle stopping times and idling.

The implementation strategies related to the redesign of Camino del Mar are detailed below.

- Redesign Camino del Mar to be a 2-lane collector with roundabouts at the intersections of 9th, 11th, 13th, and 15th streets.
- Refine the conceptual design through a process of community input and full engineering analysis to determine the final configurations, alignments, and design. Consider modified roundabout designs where constraints dictate.
- Perform detailed analysis of:
  - Emergency vehicle access and circulation;
  - Emergency evacuation;
  - Bus circulation;
  - Diagonal parking ingress and egress; and
  - Dropped lane merging.
- As part of the conceptual design and construction plans, prepare a design plan for landscape, street furniture, lighting, public signage, paving and other design features as necessary to enhance the Village.
- Ensure that all designs are developed to current ADA standards and provisions to emergency and safety vehicles.

CP Policy A-2: Improve the safety of Camino del Mar pedestrian crossings, particularly in the north and south ends of the community.

By implementing roundabouts, conflicts between vehicles and pedestrians would be reduced. Implementing strategies of the proposed Plan would improve the safety of pedestrians within the Plan area, as detailed below.

Camino del Mar Sidewalks: To implement the goals of the Community Plan and enhance the pedestrian viability of the Village, it is desirable to maximize the area dedicated to the pedestrian.

- Provide a consistent, paved sidewalk, minimum 10 feet in width along Camino del Mar throughout the entire Plan area. This sidewalk will be placed entirely within the public right-of-way.

- Design the public sidewalk to meet all ADA standards.

- Design the public sidewalk to contain a "furniture zone" closest to the curb, where street trees and site furnishings can be located.

- Encourage property owners facing Camino del Mar to expand the pedestrian sidewalk with additional accessible open spaces on their private property.

Camino del Mar Crosswalks:

- Provide crosswalks at all intersections along Camino del Mar, in all four directions. All pedestrian crossings shall be designed to accommodate persons with disabilities.

- Reduce traffic lane crossing distances to the shortest possible dimension, from 14 feet (one travel lane) to 34 feet (2 travel lanes and bicycle lane) in order to reduce pedestrian crossing time to between 5 and 10 seconds.

- Provide "pedestrian islands" where possible along Camino del Mar to allow pedestrians a refuge between the northbound and southbound traffic lanes.

- Provide pedestrian-activated signals and/or other crossing measures to alert cars of the pedestrian in the crosswalk.

Camino del Mar Street Furniture:

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

CP Policy A-3: Provide a continuous north-south bicycle network through the City.

Currently, Camino del Mar contains five-foot-wide striped bicycle lanes (Class II) throughout the Plan area. The decrease in traffic lanes and the addition of diagonal parking will act as a traffic calming measure that will reduce speeds in both traffic directions, which in turn will increase bicycle safety. The Village Specific Plan contains implementing strategies that would enhance the bicycle network within the Plan area, as detailed below.

Bicycle Lanes:

- Maintain Camino del Mar bicycle lanes adjacent to both the north and southbound lanes, at a minimum of six feet in width.

Bicycle Racks:

- Install bicycle racks throughout the commercial area in the public right-of-way in order to encourage cyclists to conveniently access Del Mar Village and safely leave their bicycles while they take advantage of shopping, dining, or employment opportunities.

- Encourage bicycle racks on every block and racks to accommodate a minimum of ten bicycles per block. For a coordinated design, the Del Mar Village Association has initiated the purchase of bicycle racks that complement the existing benches and the waste/recycle receptacles.

- Require all private properties to provide a minimum of three bicycle stalls with their parking provision. Require bicycle racks to be sited so as not to obstruct either pedestrian or vehicular activity and located in well-illuminated and observable locations to reduce theft or vandalism.

- Encourage bicycle racks to be placed in visible locations to promote their use.

CP Policy C-1: Consider the feasibility of a local transit system serving residential areas, the downtown commercial area, the beach, the fairgrounds and racetrack, and railroad station.

The proposed Plan also includes implementing strategies that aim to encourage public transit usage and performance, detailed below.

Bus Transit:

- Maintain the current bus stops within the Plan area and ensure that the design of Camino del Mar adequately provides for bus turn-outs so as to avoid blocking through traffic.

- ❖ Provide benches and trash/recycle containers at all bus stops.

- ❖ Encourage signage to be interactive, indicating arrival times for the next bus. This signage could also serve to advertise local businesses and destinations within Del Mar and provide directory maps of the Village.

Shuttle:

- ❖ Encourage the Del Mar Fairgrounds shuttle to be maintained to address the high visitor volumes in Del Mar during fair and race seasons and will enable patrons of the fair or races to visit Del Mar Village establishments.

- ❖ Encourage a parking shuttle. With the completion of a proposed parking structure at 11th Street and Camino del Mar (City Hall site), a joint public/private partnership should be explored to operate a shuttle between the parking structure(s) and the business establishments.

Overall, the proposed Plan would implement the goals, policies, and objectives detailed in the Community Plan. Implementing roundabouts on Camino del Mar from 9th Street to 15th Street would adequately maintain traffic while minimizing the impacts on surrounding City streets. The proposed Plan would promote and implement multimodal mobility, including transit and non-vehicular circulation, by integrating safe and convenient bus, bicycle, and pedestrian facilities into the street and public gathering places.

c. Regional Transportation Plan

As detailed in Section 4.14.1.4b, the vision presented in the 2050 RTP is to develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people.

As described above, the proposed Plan would implement roundabouts on Camino del Mar, which would reduce conflicts between vehicles and pedestrians/cyclists. The proposed Plan would increase the amount of residences, making it a better activity center that would promote walkability for those who reside in the Plan area. Overall, the proposed Plan would implement the smart growth vision outlined in the 2050 RTP.

d. Traffic Diversion

Although the City does not have any guidelines to measure traffic diversion, as previously stated, one of the concerns of Del Mar residents is the potential for diversion

of traffic away from Camino del Mar if alternative routes through the neighborhoods begin to be more attractive relative to potentially increasingly congested travel times due to redesigned roadways and future demand conditions.

As described in the TIS, the type of intersection control that would have the most delay associated with it for motorists on Camino del Mar is all-way stop control. Since every motorist on the more travelled street has to advance to the stop sign, stop, and then proceed it assures that each and every person has delay, and the resulting queue back from the stop sign is shown in the analysis to be substantial, especially and despite the fact that very limited traffic is on the side streets approaching the intersection.

Roundabouts involve some slowing for the motorist that could add minimal delay time, but since the motorist generally keeps moving through the intersection the added delay is minimal. The minimal delay is associated with side street stop controls. If roundabouts are installed at all locations, the delay would be considerably less than the no-build scenario, and diversion is unlikely.

Furthermore, the proposed Plan includes the following implementing strategies:

Local Streets

- Increase the City of Del Mar's annual traffic monitoring along local streets and potential by-pass routes to a quarterly monitoring program in order to determine the baseline traffic volumes during the design phases of Camino del Mar.

- Assess quarterly traffic monitoring along the potential by-pass routes once the Camino del Mar initial improvements have been constructed. The counts will be coupled with travel time and speed surveys to assess any potential diversion or impacts to the local collector roads that provide alternative access to Camino del Mar. The traffic monitoring program shall continue for a period of two years following the completion of the improvements to Camino del Mar.

- Initiate efforts to offset impacts in the event that the traffic monitoring program reveals measurable and significant changes in traffic volume or speed along Luneta Drive, Stratford Court, or Crest Road~~Drive~~. The routes will be evaluated for traffic calming measures or other intersection or road improvements that are intended to discourage cut through traffic on the local collector routes without limiting access to the residences that rely on these roads.

Therefore, impacts associated with traffic diversion due to Plan implementation would be less than significant.

4.14.4.2 Issue TRAF-4: Increase Hazards due to Design Feature

Threshold TRAF-4 states that impacts would be significant if implementation of the Plan would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

As discussed above, the proposed Plan would implement roundabouts along Camino del Mar from 9th Street to 15th Street. Roundabouts have been shown to increase safety, as described below (Insurance Institute for Highway Safety 2012; Transportation Research Board 2012; and ITE 2012).

Reduced Vehicular Conflicts: Roundabouts have fewer vehicular conflict points in comparison to conventional intersections. The potential for high-severity conflicts, such as right angle and left-turn head-on crashes, is greatly reduced with roundabout use. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds — generally less than 20 mph in urban areas.

Reduced Vehicle Speeds: Low absolute speeds generally associated with roundabouts allow drivers more time to react to potential conflicts, also helping to improve the safety performance of roundabouts. Low vehicle speeds help reduce crash severity, making fatalities and serious injuries uncommon at roundabouts. Since most road users travel at similar speeds through roundabouts (i.e., have low relative speeds), crash severity can be reduced compared to some traditionally controlled intersections. The Plan would reduce speeds along Camino del Mar to 25 mph (15 mph through the roundabouts) and thus reduce the chance of a fatality for a bicyclist during a collision from 80 percent to approximately 10 percent. The proposed reduced speed along Camino del Mar would also reduce the rate of potential fatal collisions between vehicles and pedestrians.

Reduced Vehicle-Pedestrian Conflicts: Pedestrians need to only cross one direction of traffic at a time at each approach as they traverse roundabouts (i.e., crossing in two stages), as compared with many traditional intersections. Pedestrian–vehicle conflict points are reduced at roundabouts; from the pedestrian's perspective, conflicting vehicles come from fewer directions. In addition, the speeds of motorists entering and exiting a roundabout are reduced with good design, increasing the time available for motorists to react and reducing potential crash severity. At conventional intersections, a pedestrian faces four potential vehicular conflicts, each coming from a different direction.

Pedestrians at roundabouts, on the other hand, face two conflicting vehicular movements on each approach. Furthermore, the pedestrian crossing distance would be reduced from approximately 70–80 feet to approximately 25 feet.

Access Management: Because roundabouts can facilitate U-turns, they can be a key element of a comprehensive access management strategy to reduce or eliminate left-turn movements at driveways between major intersections.

Traffic Calming: Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than relying solely on traffic control devices.

The proposed Plan includes implementing strategies that would ensure that the final engineering of the roundabouts are designed properly. The preliminary design of the roundabouts is shown in Figure 4.14-12. The following implementing action specifically requires that the 2-lane-with-roundabouts concept for Camino del Mar be designed to account for and avoid any potential traffic hazards:

- ❖ Refine the conceptual design through a process of community input and full engineering analysis to determine the final configurations, alignments, and design. Consider modified roundabout designs where constraints dictate.

- ❖ Perform detailed analysis of:

    - Emergency vehicle access and circulation;
    - Emergency evacuation;
    - Bus circulation;
    - Diagonal parking ingress and egress; and
    - Dropped lane merging.

The final design of Camino del Mar would thus ensure that the centerlines of roads leading to roundabouts would be properly aligned with the central island. Approach roads would be sufficiently curved, far enough in advance of roundabouts, to reduce vehicle speeds of entering drivers. Islands separating the approach and exit lanes, known as splitter islands, would extend far enough from the roundabout to provide pedestrian refuge and to delineate the roundabout. Traffic signs, pavement markings, and lighting would be adequate so that drivers are aware that they are approaching a roundabout and that they should reduce their travel speed.

For all of the reasons stated above, adoption of the proposed Plan would actually improve public safety; therefore, impacts associated with increased traffic hazards would be less than significant.

4.14.4.3 Issue TRAF-5: Emergency Access

Threshold TRAF-5 states that impacts would be significant if implementation of the Plan would result in inadequate emergency access.

Roundabouts provide emergency vehicles the benefit of lower vehicle speeds, which may make roundabouts safer for them to negotiate than signalized crossings. Unlike at signalized intersections, emergency vehicle drivers are not faced with through vehicles unexpectedly running the intersection and hitting them at high speed. The passage of large emergency vehicles through a roundabout is the same as for other large vehicles and may require use of a traversable apron.

On emergency response routes, the delay for the relevant movements at a planned roundabout should be compared with alternative intersection types and control. Just as they are required to do at conventional intersections, drivers in a roundabout should not enter a roundabout when an emergency vehicle is approaching on another leg. Once entered, they should clear out of the circulatory roadway if possible, facilitating queue clearance in front of the emergency vehicle.

As detailed above in Section 4.14.4.2, the proposed Plan includes an implementing strategy that would ensure that the roundabouts are designed properly for emergency vehicle access. This strategy is listed above under Section 4.14.4.2 and states that the conceptual design of Camino del Mar shall be refined through a process of community input and full engineering analysis that would account for emergency vehicle access and circulation.

For all of the reasons stated above, Plan adoption is considered to be less than significant for the issue of emergency access.

4.14.4.3 Issue TRAF-6: Conflict with Alternate Transportation Policies

Threshold TRAF-6 states that impacts would be significant if implementation of the Plan would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

As detailed above under TRAF-1, the Community Plan and 2050 RTP contain guidance in regards to public transit, bicycle, and pedestrian facility. In addition, as discussed above, the proposed Plan was designed to implement the goals, policies, and objectives

of the Community Plan. Specifically, implementation of the roundabouts along Camino del Mar would accommodate low-speed vehicular traffic, improve the safety of pedestrian crossings, enhance the bicycle network, and encourage public transit usage.

The proposed Plan aims to develop a compact urban core where more people reside and use fewer resources. In accordance with the RTP's vision, the Plan aims to increase pedestrian safety and promote walkability, enhance the bicycle network, and promote public transit usage. To this end, the proposed Plan includes several pedestrian, bicycle, and transit improvements in its Mobility Element. These are described in detail in this PEIR's Section 3.3.~~2~~ 3 Project Description.

Therefore, there would be no impacts related to the proposed Plan's consistency with alternate transportation policies.

4.14.5 Level of Significance Prior to Mitigation

A summary of impacts associated with threshold TRAF-1 is provided below.

a. SANTEC/ITE Guidelines

Roadways: In the existing condition, a total of 15 roadways operate at an unacceptable LOS. In the existing plus project condition, 18 roadway segments would operate at an unacceptable LOS, and 7 roadway segments would exceed the allowable increased delay. As discussed above in Section 4.14.4.1a, although the seven roadway segments would exceed the allowable increased delay, the intersections along these segments would operate at LOS D or better during peak hours. Therefore, impacts would be less than significant.

In the long-term condition without the proposed Plan, a total of 18 roadway segments are calculated to operate at an unacceptable LOS. In the long-term condition with the proposed Plan, 24 roadway segments are calculated to operate at an unacceptable LOS, and 11 roadway segments are calculated to exceed the allowable increased delay. Although the 11 roadway segments would exceed the allowable increased delay, the intersections along these segments would operate at LOS D or better during peak hours. Therefore, impacts would be less than significant.

Intersections: No intersections within the study area operate at an unacceptable LOS, either in the existing or long-term condition. Implementation of the proposed Plan would not result in any intersection in the study area operating at an unacceptable LOS, either in the existing or long-term condition. Impacts would be less than significant.

Freeway Segments: In the existing condition, one freeway segment currently operates at an unacceptable LOS. In the existing plus project condition, the freeway segment

would also operate at an unacceptable LOS; however, Plan implementation would not exceed the allowable increased delay. Impacts would be less than significant.

In the long-term condition without the proposed Plan, eight freeway segments are calculated to operate at an unacceptable LOS. In the long-term condition with the proposed Plan, the five freeway segments would also operate at an unacceptable LOS; however, Plan traffic would not exceed the allowable increased delay. Impacts would be less than significant.

Freeway Ramp Meters: Under existing conditions, two ramp meters operate at an unacceptable condition. In the existing plus project condition, the two freeway ramp meters would also operate at an unacceptable condition; however, Plan implementation would not exceed the allowable increased delay. Impacts would be less than significant.

In the long-term condition without proposed Plan, three ramp meters are calculated to operate at an unacceptable condition. In the long-term condition with the proposed Plan, the three freeway ramp meters would also operate at an unacceptable condition; however, Plan implementation would not exceed the allowable increased delay. Impacts associated with freeway ramp meters would be less than significant.

b. Community Plan

The proposed Plan was designed to implement the goals, policies, and objectives of the Community Plan. Specifically, implementation of the roundabouts along Camino del Mar would accommodate low-speed vehicular traffic, improve the safety of pedestrian crossings, enhance the bicycle network, and encourage public transit usage. Impacts would be less than significant.

c. Regional Transportation Plan

The proposed Plan aims to develop a compact urban core where more people reside and use fewer resources. In accordance with the RTP's vision, the proposed Plan would increase pedestrian safety and promote walkability, enhance the bicycle network, and promote public transit usage. Impacts would be less than significant.

d. Traffic Diversion

Roundabouts involve some slowing for the motorist that could add minimal delay time, but since the motorist generally keeps moving through the intersection the added delay is also minimal. Furthermore, the proposed Plan includes implementing strategies to limit bypass traffic. Impacts would be less than significant.

Overall, the proposed Plan would not conflict with the SANTEC/ITE guidelines, the Community Plan, and the SANDAG 2050 RTP. The proposed Plan would not result in a

significant increase in traffic diversion. Impacts associated with threshold TRAF-1 would be less than significant.

Impacts associated with the increase of hazards due to design features (TRAF-4) would be less than significant because the proposed Plan includes implementing strategies that would ensure that the roundabouts are designed to increase traffic safety, lower traffic speeds, and reduce pedestrian-vehicular conflicts.

Implementation of the proposed Plan would not result in inadequate emergency access (TRAF-5) because implementing strategies detailed in the proposed Plan would ensure that the roundabouts are designed properly for emergency vehicle access. Impacts would be less than significant.

Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities (TRAF-6). Therefore, impacts would be less than significant.

4.14.6 Mitigation

No mitigation is required.

THIS PAGE IS INTENTIONALLY BLANK.

4.15 Public Utilities

The following section discusses public utilities related to the storm drain system, wastewater system, water system, water supply, and solid waste disposal. This section is based on technical data maintained by the City of Del Mar.

4.15.1 Existing Conditions

4.15.1.1 Environmental Setting

a. Storm Drain System

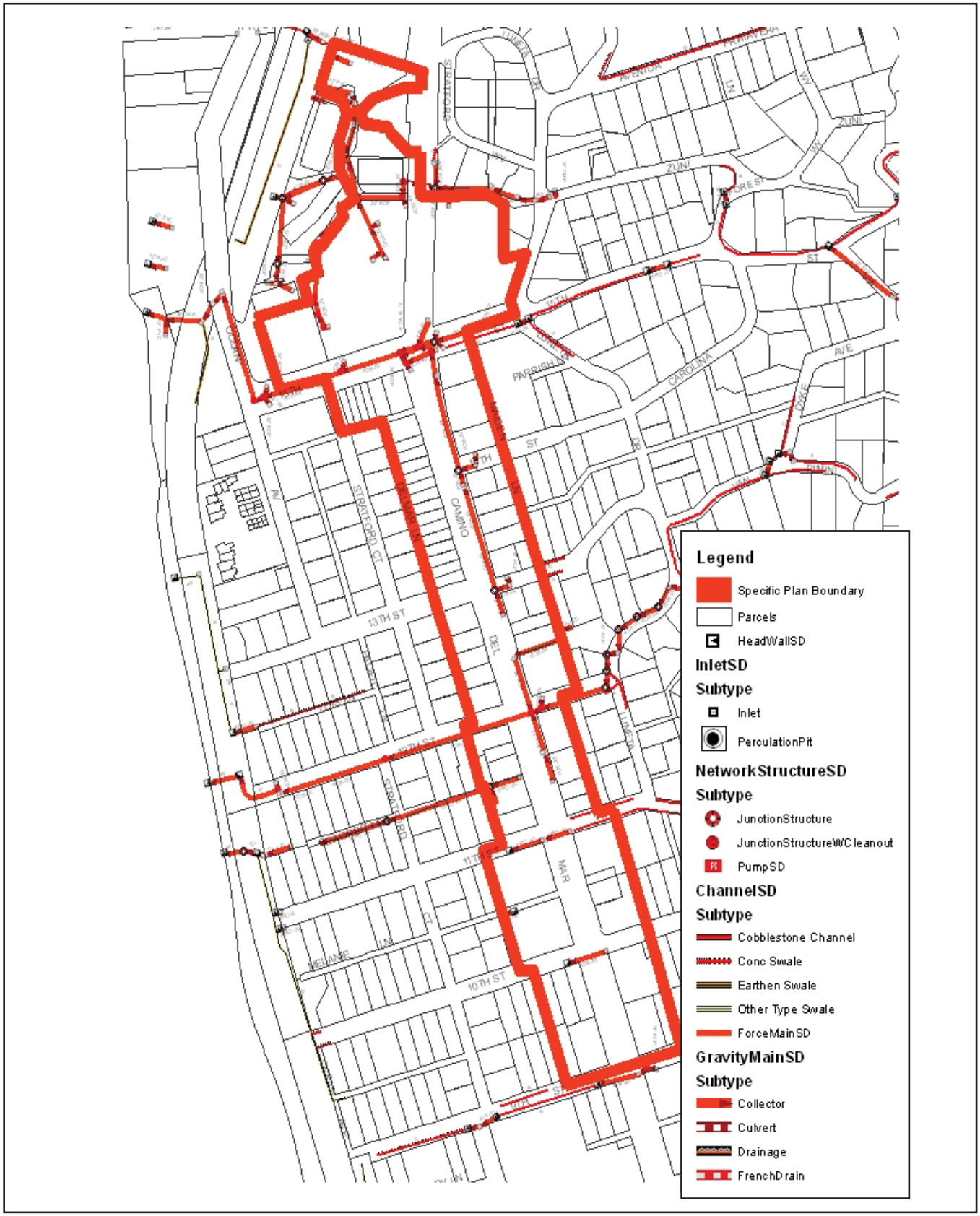
Drainage in Del Mar is primarily westward to the Pacific Ocean. There is a portion of the City to the north that drains to the San Dieguito Lagoon and the southern area generally drains southwesterly to the Peñasquitos Lagoon. The topography is generally undulating with slopes averaging approximately 10 percent. Severe slopes of greater than 15 percent are encountered in the canyon areas above Camino del Mar. Storm water runoff in the City of Del Mar is conveyed primarily by surface flow utilizing roadside swales, curbs and gutters. Due to the steep streets and adequate drainage inlets, storm water flows do not cause local area flooding. During periods of major storm events, high velocity flows from steep streets east of Camino del Mar flow across the street as storm drainage bypasses the storm water inlets.

The City is divided into nine drainage basins that are based upon natural drainage patterns, street layout, and existing storm drains. The Plan area resides in two drainage basins, numbers 5 and 6 as noted in the City of Del Mar's Storm Drainage Master Plan (1978). Basin No. 5 consists of a large residential area east of Camino del Mar within the northern portion of the Plan area and a small coastal residential area between 13th and 15th streets. Within this basin there are two points of ocean discharge. One is a 36-inch outfall below 15th Street and the second is a concrete double-box culvert at 17th Street. Basin No. 6 is located between 9th and 13th streets, including the southern portion of the Plan area, and extends from Crest Road to the ocean. The major storm drains include 12- to 24-inch pipes across Camino del Mar to a 48-inch outfall at 12th Street, as well as two 36-inch pipes at the end of Sea Orbit Alley. As surface waters approach Camino del Mar from the east, it is contained in these storm drain pipes across Camino del Mar, combining with additional flows as the pipes convey flow to the west for ultimate discharge to the Pacific Ocean. The City's storm drain system is illustrated on Figure 4.15-1.

b. Wastewater System

According to Del Mar's Sanitary Sewer Management Plan (SSMP) (City of Del Mar 2011c), the City of Del Mar manages 22 miles of sewer mains, 3 miles of force main, and three lift

Map Source: City of Del Mar, 2012



No Scale

FIGURE 4.15-1

Existing Storm Drainage System

M:\JOBS4\6447\env\graphics\fig4.15-1.ai 03/09/12

stations, which provide service to approximately 4,500 residents. The majority of the system (78 percent) is comprised of 6- to 8-inch-diameter pipe, with the remainder consisting of 9- to 15-inch-diameter pipe (20 percent), and 16- to 24-inch-diameter pipe (2 percent). The City of Del Mar wastewater is transported to and treated by the City of San Diego. Flows are transported through a trunk main located near Carmel Valley Road and I-5, pumped through two stations, and treated at either the North City Reclamation Facility or at the Point Loma Wastewater Facility.

Within the Plan area, wastewater infrastructure consists of 6-inch and 8-inch lateral piping that gravity-flows to the west to a 12-inch main, which ultimately flows by gravity to the 21st Street pump station. The Plan area generates 0.019 million gallons per day (MGD) of wastewater based on the existing land use, as outlined in the proposed Plan. The system, which has a capacity of 0.876 MGD, is currently adequate to handle wastewater generated within the City and the Plan area. No recycled water distribution is available, or planned, within the City of Del Mar. The City's wastewater system is illustrated on Figure 4.15-2.

c. Water System

Through an agreement between the Cities of San Diego and Del Mar, the City of San Diego conveys the City of Del Mar's water purchased from the San Diego County Water Authority (SDCWA) through the Second Aqueduct Connection and treats it at the City of San Diego's Miramar Water Treatment Plant. The treated water is then transported to the City of Del Mar through several interconnections. The City of Del Mar distributes the water throughout the City within its municipal system.

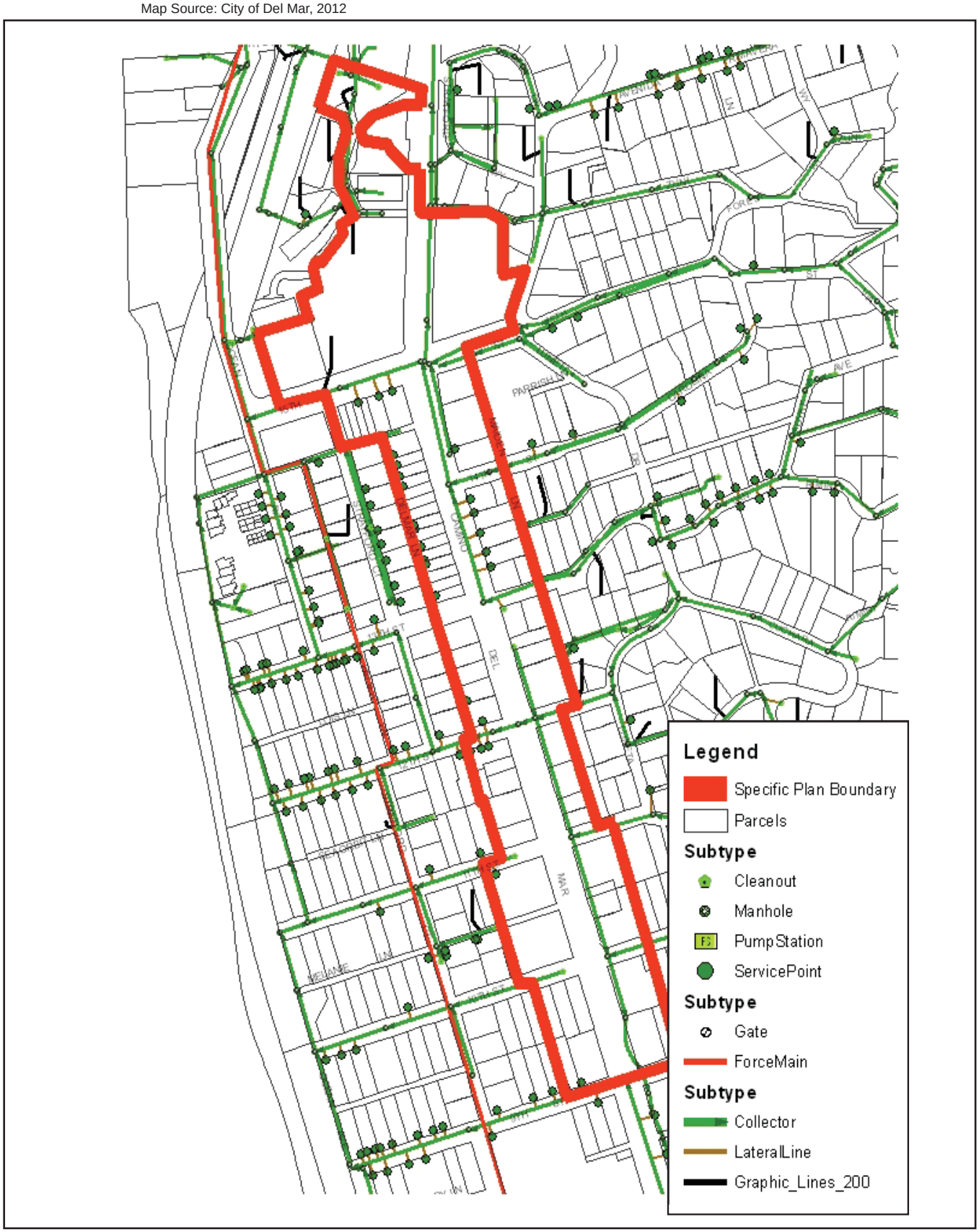
Water is delivered to the Plan area through a 12-inch main existing in Camino del Mar. Buildings are connected to the water system via 4-inch and 6-inch laterals. The Plan area is located in the City's intermediate pressure zone with a pressure range of 85 to 90 pounds per square inch (psi).

The existing Plan area demands 0.0357 MGD of water and has a peak flow rate of 0.09 MGD. The existing water delivery infrastructure has a capacity of 2.58 MGD, and therefore, is adequate to service existing demands of the Plan area.

d. Water Supply

While water supply has been sufficient to meet demands, there have been supply challenges throughout the state and region in the last several years. This includes challenges associated with restrictions for endangered species and other environmental protections, droughts, funding shortfalls for new projects, and climate change. In response to 2009 water supply challenges, the state established a drought declaration, SDCWA mandated cutbacks, and the City of Del Mar declared a Stage 2 Drought Alert. Those water restrictions have since been lifted; however, potential threats (e.g., climate change, future droughts) to water supply remain. As such, the City of Del Mar has retained a Drought

Map Source: City of Del Mar, 2012



No Scale

FIGURE 4.15-2
Existing Wastewater System

Response Stage 1 - Drought Watch. As discussed under the regulatory Section 4.15.1.2 below, plans related to water supply have been established to reduce water demand, establish a more reliant water sources, and to manage potential future drought conditions.

The City of Del Mar, through conservation efforts, has been reducing its water demand. In Fiscal Year 2006/2007 the City used 1,442.6 acre-feet (AFY) of water. In Fiscal Year 2010/2011, the City used 1,088.4 AFY of water (City of Del Mar 2011b). The existing Plan area demands 0.0357 MGD of water. Water use is primarily related to landscape irrigation and indoor plumbing. Considering that planning documents (water agreement with City of San Diego, August 1963) allocate 1,800 AFY of water to the City and the City uses less than that (1,088 AFY), water supply is currently considered adequate.

e. Solid Waste Disposal

The Regional Solid Waste Association is a Joint Powers Agency composed of the cities of Del Mar, Encinitas, Escondido, National City, Poway, Solana Beach, and Vista. The association's goal is to provide stable, long-term, environmentally responsible, cost effective options for solid waste disposal. Solid waste collection in the City of Del Mar is provided by Waste Management. Coast Waste provides recycling services, including yard waste recycling, to all residences and businesses.

Waste collected in the City of Del Mar is taken to either the City of San Diego's Miramar Landfill, located north of Highway 52; the Sycamore Sanitary Landfill, located east of I-15; or the Otay Landfill, located north of I-905. Based on current and projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed landfill capacity within the next few years unless landfill expansions are approved. Below is a description of each of these landfills based on their Solid Waste Facility Permit and the Solid Waste Information System (State of California 2011b).

The Miramar Landfill is permitted to receive 8,000 tons per day. As of July 30 2007, its remaining capacity is approximately 16.5 million cubic yards (cy). The Miramar Landfill is expected to be operational until 2017. The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day. This landfill has a remaining capacity of 47.4 million cy as of September 30, 2006. The Sycamore Landfill is expected to remain open until 2031. The Sycamore Landfill Master Plan proposes to increase the landfill capacity to 153 million cy, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day (phased-in over time), consistent with the City of San Diego franchise agreement. With the proposed expansion, the landfill would be operational until approximately 2042 to 2050.

The Otay Landfill is permitted to receive 5,830 tons per day. As of November 30, 2006, the Otay Landfill has a remaining capacity of 33.1 million cy. The projected closure date of this landfill is 2021.

The City of Del Mar disposed of 8,688 tons of waste in 2011, including 1,260 tons of "alternative daily cover," according to the City's CalRecycle Electronic Annual Report. (The City does not have disposal or generation data specific to the Plan area). Alternative daily cover consists of CalRecycle-approved materials other than soil used as a temporary overlay on an exposed landfill face. The California Public Resources Code stipulates this practice is recycling, not disposal. Approved materials include processed green materials, sludge, ash and kiln residue, compost, construction and demolition debris, and special foams and fabrics. While there is existing permitted landfill capacity remaining, the San Diego region solid waste disposal needs will require additional landfill permitted capacity in the long-term.

4.15.1.2 Regulatory Framework

a. Storm Drain System

As discussed in Section 4.8 Hydrology and Water Quality, storm water is regulated by the RWQCB through the municipal stormwater permit. To implement the requirements of the storm water permit, the City has prepared a SUSMP. This document outlines LID and BMP requirements for new projects. Municipal Code Chapter 11.30 establishes storm water management and discharge control regulations; however, this code primarily applies to water quality. Refer to Section 4.8.1 for water quality and hydrology regulatory framework.

b. Wastewater System

In compliance with the RWQCB Wastewater Discharge Requirements Order #2006-0003-DWQ, the City of Del Mar prepared the SSMP (City of Del Mar 2011c). This plan includes provisions to manage, operate, and maintain the sewer system, including a spill response plan. Specific requirements of the plan are to provide adequate capacity to convey peak hour flows, minimize, and mitigate sanitary sewer overflows, and comply with regulatory notifications and reporting requirements. In addition, the City includes specific wastewater utility specification regulations in Municipal Code Chapter 22.

Waste generated in the Plan area is currently transported to and processed by the City of San Diego wastewater facilities. Per the contract between the City of Del Mar and the City of San Diego, the City of San Diego will transport up to 0.800 MGD and treat 0.876 MGD.

c. Water System

The City's system includes storage reservoirs and associated distribution network distributing water purchased through various interagency agreements. Through an agreement between the City of Del Mar and the City of San Diego, the City of San Diego treats and conveys the City of Del Mar's water purchased from the SDCWA to the City of Del Mar.

The City has adopted specific water utility specification regulations in Municipal Code Chapter 21. Municipal Code Chapter 21 includes water system regulations regarding service connections, extensions of water mains, and backflow.

d. Water Supply

The City of Del Mar purchases its water from the SDCWA. The SDCWA, which serves as the region's wholesale supplier, purchases water from the Metropolitan Water District (MWD) and also obtains water via long-term Colorado River water conservation and transfer agreements with agencies in the Coachella Valley and Imperial County.

Metropolitan Water District of Southern California

The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California. MWD's 2010 RUWMP documents the availability of these existing supplies and additional supplies necessary to meet future demands. The 2010 RUWMP includes the resource targets included in the IWRP and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year and multiple-dry year periods. As part of this process, MWD also uses SANDAG's regional growth forecast in calculating regional water demands. In accordance with state law, the RUWMP is updated every five years.

MWD's IWRP identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers. The latest IWRP (2010) includes a planning buffer to mitigate against the risks associated with implementation of local and imported supply programs. The planning buffer identifies an additional increment of water that could potentially be developed if other supplies are not implemented as planned. The planning buffer is intended to ensure that the southern California region, including the City of Del Mar, will have adequate water supplies to meet future demands.

San Diego County Water Authority

The SDCWA purchases water from the MWD that is delivered to the region through two aqueducts. The SDWCA also obtains water via long-term Colorado River water conservation and transfer agreements with agencies in the Coachella Valley and Imperial

County. As a retail member agency of the SDCWA, the City of Del Mar purchases water from the SDCWA for retail distribution within its service area.

The SDCWA's 2010 Urban Water Management Plan (UWMP), in accordance with state law and the RUWMP, contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year and multiple-dry year periods. The UWMP is based on SANDAG's 2050 Regional Growth Forecast which has been refined to include an economic outlook that factors in the current recession and local jurisdictions' general/specific plan updates. The UWMP documents that no shortages are anticipated within its service area. The SDCWA also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

City of San Diego

The City of San Diego 2010 UWMP (City of San Diego 2011b) and the Long-Range Water Resources Plan (City of San Diego 2002) were prepared to ensure adequate water supply within the City of San Diego water service area. As mentioned above, the City of Del Mar purchases its potable water supply from the SDCWA. Water is treated and delivered to Del Mar through the City of San Diego (City of San Diego 2011b). The City's UWMP addresses the City of San Diego's water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The Long-Range Water Resources Plan addresses different alternatives for meeting City's water demands in the future.

City of Del Mar

The City of Del Mar's water supply is addressed through both the SDCWA RUWMP and the City of San Diego's UWMP cited above, and in the City of Del Mar Municipal Code Chapter 21. Municipal Code Chapter 21 specifically prohibits wasting water; allows for emergency water regulations in times of water shortages; and establishes a water conservation program and an emergency water management program. The regulations included in the Municipal Code are directed at reducing water demand and ensuring water is available for essential purposes during shortages. Also, Municipal Code Chapter 23.60 requires water efficient landscaping to further reduce water demand.

Water Supply Assessment and Verification

California State SB 221 and SB 610 went into effect January 2002, with the intention of linking water supply availability to land use decisions made by cities and counties. SB 610 requires water suppliers to prepare a water supply assessment (WSA) report for inclusion by land use agencies within the CEQA process for new developments subject to SB 610. SB 221 requires water suppliers to prepare written verification that sufficient water supplies

are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include residential development projects that include more than 500 residential units and/or shopping centers or business establishments resulting in a net increase of more than 1,000 employees or more than 500,000 square feet of floor space. The Plan proposes a net increase of approximately 300,000 square feet of commercial, office, and residential uses within the Plan area, and therefore, a WSA is not required.

e. Solid Waste Disposal

In 1989, the California Legislature passed Assembly Bill 939 (AB 939): Integrated Waste Management Act, which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000 (State of California 1989). Approved in October 2011, Assembly Bill 341 sets a policy goal of 75 percent waste diversion by the year 2020. To comply with these measures, the City of Del Mar has implemented a wide array of diversion programs, including the 2012 implementation of a pay-as-you-throw residential rate structure; new semi-automatic collection programs; the imposition of a new AB 939 program funding from the waste collection contract; and the requirement for the hauler to develop a plan to assist the City of Del Mar in achieving "zero waste." The City is already achieving a 73 percent diversion according to its 2009 CalRecycle Annual Report. The City's Municipal Code Chapter 11.20, Management of Solid Waste, regulates solid waste collection.

4.15.2 Impact Significance Thresholds

Based on Appendix G of the 2011 CEQA Guidelines, impacts related to public utilities would be significant if implementation of the proposed Plan would:

Threshold UT-1 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

Threshold UT-2 Exceed wastewater treatment requirements of the applicable RWQCB;

Threshold UT-3 Require or result in the construction of new water or wastewater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

Threshold UT-4 Require or result in the need for new water supply entitlements and resources;

Threshold UT-5 Be served by a landfill without sufficient permitted capacity to accommodate the project's waste disposal needs;

Threshold UT-6 Not comply with the federal, state, and local statutes and regulations regarding solid waste; or

Threshold UT-7 Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4.15.3 Methodology

Public utility information was acquired through consultation with the City of Del Mar and review of public documents, including: the SDCWA UWMP, the City of San Diego UWMP, and the City of Del Mar Municipal Code.

4.15.4 Impact Analysis

4.15.4.1 Issue UT-1: Storm Drain System

Threshold UT-1 states that impacts related to the storm drain utility system would be significant if implementation of the Plan would result in the need to construct new or expanded storm drain facilities, which would in turn result in a significant environmental impact.

The existing storm drain system has adequate capacity to serve existing development within the Plan area. The proposed redesign of Camino del Mar, in particular the provision of roundabouts, would require that the storm water collection system be redesigned with the Camino del Mar improvements. The implementing strategies in the Plan's Infrastructure and Municipal Services chapter direct that the proposed redesign of Camino del Mar maximize permeable surfaces to the maximum extent possible. The additional development proposed by the Plan would not substantially increase the impermeable surface area, as the Plan area is developed, and would, therefore, not increase water runoff into the existing storm drain system. Regardless, future projects in accordance with the Plan would comply with applicable permits and regulations that require runoff rates and volumes to be controlled. As such, Plan implementation would not result in the need for additional storm drain improvements beyond those to be included in future development per Municipal Code Chapter 11. 30, RWQCB regulations, and NPDES permits. Refer to Section 4.8 for more information regarding hydrology.

4.15.4.2 Issues UT-2, UT-3, and UT-7: Wastewater

Thresholds UT-2 and UT-3 state that impacts associated with wastewater generation and treatment demand would be significant if buildout of the proposed Plan would: generate demand that exceeds the wastewater treatment requirements of the RWQCB Region 9 (San

Diego region); or result in the need for new or expanded wastewater facilities to be constructed, which would in turn result in a significant environmental impact. Similarly, Threshold UT-7 states that a significant impact would occur if Plan implementation were to result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the projected demand in addition to the provider's existing commitments.

As described above, the Plan area generates 0.019 MGD of wastewater. Buildout of the proposed Plan would generate additional wastewater through the development of new residential, hotel, commercial, civic, and public park/plaza uses. Based on wastewater generation rates from SANDAG and the City of San Diego, the Plan would generate an additional 0.038 MGD of wastewater (Table 4.15-1). Therefore, with implementation of the Plan, the Plan area would generate a total of 0.057 MGD of wastewater at buildout. The peak flow rate from the Plan area would be 0.077 MGD.

Wastewater would continue to be conveyed via the 12-inch pipeline located east of the railroad tracks along the coast, through the wastewater system, to the 21st Street Pump Station, as described in the existing conditions. The wastewater system has a capacity of 0.876 MGD, and the 21st Street Pump Station has a capacity of 2.327 MGD. Therefore, according to the Del Mar Public Works Department, the wastewater system has enough capacity to accommodate the additional wastewater generated by the buildout allowed in the proposed Plan.

TABLE 4.15-1
VILLAGE SPECIFIC PLAN PROJECTED WASTEWATER GENERATION

Land Use Type	Specific Plan Net Increase	Equivalent Population Per Unit	Equivalent Number of Persons	Wastewater Generation (GPD) (80 gal/person/day)
Boutique Hotel (rooms)	43	1.8	77	6,192
Civic (acres)	0.150	31.2	5	374
Residential (multi-family units)	138	2.4	331	26,496
Office (acres)	0.010	38.2	0	31
Restaurant, Retail & Personal Services (acres)	2.990	21.0	63	5,023
Public Park/Plaza (acres)	0.090	21.0	2	151
TOTAL				**38,267 GPD = 0.038 MGD**

4.15.4.3 Issue UT-3: Water System

Threshold UT-3 states that impacts would be significant if implementation of the Plan would result in the need for constructing new or expanded water facilities, which would in turn result in a significant environmental impact.

Buildout of the proposed Specific Plan would result in an increased average daily water demand of approximately 0.0685 MGD (refer to Table 4.15-2). As indicated in the existing conditions above, the Plan area currently demands 0.0357 MGD of water. With the addition of Plan buildout to the existing conditions, the average daily demand would be 0.104 MGD. This water would be conveyed via the same water system described under the existing conditions section (Second Aqueduct to Miramar Water Treatment Plant to the City of Del Mar, and through several interconnections to the project site).

TABLE 4.15-2
VILLAGE SPECIFIC PLAN PROJECTED WATER DEMAND

Land Use Type	Plan Increase (acres)	Unit Water Demand (gal/day/acre)	Projected Water Demand (gal/day)
Boutique Hotel (acres)	0.420	6,555	2,753
Civic (acres)	0.150	5,000	750
Residential (people)	331	150	49,650
Office (acres)	0.010	5,730	57
Restaurant, Retail & Personal Services (acres)	2.990	5,000	14,950
Public Park/Plaza (acres)	0.090	4,000	360
TOTAL			**68,520 GPD = 0.0685 MGD**

According to the City of Del Mar Public Works Department, the peak flow bottleneck capacity of the existing water system is 1.607 MGD. Thus, this water system has adequate capacity to convey the additional water demand projected for the proposed Plan. In regard to treated potable water, the City has never drawn its total allotment of water from the Miramar Water Treatment Plant. Assuming the plant can provide up to the amount specified in the agreement between the Cities of San Diego and Del Mar, there would be enough treated water in the system to accommodate buildout of the proposed Plan. Impacts would be less than significant.

4.15.4.4 Issue UT-4: Water Supply

Threshold UT-4 states that the proposed Plan would result in a significant impact if its implementation would result in the need for new water supply entitlements and resources.

Implementation of the Plan would generate additional water demand through the allowed buildout of residential, hotel, commercial, civic, and public park/plaza uses. The additional development allowed by the Plan was not included in growth forecasts used to plan for future water supply demands, as the forecasts are based on the buildout of existing community/general plan land uses.

As disclosed under Issue UT-3, above, the maximum allowable development under the Plan would generate an average daily water demand of 0.104 MGD. Projects allowed by the Plan would be required to comply with Municipal Code Chapters 21 and 23.60, including water conservation programs, emergency water management, and water efficient landscaping requirements. Additionally, the Plan includes the following implementation strategies to reduce water demand within the Plan area:

- Landscape within the public right-of-way shall consist of drought-tolerant species and be irrigated when necessary with low-flow irrigation.

The City currently utilizes 1.10 MGD (or 1,232 AFY), which is within the City's water entitlement of 1.607 MGD (1,800 AFY) (pursuant to the water agreement with City of San Diego, August 1963). The Plan projected addition of 0.0685 MGD is not expected to result in the need for new water supply entitlements. In addition, water supply planning (MWD RUWMP and IWRP, SDCWA UWMP, and City of San Diego UWMP) has been completed to ensure adequate water supply during future drought and other potential water supply issues.

As described above in Section 4.15.1.2, the proposed Plan's projected water demand does not meet the thresholds that trigger the requirement to prepare a WSA under the provisions of SB 610 and a Water Supply Verification report under the provisions of SB 221.

4.15.4.5 Issues UT-5 and UT-6: Solid Waste Disposal

Thresholds UT-5 and UT-6 state that a significant impact would occur if the Plan's solid waste disposal needs cannot be met through the existing permitted landfill capacity, or if the Plan would not comply with applicable solid waste statutes and regulations.

The proposed residential, hotel, commercial, civic, and public park/plaza uses included in the Plan would generate additional solid waste. The future development allowed by the Plan would be required to comply with solid waste regulations such as AB 939, AB 341, and City Municipal Code Chapter 11.20. Based on solid waste generation rates as projected based upon various California jurisdiction studies, it is estimated that the Plan buildout would generate approximately 4,471 tons per year. At a 50 percent diversion rate, this would result in an additional disposal need of 2,235 tons per year. This additional solid waste is not expected to directly result in the need for landfill capacity expansion or a new landfill. At 50 percent diversion, the impact on disposal would be 2,235 tons per year and at 75 percent diversion, the impact would be 1,117.73 tons per year.

As mentioned in the existing conditions, the San Diego region is currently in need of additional landfill permitted capacity in the long term. To provide the additional capacity required, the Sycamore Landfill Expansion Project is proposed to extend the life of the landfill until 2050. The incremental increase in solid waste disposal needs would not be a cumulatively considerable contribution to the existing cumulatively significant landfill impact,

as the additional solid waste generation is negligible compared to the overall regional solid waste disposal needs.

4.15.5 Level of Significance Prior to Mitigation

Because subsequent projects allowed by the proposed Plan would be required to comply with existing regulations that require runoff rate and volume to be to be maintained at or below existing levels, and no new storm drain facilities (other than the redesign of the storm drain system on Camino del Mar when the roundabouts/improvements occur) would be required to accommodate to buildout of the Plan, impacts associated with Threshold UT-1 (storm water system) would be less than significant.

Because the additional wastewater generated by buildout of the proposed Plan would not result in the need for additional wastewater system improvements, nor exceed mandated wastewater treatment requirements, impacts associated with Thresholds UT-2, UT-3, and UT-7 (wastewater system) would be less than significant.

Because the additional water demand projected for buildout of the proposed Plan would not result in the need for the construction of water system improvements that could cause significant environmental effects, impacts associated with Threshold UT-3 (water system) would be less than significant.

The additional development allowed by the proposed Plan would increase water demand by 0.0685 MGD. This additional water demand would not require new or expanded entitlements. Thus, impacts associated with Threshold UT-4 (water supply) would be less than significant.

Because the additional solid waste generated by uses allowed under the proposed Plan would not result in the need for landfill capacity expansion or a new landfill beyond the permitted capacity, and because subsequent projects would be required to comply with existing regulations that require a minimum 75 percent waste diversion, impacts per Thresholds UT-5 and UT-6 (solid waste disposal) would be less than significant.

4.15.6 Mitigation

No mitigation is required.

5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2 (b) and (c) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the EIR.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2 (b) any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. For the proposed Plan, no impacts would remain significant and unavoidable. All potentially significant impacts identified in Chapter 4.0, Environmental Analysis, of this PEIR as resulting from Plan implementation can be reduced to below a level of significance with the Plan implementing strategies identified in Chapter 4.0.

5.2 Irreversible Environmental Changes Which Would Result if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2 (c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Non-renewable resources generally include biological habitat, agricultural land, historical and paleontological resources, mineral deposits, water bodies, and some energy

sources. As evaluated in Sections 4.3 (Biological Resources), 4.4 (Cultural Resources), 4.6 (Greenhouse Gas Emissions, including energy), 4.8 (Hydrology and Water Quality), and Chapter 8.0 (Effects Found Not to be Significant, including agricultural, forestry and mineral resources) of this PEIR, implementation of the Plan would not result in significant irreversible impacts to any of these non-renewable resources.

The Plan's implementation would result in the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

6.0 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (for example, a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

6.1 Growth Inducement due to Population Growth

After a decline in population for two decades, the City of Del Mar experienced modest population growth from 2000 to 2008 compared to other incorporated cities in the region. SANDAG estimates that the population rose 4 percent in the City of Del Mar and 11 percent for the region from 2000 to 2008. The Plan proposes an additional 138 dwelling units at buildout. The addition of these dwelling units would be inherently growth inducing. However, as stated above, it cannot be assumed that population growth is necessarily beneficial, detrimental, or of little significance to the environment.

As described in Section 4.9 Land Use, one of the regional issues identified by the 2004 Downtown Revitalization Project was “increasingly expensive real estate causing both business owners as well as a diverse population of people to be unable to afford Del Mar as a location for the businesses or homes.” A plan prepared by the Del Mar Business Association in 2007 (the Revitalization Plan for Del Mar Village) found that “Del Mar’s low anticipated population growth means that little new retail market demand is likely to come from organic growth within the community.”

Further, the RCP, prepared and adopted by SANDAG (July 2004), serves as a planning framework for local governments to address regional issues, fulfill local goals and objectives, and satisfy state and federal requirements. Some of the smart growth principles in the RCP include development directed towards existing communities to

reduce urban sprawl; siting mixed land uses in close proximity to one another; using a variety of housing types, densities, and levels of affordability; and neighborhoods that are designed for pedestrian activity. SANDAG also identified potential smart growth areas throughout the County that would be able to meet these principles. For the City of Del Mar, a smart growth area was identified at Camino del Mar and 10th Street, within the Plan area.

The proposed Plan provides for the minor expansion of residential uses into underutilized, commercially designated land that is identified by SANDAG as a smart growth area. Zoning provisions, development regulations, and design guidelines incorporated in the proposed Plan would ensure that future development within the Plan area is facilitated in a comprehensive and coordinated manner. One goal of the proposed Plan is to meet projected population growth and housing needs in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around commercial corridors, the proposed Plan would result in the creation of a mixed-use urban environment that supports transit and pedestrian activity, while minimizing impacts on surrounding stable residential neighborhoods. Overall, the proposed Plan would not result in a significant growth impact associated with population growth because it facilitates a plan to accommodate the City's projected growth into an already urbanized area of the City. Other potential environmental impacts associated with population growth in the Plan area (e.g., transportation/traffic, air quality, noise, public services/utilities) are addressed in the relevant sections of this PEIR.

6.2 Growth Inducement due to Construction of Additional Housing

There are currently two existing dwelling units in the Plan area. Buildout of the proposed Plan could result in an additional 138 dwelling units, for a total of 140 units in the Plan area. Using the average population generation rate for Del Mar of 2.13 persons per household from SANDAG, the increased number of units could house an additional population of 294. From 2008 to 2050, SANDAG projects that the population of Del Mar will increase by 13 percent, while the total number of housing units will only increase 3 percent. Though the proposed Plan would result in additional housing beyond existing conditions, the Plan would accommodate an already projected increase in population within an already developed area in a smart growth pattern. The Plan would add housing units and population, but it would do so in a planned and orderly manner in an already urbanized area that is designed to accommodate growth.

6.3 Growth Inducement due to Economic Growth

The proposed Plan would provide new commercial and residential opportunities within and near a designated smart growth area. The slight increase in population of the Plan area could foster economic growth by increasing demand for local retail, stimulating employment opportunities, and generating additional property taxes. Expanded commercial opportunities could attract more visitors to the Plan area. The economic growth of the Plan area would not be considered growth inducing because it would direct minor population and associated economic growth into an area identified to accommodate such growth. Also, the Plan provides goals, policies, and development regulations to accommodate a potential increase in visitors that would require parking. Overall, the proposed Plan would not result in a significant growth impact associated with economic growth.

6.4 Growth Inducement due to Removal of Obstacles to Population Growth

The proposed Plan recognizes that infrastructure capacities may have to be increased to accommodate projected growth. The Plan includes infrastructure planning and implementing strategies that would time needed increases in public infrastructure capacity to coincide with future development. As discussed in Section 4.15 Public Services and Utilities provision of utilities would require specific project-level analysis and would be reviewed on an individual project basis.

6.5 Conclusion

While the proposed Plan would result in the development of increased residential capacity within the Plan area, it would not foster unplanned population or economic growths, the construction of additional housing beyond that contemplated, or remove obstacles to additional population growth. Therefore, the proposed Plan would not be considered growth inducing.

THIS PAGE IS INTENTIONALLY BLANK.

7.0 Cumulative Impacts

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(a)(3), "means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Section 15130(a)(1) states ". . . a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR." According to Section 15130(b) of the CEQA Guidelines, the discussion of cumulative effects "need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness . . . ."

According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be based on either (A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency, or (B) a summary of projections contained in an adopted plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The basis of and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue. For this analysis, where evaluation of potential cumulative impacts are localized (e.g., visual quality, hot spots, biological, cultural/paleontological, hazards/hazardous materials, noise, services, traffic), a list of projects was employed. For potential cumulative impacts that are more regional in scope (e.g., air quality and global warming), planning documents were used in the analysis.

List of Projects Considered for Cumulative Analysis

Five projects have been identified for consideration in this cumulative effects analysis: Del Mar Fairgrounds (DMFG) Master Plan; One Paseo Project; North Torrey Pines Bridge Seismic Retrofit; Via de la Valle Road Widening Project; and the Solana Beach Highway 101 Corridor Specific Plan (June 2003)/Highway 101 Street Improvement and Traffic Calming Plan (Master Plan) (2006) projects. It is noted that the Garden Del Mar Specific Plan project has already been entitled and included as part of the Plan; therefore, it is not listed as a separate cumulative project.

The **DMFG Master Plan** addresses immediate, near-term projects as well as conceptual, long-term projects at or adjacent to the DMFG for a period of 15 years. The existing fairgrounds occupy an approximate 340-acre area in the cities of Del Mar and San Diego, in northern San Diego County. The project site for the Master Plan and EIR is approximately

300 acres, bounded by Highway 101 and the San Diego Northern Railroad line used by the Coaster on the west; the San Dieguito River to the south; I-5 on the east; and Via de la Valle, a two-lane, undivided roadway that converts to four lanes as it approaches Jimmy Durante Boulevard, to the north. The Fairgrounds project site east of Jimmy Durante Boulevard is located in the City of San Diego; the portion west of Jimmy Durante Boulevard is located in the City of Del Mar. The City of Solana Beach borders the Fairgrounds site to the north. The Fairgrounds project also includes an off-site property that is currently privately owned, located at the corner of Jimmy Durante Boulevard and San Dieguito Drive.

The focus of the proposed Master Plan is on enhancing and improving the DMFG facilities. A recent Settlement Order was issued by the Coastal Commission associated with the correction of past violations within the DMFG project site. This order does not present any issues which affect the following cumulative impacts analysis.

Near-term projects would be implemented within two to four years of certification of the EIR and long-term projects will require further analysis upon final design. Proposed near-term and long-term projects are listed below:

Del Mar Fairgrounds Master Plan Proposed Near-term Projects
· Maintenance and improvement to the Solana Gate Road
· Paving of the east parking lot
· 62 recreational vehicle parking space sewer hook-ups in the east Fairgrounds location near I-5
· A new exhibit building with breakout rooms with semi subterranean parking and three rooftop sports fields
· A 330-room condominium hotel and accompanying conference facilities in the southern portion of the fairgrounds
· A new three-story official gate/administration office and ticket box office as part of the hotel complex
· Relocation of the existing fire station off-site
· A new electronic reader board sign along I-5
· A 60,000-square-foot health club/sports training facility adjacent to I-5 in the Surf and Turf area
· A 25 percent wider turf track
· Demolition of the following structures: grooms' dormitory (48 rooms); existing maintenance facilities; the Pat O'Brien Exhibit Hall, Bing Crosby Exhibit Hall, Exhibit Hall, and tent structure; the 22nd DAA marketing/human resources buildings and exhibit offices; the 22nd DAA operations building; the existing fire station; the Don Diego Clock Tower (elements of the tower to be retained and or reused on site); and removal of the production and operations and purchasing trailers.

Del Mar Fairgrounds Master Plan Proposed Long-term Projects
· Enhancements for transit access to construct a seasonal train platform on the Fairgrounds site · Construction of a multilevel parking structure to accommodate approximately 1,300 vehicles on a portion of the existing dirt lot (east parking lot) between Jimmy Durante Boulevard and I-5 · Improvements to the "Backstretch Area" by continuing to rebuild stables and living quarters in accordance with the Backstretch Master Plan · Demolition of the existing structure and construction of a new Horseman's Village with a 25,000-square-foot café and a viewing platform adjacent to the track · Construction of a new truck tunnel under the racetrack · Construction of a new vehicle wash rack in the area west of the racetrack.

The following summarizes the impacts identified in the EIR prepared for the Master Plan project:

Del Mar Fairgrounds Master Plan EIR Impacts		
Significant/Unavoidable Impacts	Significant/Mitigable	Less Than Significant or No Impact
· traffic · noise · air emissions (construction/ operational) · solid waste · GHG emissions (cumulative)	· land use · aesthetics/visual character · light/glare · biological resources/riparian habitat/wetlands and sensitive natural communities · buried archaeological resources · unique paleontological resources · geology/soils · hazards/hazardous materials · hydrology/water quality · public services (fire)	· historic · population and housing · recreation · agricultural resources · mineral resources

The proposed **One Paseo Project** is located on a 23-acre parcel in Carmel Valley south of Del Mar Heights Road, west of El Camino Real and east of High Bluffs Drive. The project is proposed to include residential units, shops, restaurants, office buildings, a boutique hotel

and a movie theater with a pedestrian-oriented main street running though the center of the project. It is proposed to be constructed in three phases to total approximately 806,000 square feet of commercial uses, 150 boutique hotel rooms, and 608 multi-family residential units. The One Paseo Project is registered with the U.S. Green Business Council with the certification goal of Leadership in Energy and Environmental Design (LEED) Silver under the LEED for Neighborhood Development rating system. This rating system awards points in smart location and linkage, neighborhood pattern and design, green infrastructure and buildings, and innovation and design process.

Currently, the applicable Community Plan calls for just office use in a substantially lower quantity of total square footage. Thus, the One Paseo Project will require a community plan amendment which is currently being processed by the City of San Diego. A Draft EIR on the One Paseo Project is expected to be released sometime in 2012. Some concerns raised thus far (as gleaned through publicly available information) center around the project's density and associated potential impacts to community character, bulk and scale, traffic, and fire and other emergency services response times. If approved, it is anticipated that phase one construction could begin in 2013 and end in 2015.

Solana Beach Highway 101 Corridor Specific Plan/Highway 101 Street Improvement and Traffic Calming Plan (Master Plan)

This plan proposes improvements to increase safety and traffic flow within the Highway 101 Corridor. The plan includes the placement of two traffic signals at existing unsignalized intersections along the Highway 101 Corridor and the addition of two mid-block pedestrian crossings, one across from Highway 101 access to the train station bridge and the other south of Lomas Santa Fe, halfway to Dahlia Street. Another component of the plan includes sidewalk/pedestrian improvements on the west side of Highway 101 to create a more pedestrian-friendly environment and improve the private/public realm relationship. The final component of the plan is the provision of diagonal parking on the west side of Highway 101 to increase the amount of public parking.

The project qualified for a CEQA exemption.

North Torrey Pines Bridge Seismic Retrofit. Del Mar completed a seismic retrofit and rehabilitation of the North Torrey Pines historic bridge at the City of Del Mar southern entry point. The retrofit includes replacement to the entire upper deck of the bridge and seismic strengthening and repairs of deteriorating concrete. All repairs will be in keeping with the existing character of the bridge. Estimated completion is September 2013. Periodic road closures, including nighttime work, are required commencing February 7, 2012. The following summarizes potential impacts addressed in the project's Mitigated Negative Declaration:

North Torrey Pines Bridge Seismic Retrofit Impacts		
Significant/Unavoidable Impacts	Significant/Mitigable	Less Than Significant or No Impact
not applicable	· air quality · biological resources · archaeological resources · paleontological resources · hazards & hazardous materials · noise · transportation	· aesthetics · hydrology/water quality · recreation · utilities/services

Via de la Valle Road Widening Project The Via de la Valle Road widening project proposes to widen the existing 40-foot-wide, two-lane roadway to a modified four-lane major roadway from San Andreas Drive easterly to El Camino Real. The curb-to-curb width would vary between 60 feet and 106 feet, depending on the need for turn lanes. The project also includes a traffic signal at Via del Cannon, a pedestrian trail, bike lanes, retaining walls, landscaping, and right-of-way acquisition. This project is currently being processed by the City of San Diego and the following summarizes potential impacts that will be addressed in a Mitigated Negative Declaration:

Via de la Valle Road Widening Project Potential Impacts		
Significant/Unavoidable Impacts	Significant/Mitigable	Less Than Significant or No Impact
not applicable	· biological resources · archaeological resources · paleontological resources · geology/soils · utilities/services	· aesthetics · agriculture and forestry resources · air quality · greenhouse gas emissions · hazards and hazardous materials · hydrology/water quality · land use/planning · mineral resources · noise · population and housing · public services · recreation · transportation

Plans Considered for Cumulative Effects Analysis

This cumulative analysis relies on regional planning documents and associated CEQA documents to serve as the basis for the analysis of the broader, regional cumulative effects of the proposed Plan, such as air quality and global warming. The regional planning documents used in this analysis include: SANDAG RCP and Final Program EIR (2004), SANDAG 2050 RTP/SCS, and SANDAG Final RHNA Plan, San Diego County Integrated Waste Management Plan (2005), the applicable air quality attainment or maintenance plan (SDAPCD RAQS) or State Implementation Plan, areawide waste treatment plan, Water Quality Control Plan for the San Diego Basin (9) (Basin Plan) (1994, as amended), regional plans for the reduction of greenhouse gas emissions, habitat conservation plans, regional land use plans for the protection of the coastal zone. These plans are incorporated by reference in the appropriate sections of the cumulative analysis below.

7.1 Aesthetics

Section 4.1 of the PEIR analyzes potential visual impacts to neighborhood character, views and scenic resources, and landform changes within the Plan area. Implementation of the Plan would increase development density over time and introduce more residential into the Plan area. These proposed changes would be consistent with regional smart growth planning objectives as anticipated in the RCP and RTP. In addition, new development or adaptive reuse of existing structures would be expected to enhance the Plan area over time by improving properties and promoting pedestrian traffic and activities.

7.1.1 Neighborhood Character

Increases in building mass and height would likely occur gradually over time to accommodate more intensive uses, but these changes would be limited to the Plan area. The Plan area viewshed is not shared with any of the cumulative projects in the area; therefore, when considered together, no cumulatively considerable aesthetic impacts associated with increased intensity would not occur and cumulative impacts would be less than significant.

7.1.2 Views and Scenic Resources

New development or redevelopment of existing uses as the Plan is implemented would increase density, thereby changing the character of the Plan area over time. Implementation of the Plan provides the opportunity to improve the Camino del Mar corridor to reduce existing detractors from the village character. No impacts to views from a California Scenic Highway or public parks would be affected. While views along Camino del Mar, a Del Mar Community Plan designated scenic roadway, would change as the Plan is implemented, significant views along this corridor of Peñasquitos and San Dieguito Lagoons, Torrey Pines Reserve, views north along Camino del Mar to the sea from 11th to 15th streets and views

along side streets to the Pacific Ocean from Camino del Mar would all be preserved as would protected street trees. Therefore, direct impacts would be less than significant. The Plan would also not contribute to an incremental cumulative effect because of the specific localized nature of public viewsheds and the fact that the other cumulative projects are located external to the Plan area. Therefore, cumulative impacts associated with public views would be less than significant.

7.1.3 Landform Changes

Future earthwork may be required as projects are developed under the Plan over time; however, the existing landform condition has already been substantially altered by development to accommodate the existing land uses and circulation patterns. The Plan would not include mass terracing of natural slopes. Therefore, the Plan would not contribute to significant cumulative impacts to existing landforms.

Overall, implementation of the Plan and development of new uses over time would not result in any cumulatively significant visual/aesthetic impacts because views of and from the Plan area are limited to the immediate area. The Plan area viewshed is not shared with any of the cumulative projects; therefore, the Plan's contribution to any cumulative impacts would be less than significant.

7.2 Air Quality

7.2.1 Air Quality Plan Consistency/Air Quality Violations

Proposed development in accordance with the Plan could result in an additional 138 residential units and 294 new residents. This is within SANDAG projections for the area which includes an increase in population and residential units for the City of Del Mar between 2008 and 2050 (RCP 2010). The Plan is also consistent with the adopted projected increases in population in a smart growth pattern as envisioned in the regional RCP and RTP . Therefore, the Plan would not result in a significant impact to air quality due to inconsistency with existing plans or result in any air quality emission violation. This is because the Plan accommodates implementation of these regional plans upon which the RAQS are based. Thus, even when considered with the other cumulative projects, the Plan's incremental contribution to cumulative air quality impacts would be less than significant.

7.2.2 Construction

As discussed in Section 4.2, under a worst-case hypothetical implementation of the Plan is not expected to exceed the applicable construction emission thresholds. Likewise, approval

of the proposed Plan would not permit the construction of any individual project until specific development details are available and could be further reviewed. Therefore, it is anticipated that project-related construction activities would have a less than significant impact on air quality. Both the DMFG Master Plan project and the North Torrey Pines Retrofit project have identified significant project level construction related air quality impacts. Potentially significant cumulative construction emission impacts could occur if these individual projects were under construction simultaneously. These projects include mitigation measures focused on the reduction of construction-related emissions including minimizing construction hours, use of dust control measures, and reducing equipment use. Notwithstanding these mitigation measures, construction impacts associated with the DMFG Master Plan (ROG emissions) remain significant.

Implementation of the Plan would not have a cumulatively considerable impact on construction emissions. In addition to the implementation of standard construction control measures, individual projects will be required to submit construction plans identifying development details. Mandated construction and design features would reduce the Plan's incremental contribution to cumulative air quality impacts to a less than significant level.

7.2.3 Operation

Operational source emissions would originate from traffic generated within or as a result of the proposed Plan. Area source emissions would result from activities such as use of natural gas and landscaping maintenance associated with the proposed landscaping. As shown in Table 4.2-7, the change in emissions between buildout of the proposed Plan and the existing land uses are projected to be less than the applicable thresholds for all criteria pollutants. Therefore, project level operational emissions would be less than significant. The DMFG Master Plan EIR identified significant project level operational impacts resulting primarily from increased vehicular emissions. While mitigation measures are proposed, these impacts remain significant. The operation of all cumulative projects within the project area could result in CO hot spots.

CO hot spots almost exclusively occur near intersections with LOS E or worse in combination with relatively high traffic volumes on all roadways. No intersections are calculated to operate at LOS E or worse due to Plan implementation, either in the existing condition or year 2035. Therefore, the Plan's incremental contribution of CO emissions to cumulative CO concentrations would not be considered to be cumulatively considerable. Cumulative impacts associated with operation of the Plan would be less than significant.

7.3 Biological Resources

As discussed in Section 4.3, through compliance with existing regulations the Plan would not result in direct impacts to biological resources. The Plan does not conflict with the City's adopted Tree Ordinance and Public Tree Policy Manual and no MHPA land, wetland

habitat, or wildlife corridors would be affected by the Plan. Therefore, because the project would have no impact to biological resources, it would not contribute to a significant cumulative impact.

7.4 Cultural Resources

7.4.1 Historical Resources

Historical resources are non-renewable. As such, any direct impact would contribute to a cumulative loss of these resources. As addressed in Section 4.4 of this EIR, the Plan area includes two properties designated as historic landmarks (the Stratford Square property and the Del Mar Library) and additional properties that have not been evaluated but may be considered historic. The City has ensured protection of the two properties designated as historic landmarks by placing the HP-OZ (Historic Preservation Overlay Zone) on these properties and by excluding them from redevelopment under the proposed Plan. Furthermore, federal and state regulations, combined with implementing strategies in the Protection of Community Resources chapter of the Plan, would provide protection of existing resources that may qualify for designation but have not yet have been formally designated as historic. Application of these regulations and implementing strategies would not only reduce to less than significant the potential for project-level impacts to historic resources as discussed in Section 4.4.4.1, but would reduce to less than significant the potential for cumulative impacts to result from Plan implementation.

7.4.2 Archaeological Resources

Archaeological resources are important for prehistoric or historic information that may be recovered. The Plan area is already developed; previously excavated areas are generally considered to have a low potential for archaeological resources, since the soil containing the archaeological resources has been removed. As a precaution, the Protection of Community Resources chapter of the proposed Plan includes implementing strategies that would minimize or avoid impacts to archaeological resources. These strategies are listed in Section 4.4.4.2 and include requirements for Native American consultation early in the development review process, monitoring during construction activities, data recovery, and mitigation for adverse impacts to significant archaeological or Native American sites. Implementation of these implementing strategies would not only minimize or avoid project level impacts but would reduce the potential for cumulative impacts to unknown or important archaeological resources to below a level of significance.

7.4.3 Paleontological Resources

Because the Plan area is underlain by the Bay Point Formation (high sensitivity) and Torrey Sandstone (moderate sensitivity), impacts to resources would be significant if

implementation of the Plan, when considered with other cumulative projects, caused a significant paleontological resource to be destroyed or significantly altered.

Implementing strategies are identified in the Plan's Protection of Community Resources chapter that require pre-construction assessment, monitoring, collection, recordation, curation and documentation of any significant resources. Implementation of these strategies would apply to all projects within the City of Del Mar. The other projects evaluated in this cumulative analysis each identified potentially significant impacts to unique paleontological resources. These project level impacts are reduced to less than significant with implementation of mitigation measures, including construction monitoring. This type of mitigation is also required within neighboring jurisdictions, including the City of San Diego and County of San Diego. Overall, through Plan conformance and the cumulative projects' mitigation requirements, cumulatively significant paleontological impacts would be less than significant.

7.5 Geology and Soils

No active or potentially active faults are located beneath the Plan area but the active Rose Canyon Fault is approximately 2.2 miles to the west. Consequently, the Plan area and entire region is considered seismically active and subject to earthquakes of a magnitude 5.0 or greater. Future projects to be developed in accordance with the Plan, as with all other projects in the vicinity, would follow standard construction practices and engineering codes to ensure that no geologic impacts would result from future project development. In addition, as discussed in Section 4.5 of this PEIR, conformance to building construction standards for seismic safety with the CBC would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the Plan and associated future development in the sub-region would not contribute to cumulative impacts related to geology and soils.

7.6 Greenhouse Gas Emissions

Global climate change is, by its nature, a cumulative issue. Section 4.6 of this PEIR provides a detailed assessment of the Plan in relation to GHG emissions and compares it to mandated regional and statewide GHG reduction targets; and more generally to other existing plans, policies, or programs adopted for the purpose of reducing GHG emissions and climate change effects.

GHG reduction targets are typically expressed in terms of reducing BAU GHG emissions through better design of new buildings or retrofitting of existing buildings. The Plan incorporates measures to reduce business-as-usual energy and water use, thereby proportionally reducing its contributions to regional and state GHGs.

First, as the majority of the Plan area is already built out, redevelopment of these properties would mean that older, less energy- and water-efficient buildings would be replaced by buildings designed to meet current building codes which have been, and will continue to be, updated periodically to incorporate stricter efficiency standards. For example, the energy efficiency code of the CBC is updated approximately every five years in response to new energy efficient design and technologies. Standards in the current energy efficiency code achieve an approximate 15 percent improvement in building envelope efficiency compared to the standards included in the previous energy code. Similarly, current water conservation standards in the CBC require a minimum 20 percent reduction in water use compared to the former standards. These percentages of energy and water consumption reductions translate to comparable reductions in GHG emissions from energy and water use. These same types of GHG reductions would occur for all cumulative projects that involve new building construction. For projects in Del Mar, substantial additional reductions in energy GHG emissions would result from building compliance with the Del Mar Solar Energy Ordinance. This ordinance requires the installation of on-site renewable energy.

A second way the Plan would encourage the reduction of GHG emissions would be through new regulatory standards and implementing strategies. The regulatory standards identified in the Allowed Uses and Development Standards chapter of the proposed Plan require all new/redevelopment in the Plan area to incorporate green building practices into their design. This would include, but not be limited to, the types of green building practices required by the LEED program and Tier I and II CalGreen. Such measures incorporated into future projects would go beyond energy-reduction practices to design that addresses use of reclaimed or gray water instead of potable water for outdoor uses, use of rainwater catchment systems, green roofs, increased materials reuse or use of recycled/locally sourced materials, use of zero- or low-VOC emitting products, and so on. Such practices can substantially reduce GHG emissions from energy use as well as from water consumption, waste generation, and materials use and processing emissions. Green buildings, when compared to buildings built to the current building code; thus provide an even greater reduction in GHG emissions.

The proposed Plan requires all projects to be reviewed for to determine whether increased energy- or water-efficiencies, or other green building features, would be necessary to reduce project-level GHG emissions to target levels. Application of this Plan policy would not only reduce to less than significant the contribution of future project-level GHG emissions, but would reduce regional GHG emissions contribution to statewide totals. The Plan's contribution to cumulative GHG emissions would therefore be below a level of significance.

7.7 Hazards and Hazardous Materials

7.7.1 Hazardous Materials Site

As discussed in Section 4.7 of this EIR, hazardous waste or hazardous substances are associated with a broad range of uses. Among these are gasoline stations, automobile repair and other automobile-related facilities, former nursery or agricultural operations, lumberyards, dry cleaning facilities, plating shops or photographic development facilities. Camino del Mar (Highway 101), which traverses the Plan area, was the main automobile route between San Diego and Los Angeles and has historically supported numerous gas stations along the route. A search of the DTSC's Envirostor database showed no listed hazardous waste sites within the Plan area. Therefore, because the Plan has no impacts associated with hazardous materials site use its contribution to a cumulative impact would be less than significant.

7.7.2 Use/Transport

Any use of hazardous materials or hazardous waste disposal within the Plan area would require submittal and approval of HMBP and RMP. Likewise, all other cumulative projects are required to be consistent with the existing regulations related to hazards and hazardous materials. Consistency with federal, State, and local regulations prevent the proposed Plan and other projects from creating cumulative impacts in terms of hazards and hazardous materials.

7.7.3 Release

Construction-related activities associated with the implementation of the Plan could pose hazards to the public or the environment through the disturbance of hazardous building materials, or contaminated soils or groundwater. The proposed Plan contains several implementing strategies that would avoid the potential for accidental releases. Since any of the Plan's potential impacts associated with the release of hazardous materials is avoided, its contribution to a cumulative impact would be less than significant.

7.8 Hydrology and Water Quality

As discussed in Section 4.8 of this EIR, Hydrology and Water Quality, the Plan would not substantially or adversely impact existing drainage patterns, increase runoff, or create flood hazards on-site or downstream. While the Plan provides for gradual intensification of uses, it is located within an area of the City that is largely developed with existing impervious surfaces, thus potential increases in runoff volumes would not likely be substantial. However, hydromodification management design features would be employed as new projects come forward under the Plan to reduce any potential increase to pre-project

conditions. Future projects would also verify the capacity of the existing downstream storm drain system for the 100-year storm event. Furthermore, existing regulations require all projects to prepare a storm water prevention plan that sets forth construction and post-construction LID IMPs and Treatment Control BMPs that would further reduce/slow runoff for post-project conditions as development occurs. Implementation of engineering practices and BMPs consistent with existing regulations would preclude potential cumulative hydrology and water quality impacts. These project design features and BMPs would reduce pollutant discharge off-site, thus avoiding significant adverse water quality impacts to the San Dieguito Lagoon and Slough to the north, the Los Peñasquitos Lagoon to the south, and the Pacific Ocean (a 303(d) impaired receiving water body) to the west. The Plan would, therefore, not contribute to any cumulative hydrologic or water quality effects in the Plan area. Likewise, all cumulative projects would be required to conform to local and regional regulations assuring each project would not result in significant increases in pollutant discharges. Therefore, cumulative impacts to runoff water quality and to impaired receiving waters would be less than significant.

7.9 Land Use

The proposed Plan implements the smart growth principals as envisioned in regional planning documents, including the RCP. The RCP identified significant, partially mitigated cumulative impacts to land use from its implementation. Mitigation for impacts identified in the RCP calls for land use plan amendments, including local general plan amendments, local coastal program amendments, and protection of agricultural and important mineral resource areas. The RCP also identifies a need to implement project-level measures to avoid or reduce other land use incompatibilities from noise, hazards, lighting, objectionable odors or other operational activities as development occurs. The RCP recognizes that many of the region's cities, including Del Mar, include an older urban core and well established neighborhoods. Increased densities consistent with smart growth principals would not, therefore, result in significant impacts to open space or sensitive resources in already urbanized core areas or developed residential neighborhoods. However, the EIR prepared for the RCP identified potential impacts to local coastal programs as application of more intensive smart growth principles result in increased densities over time (SANDAG 2004).

The proposed Plan would contribute to an overall increase in urban density within the Plan area by allowing a more diverse and intensive mix of uses. The planned increase would be consistent with that anticipated in regional planning documents such as the RCP, the 2050 RTP/SCS and the RHNA, each of which anticipate growth in the City of Del Mar. Environmental documentation prepared for the adopted plans, anticipated cumulative effects associated with increased development density in the region's urban areas. Goals, objectives, and policies have been incorporated in the proposed Plan to provide an effective use of land at the local level consistent with regional goals and regional planning assumptions. In so doing, the Plan would minimize or avoid conflicts with adopted regional plans and policies.

Finally, although consistent with regional planning objectives, increases in urban density could have concomitant increases in density-driven cumulative traffic, noise, air quality, public services, and public utilities impacts. Regulatory standards and implementing strategies in the Plan have been developed to ensure land use compatibility as redevelopment progresses over time. Because these effects have been anticipated and planned for—and the proposed Plan is in conformance with the overarching regional goals—cumulative land use and planning impacts associated with implementation of the Plan would be reduced to less than significant.

7.10 Noise

Unlike other subject areas which focus on particular projects as a means for cumulative analysis, the cumulative study area for noise was determined to include those roadway segments throughout the Plan area and the immediate community that would have an increase in traffic as a result of the proposed Plan and, thus, a potential increase in noise. Other noise sources, such as construction and operation of mechanical equipment, are temporary and more localized and controlled at the source such that they do not typically combine with other sources to create cumulative noise impacts. Additionally, adherence to Municipal Code Section 9.20.050 would ensure construction noise impacts associated with Plan buildout would be less than significant. Cumulative traffic noise levels were estimated using future traffic volumes from the traffic report and are presented in Tables 8 and 9 of the Noise Impact Analysis (see Appendix E). As discussed in the Noise Impact Analysis, traffic noise would increase by less than 3 dBA along all roadways. This is considered an imperceptible increase in noise level, and thus, roadway noise associated with the Plan would not contribute to a cumulatively significant increase to ambient traffic noise levels along these roadways.

7.11 Population and Housing

Based on regional planning, Del Mar's population is projected to increase by 2030. The City is one of the smallest in the County and is largely built out so the proportional increase is projected to be much less than for other jurisdictions. Nevertheless, cumulative impacts to population and housing could occur as a result of multiple projects both within the Plan area and nearby which would be expected to develop over time. Like the proposed Plan, the DMFG Master Plan EIR concluded that the DMFG Master Plan would not cause a significant permanent impact to housing and population for the City of Del Mar. The EIR found that the DMFG Master Plan's incremental contribution to population and housing impacts would not be cumulatively considerable. The other cumulative projects identified no impacts associated with population and housing.

The Community Plan and regional planning documents identified significant cumulative effects of growth on the region as a whole resulting from displacement of homes and

businesses. Growth within the City of Del Mar would not cumulatively contribute to this effect because the proposed Plan and the cumulative projects would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere, nor displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Over time, implementation would result in an increase in the number of residences and available space for businesses within the community; however, this increase has been accounted for in regional growth projections. Because no population and housing impacts would result, the cumulative impacts associated with the Plan and other cumulative projects in the area would be less than significant.

7.12 Public Services

The area of geographic consideration is the City of Del Mar. Implementation of the Plan would result in an incremental increase in demand for public services as residential units and commercial space increase over the life of the Plan. The Plan considered infrastructure needs during the Plan development process to ensure that acceptable response times/staffing and service facilities are maintained. The proposed changes in circulation and development intensity have been reviewed by the Fire and Police Departments and were generally determined not to present a constraint to fire/emergency/police response times to the Plan area nor require the construction of new or expanded facilities. Because the Plan would have no environmental impact associated with any of the aforementioned public services, it would not contribute to any potential cumulative effect.

Implementation of the Plan would increase the use of other facilities, such as schools, the public library, City Hall, and the post office by allowing development of up to 138 multi-family residences, 43 hotel rooms, and 167,249 square feet of commercial uses (office, retail, etc.). These uses would draw additional people to the area. However, the Plan would also allow for the expansion of the civic use buildings by 6,534 square feet. Thus, the Plan would not result in the need for new or expanded public facilities beyond that already included in the Plan projections. The proposed Plan would therefore not contribute to any cumulative demand for public services or the construction of new facilities in the Plan area.

7.13 Recreation

The demand for park and recreation opportunities would be expected to grow incrementally as the population of the Plan area increases. As discussed in Section 4.13 Recreation, a goal of the City is to “provide a public system of parks and recreational facilities that will support a year-round program capable of serving the changing needs of residents and non-local recreationists . . . .” Specific policies focus on preservation and acquisition of open space, innovative design, and provision of features to enhance bicycle and pedestrian access.

Future residents under this alternative would not use recreational amenities to the extent that they would be substantially deteriorated, due to the relatively low number of new residents relative to the variety and expanse of nearby recreational opportunities. The Plan would also preserve and enhances existing public spaces, including sidewalks and plazas within an urban village context. The Plan would add 4,140 square feet (or 0.09 acre) of public parks/plaza space within the Plan area over the existing 2,060 square feet of public parks/plaza space. This additional open space, which could be used for passive recreational activities, would be placed within already developed areas. Therefore, impacts associated with constructing new recreational facilities would be considered less than significant, similar to the proposed Plan. Because the Plan would avoid or reduce potential impacts to recreation to below a level of significance, it would not contribute to any potential cumulative effect.

7.14 Transportation/Traffic

Section 4.14, Transportation/Traffic, provides a detailed discussion of cumulative impacts which is based on the addition of forecasted growth and cumulative projects in the study area. A brief summary of those conclusions is provided below.

7.14.1 Roadways

In the cumulative condition without the proposed Plan, a total of 19 roadway segments are calculated to operate at an unacceptable LOS. With the addition of the proposed Plan the allowable increased delay would be exceeded at ten roadway segments. Although the roadway segments would exceed the allowable increased delay, the intersections along these segments would operate at LOS D or better. Therefore, cumulative impacts would be less than significant.

7.14.2 Intersections

Implementation of the proposed Plan would not result in any intersection in the study area operating at an unacceptable LOS in the cumulative condition.

7.14.3 Freeway Segments

In the cumulative condition four ramps would operate with delays; however, Plan traffic would not exceed the allowable increased delay. Cumulative impacts associated with freeway ramp meters would be less than significant.

7.14.4 Freeway Ramp Meters

In the cumulative condition four ramps would operate with delays; however, Plan traffic would not exceed the allowable increased delay. Cumulative impacts associated with freeway ramp meters would be less than significant.

Overall, the proposed Plan would not cause a cumulatively significant conflict with transportation plans, including the SANTEC/ITE Guidelines, Del Mar Community Plan, RTP, or regional alternative transportation plans. Considering recent development, other known and potential new development in the area, cumulative traffic, circulation, and traffic hazard impacts would be less than significant.

7.15 Utilities and Service Systems

7.15.1 Storm Drain System

Implementation of the Plan over time would not be expected to result in a significant increase in impervious surfaces and corresponding runoff since the area is currently largely developed. As discussed in Section 4.15.4, the existing storm drain system has adequate capacity to serve existing and future development within the Plan area. The Plan additionally includes sustainability implementation strategies that would encourage the application of innovative runoff and storm water quality water protection measures. In addition, all cumulative projects would be required to comply with existing regulations addressing off-site runoff quantities and quality to ensure that cumulative impacts would be reduced to less than significant.

7.15.2 Wastewater

As described in Section 4.15, the on-site sewer infrastructure would be capable of serving buildout of the Plan. Plan implementation would incrementally increase wastewater generation over time, from a current generation rate of 0.019 MGD to 0.57 MGD at buildout. The predicted generation rate is less than the wastewater system capacity of 0.876 MGD and the 21st Street Pump Station capacity of 2.327 MGD resulting in no Plan level impacts. The cumulative projects did not identify a significant impact associated with wastewater generation. Specifically, the DMFG Master Plan EIR concluded that its projected flows are consistent with the City of Del Mar's contractual limit for the average annual daily flow to the MWD system. Therefore, like the proposed Plan, the cumulative impact to sewer demand is less than significant.

7.15.3 Water Systems

As discussed in Section 4.15.4, the future development in accordance with the Plan would utilize existing water facilities to deliver water to the site and would not create a significant

new capacity demand on the system. The other cumulative projects did not identify this issue area as a potentially significant impact requiring mitigation. Since there is adequate capacity in these facilities to serve the cumulative projects and the Plan's demands, implementation of the proposed Plan would not contribute incrementally to cumulative impacts on water systems.

7.15.4 Water Supply

Future development in accordance with the Plan would result in an incremental increase in demand for water over the life of the Plan, but would not reach the threshold for preparation of a WSA/Verification in accordance with SB 610/221. The geographic area for the cumulative analysis for water supply is defined as the Water Authority service area, since the City of Del Mar purchases water from the Water Authority.

Although the proposed Plan and cumulative projects may increase demand for potable water, future projects that develop in accordance with the Plan, as well as other cumulative projects in the Plan area, would be required to incorporate drought-resistant landscaping where feasible and water conservation features such as low-flush toilets, low-flow faucets, and timers on irrigation sprinklers to reduce water demands. Additionally, Plan sustainability implementation strategies would require the application of water conservation measures through outdoor/landscaping standards as well as green building efficiency standards. No significant cumulative impacts on potable water services are expected to occur as a result of the Plan's implementation.

7.15.5 Solid Waste Disposal

The proposed Plan and cumulative projects would generate solid waste through demolition, construction, and ongoing operations. These new demands on the landfill would increase the amount of solid waste generated within the region which currently is in need of additional long-term permitted landfill capacity. To provide the additional capacity required, the Sycamore Landfill Expansion Project is proposed to extend the life of the landfill until 2050. Implementation of the Plan would require future development projects within the Plan area to recycle or reuse demolition and construction debris and meet post-construction state and City waste reduction goals. Implementing strategies in the Plan's Protection of Community Resources chapter would also require projects to incorporate green building practices, including waste reduction strategies, into their design. Such components could include "zero waste" waste reduction programs and landscaping that minimizes the production of plant material waste. Through adherence to the state's waste reduction mandate, the City's Municipal Code, and to the green building and waste-reduction strategies identified in the proposed Plan, its incremental increase in solid waste disposal needs would not be a cumulatively considerable contribution to the existing cumulatively significant landfill impact.

8.0 Effects Found Not to be Significant

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant and were therefore not discussed in detail in the PEIR.

8.1 Agriculture and Forestry Resources

The Plan area is designated as Urban and Built-Up Land by the State Farmland Mapping and Monitoring Program, and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Plan area is not zoned or designated for agricultural use, nor is it under a Williamson Act contract. There are no agriculture uses within the Plan area. Adjacent parcels are also urbanized and not zoned or designated for agricultural use. Plan implementation would therefore have no effect on agricultural resources.

As previously mentioned, the Plan area and surrounding vicinity are urbanized. The Plan area and vicinity do not contain forest land or area zoned for forest land. Thus, Plan implementation would not impact forestry resources.

8.2 Mineral Resources

The implementation of the Plan would not result in the loss of availability of valuable known mineral resources. The Plan area is located within Mineral Resource Zone 3, as identified in the San Diego General Plan's Generalized Mineral Land Classification map. Mineral Resource Zone 3 indicates areas containing mineral deposits, the significance of which cannot be evaluated from available data. Due to the fact that the Plan and surrounding areas are already developed, extraction of any potential mineral resources is not feasible. Therefore, Plan implementation would have no significant effect on mineral resources.

THIS PAGE IS INTENTIONALLY BLANK.

9.0 Project Alternatives

9.1 Introduction

This section of the PEIR presents alternatives to the proposed Plan. The discussion that follows is intended to focus on alternatives which are capable of avoiding or substantially lessening any potentially significant effects of the Plan, even if these alternatives would impede, to some degree, the attainment of the Plan objectives.

9.1.1 Objectives

The eight primary objectives of the proposed Plan, as presented in Chapter 3.0 of the PEIR, are to:

1. Create a vibrant, pedestrian-oriented mixed-use village that conforms to the goals, objectives and policies of the Community Plan.

2. Develop a pedestrian mobility network which ties together the entire Village area from 15th Street to 9th Street and reduces conflicts with automobiles.

3. Promote commercial retail development that creates the greatest economic benefit to the community while insuring compatibility with the Del Mar Village character.

4. Increase the number of residential dwelling units by allowing buildings that mix retail and office uses with residential uses.

5. Require architectural design that maintains the traditional eclectic village character of Del Mar.

6. Maintain view corridors and public outdoor activity areas throughout the Village.

7. Encourage retail, restaurant, and professional service businesses which serve the needs of year-round residents.

8. Develop cultural elements within the Village that promote and focus on Del Mar's history, environment and residents accomplishments on the local, national and international scene.

9.1.2 Rationale for Alternative Selection

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making. . . ."

CEQA Guidelines section 15126.6 (f) states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide several factors that may be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

As discussed in Chapter 4.0, the proposed Plan would not result in any significant environmental impacts. Potentially significant impacts associated with the issues of aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, and traffic would be avoided or reduced to less than significant levels through new Plan development standards and implementing strategies. Potential impacts associated with geology and soils, hydrology and water quality, land use, population and housing, public services, recreation, and utilities and service systems would either not occur or would be avoided or reduced to below significance through compliance with mandatory regulations. Cumulative impacts would be less than significant for all issues.

In developing the alternatives to be addressed in this chapter, consideration was given regarding each alternative's ability to meet the basic Plan objectives and eliminate or substantially reduce potentially significant environmental impacts. The alternatives fully evaluated here, beginning in Section 9.2, include the following: the No Project (No Development/Existing Condition) Alternative; the No Project (Development Consistent with the Adopted Community Plan) Alternative; the Reduced Development Potential Alternative, and the Four-Lane Camino del Mar Circulation Alternative. These alternatives allow informed decision making and public participation because there is enough variation amongst the alternatives to provide a reasonable range. One of the considered alternatives was rejected, and is briefly discussed in Section 9.1.3, below.

Each of the alternatives was examined in order to determine whether they would avoid or minimize impacts associated with the Plan. Table 9-1 provides a general comparison of the proposed Plan and the alternatives and the resulting determinations.

9.1.3 Considered But Rejected

This subsection of the PEIR is provided consistent with the CEQA Guidelines, which state that an EIR needs to examine in detail only the alternatives the lead agency determines could feasibly attain most of the basic objectives of the Plan. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in an EIR are: failure to meet most of the basic Plan objectives or inability to avoid significant environmental effects (Guidelines 15126.6(c)).

One alternative was considered in this PEIR, but rejected: the No Circulation Changes Alternative. The No Circulation Changes Alternative would include the same increase in development intensity as proposed under the Plan, but would retain the existing circulation and roadway configuration of Camino del Mar within the Plan area. With this alternative, Camino del Mar would continue to function as a four-lane collector with two lanes in each direction. The roadway would retain its existing paved width of approximately 75 feet with an intermittent raised median. Through the Plan area, the existing bike lane on both sides of the road would be retained, along with the sidewalks, bus stops and parallel parking (on both sides of the road). The existing head-in diagonal parking spaces would be retained, and the roadway would continue to provide driveway access to commercial properties within the study area. The existing intersection controls would be retained, including a signalized intersection at Camino del Mar/15th Street; an all-way stop-controlled intersection at Camino del Mar/13th Street; an all-way stop-controlled intersection at Camino del Mar/13th Street; and a signalized intersection at Camino del Mar/9th Street.

As shown in the TIS (see Appendix F), with implementation of land use changes as proposed in the Plan and no changes in circulation on Camino del Mar, 18 roadway segments within the study area (eight within the Plan area) are calculated to operate at an unacceptable LOS (E or F). Fifteen of the failing segments (all within the Plan area) would be attributed to the alternative, and therefore, are considered potentially significant impacts. The segments of Camino del Mar from 15th Street to 9th Street would be significantly impacted under this alternative, because, despite average intersection delay, motorists on Camino del Mar would experience excessive delay at the all-way stop-controlled intersections. Under the No Circulation Changes Alternative, all intersections in the study area are calculated to operate at an acceptable LOS D or better.

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Aesthetics				
Views	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Scenic Resources	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Character	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Light and Glare	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Air Quality				
Plan Consistency	Less than significant	No impact/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Air Quality Violations	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Increase in Particulates or Ozone	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Sensitive Receptors (hot spots and air toxics)	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Greater than the proposed Plan
Biological Resources				
Sensitive Species	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Wetlands	No Impact	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan
Wildlife Corridors	No Impact	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan
Ordinances/Tree Preservation Policies	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Habitat Conservation Plan	No Impact	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan
Cultural Resources				
Historic Resources (Built Environment)	Less than significant	**Potentially Significant/** **Greater than the proposed Plan**	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Archaeological Resources	Less than significant	Potentially Significant/ Greater than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Human Remains	Less than significant	Potentially Significant/ Greater than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Paleontological	Less than significant	Potentially Significant/ Greater than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Geology and Soils				
Seismic Hazards	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Soil Erosion	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Unstable and Expansive Soils	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Greenhouse Gases				
Consistency with Plans, Policies, and Regulations	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
GHG Emissions	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Greater than the proposed Plan
Hazards and Hazardous Materials				
Hazardous Materials	Less than significant	Potentially significant/ Greater than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Emergency Response	No Impact	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan
Hydrology and Water Quality				
Runoff & Drainage Patterns	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Water Quality	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Flooding/Inundation	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Groundwater	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Land Use				
Physically divide an established community	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Plan Consistency/Regulatory Conformance	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Habitat Conservation Plan	No Impact	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan	No Impact/ Same as the proposed Plan
Noise				
Excessive Ambient Noise Increase	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Greater than as the proposed Plan
Temporary Noise Increase (Construction)	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Vibration	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Population and Housing				
Displace existing housing	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Displace people	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Public Services				
Police	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Fire protection	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Schools	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Other (relevant) public facilities	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Recreation				
Existing Facilities	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
New Facilities	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Transportation/Traffic				
LOS Impacts	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan
Traffic Hazards	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Inadequate Emergency Access	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Less than the proposed Plan
Conflict with adopted plans, policies, or programs regarding transit, bicycle or pedestrian facilities	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

TABLE 9-1
COMPARISON OF PROPOSED PLAN AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Proposed Plan	No Project/ Adopted Community Plan Alternative	Reduced Development Potential	Four-Lane Camino del Mar Circulation
Utilities and Service Systems				
Storm drain	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Wastewater	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Water	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Water Supply	Less than significant	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan
Solid Waste	Less than significant	Less than significant/ Less than the proposed Plan	Less than significant/ Same as the proposed Plan	Less than significant/ Same as the proposed Plan

In 2035, with implementation of the land use changes proposed in the Plan and no changes in circulation on Camino del Mar, 24 roadway segments within the study area (8 within the Plan area) are calculated to operate at an unacceptable LOS (E or F). Nineteen of the failing segments would be attributed to the alternative, and therefore, are considered potentially significant impacts. The intersections bounding these segments (with one exception - Camino del Mar North of Jimmy Durante to south of Carmel Valley Road) would operate at an adequate level of service; consequently, only one roadway segment would be significantly impacted.

In 2035, one intersection (11th Street/Camino del Mar (LOS E) during the P.M. peak hour) would fail in 2035, and would be attributed to this alternative; therefore, it would be a potentially significant impact. This intersection would experience excessive delays as a stop-controlled intersection.

The No Circulation Changes Alternative would meet the majority of the Plan objectives; however, it would fail to reduce any environmental impacts of the Plan and would in fact result in greater traffic impacts; therefore, this alternative was rejected from further analysis.

9.1.4 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires that an EIR identify the "environmentally superior" alternative based on the evaluation of the Plan and its alternatives. The No Project (No Development/Existing Condition) Alternative would avoid all impacts and would be the environmentally superior alternative. However, pursuant to the CEQA Guidelines (Section 15126.6 (e)(2), if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. The project itself may not be identified as the environmentally superior alternative.

The Reduced Development Potential Alternative is identified as the environmentally superior alternative as it would reduce the Plan's impacts to the greatest extent. The Reduced Development Potential Alternative limits buildout potential within the Plan area by approximately 20 percent less intensity than under the Plan or the Four-Lane Camino del Mar Circulation Alternative. The reduced intensity under this alternative would result in incrementally less traffic and construction activity; thereby, resulting in a reduction in impacts as compared to the proposed Plan in regard to the following issues: aesthetics; air quality (construction and operational emissions); greenhouse gas emissions; noise and transportation/traffic.

While the Reduced Development Potential Alternative would be the Environmentally Superior Alternative, and would attain or partially attain most of the Plan's objectives; it

would fail to meet one objective to the same extent as the proposed Plan, Objective 3: promote commercial and retail development that creates the greatest economic benefit to the community, while insuring compatibility with the Del Mar Village character. Only the proposed Plan fully meets all Plan objectives.

9.2 No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative is addressed for comparative purposes, to illustrate the environmental effects of the Plan area remaining in its existing state against the environmental effects, which would occur if the Plan is approved. This alternative is included for illustrative purposes; in actuality, development could continue to occur within the Plan area under adopted development regulations.

9.2.1 Description of the No Project (No Development/Existing Condition) Alternative

The No Project (No Development/Existing Condition) Alternative would maintain the Plan area in its current condition and would be equivalent to the existing environmental setting. The No Project (No Development/Existing Condition) Alternative would maintain the existing patterns of vehicular, bicycle, and pedestrian circulation within the Plan area. Capital improvements called for under the adopted Community Plan (i.e., continuous sidewalks, streetscape amenities such as landscaping and benches, and bicycle lanes) would not occur. No new development or redevelopment would occur within the Plan area. The existing mix of land uses and development intensity would remain unchanged (see Table 9-2).

TABLE 9-2
EXISTING BUILDOUT SUMMARY

Land Use	Existing Buildout (SF)
Multi-Family Residential	2,010 [2 units]
Hotel	4,940 [17 rooms]
Office	169,646
Retail/Personal Services	41,811
Restaurant	32,394
Civic	28,466
TOTAL	279,267

SF = square feet
[1]Excludes existing L'Auberge Hotel and Condominiums.
[2]Excludes existing Del Mar Plaza north of 15th Street.

9.2.2 Conclusions for the No Project/(No Development Existing Condition) Alternative

Because no development would occur, no "impacts," as defined pursuant to CEQA would occur. However, the No Project (No Development/Existing Condition) Alterative could result in further deterioration of existing traffic conditions. Without implementation of capital improvements to Camino del Mar, as proposed under the Plan or another alternative, more failing roadway segments could result. As identified in the TIS (see Appendix F), in 2035, the baseline, 'no project' condition would result in an LOS F for all segments of Camino del Mar within the Plan area, whereas the Plan would improve future traffic conditions on five of the eight segments to an LOS E. Additionally, a greater number of pedestrian and bicycle conflicts with vehicular traffic could also occur with a greater number of cars traveling on Camino del Mar in the future.

Finally, under the No Project (No Development/Existing Condition) Alternative, existing deficiencies in pedestrian facilities would remain. Throughout the Plan area, sidewalks along Camino del Mar are non-continuous and range from approximately 5 to 12 feet in width. In many areas, sidewalks are inconsistent, and interrupted by parking. While most of the existing sidewalks are well maintained, some present a few physical deficiencies such as cracks, gaps, and lack of curb ramps for physically disabled pedestrians.

9.3 No Project (Development Consistent with the Adopted Community Plan) Alternative

The following discussion of the No Project (Development Consistent with the Adopted Community Plan) Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

> When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

The No Project/Adopted Community Plan Alternative (Adopted Community Plan Alternative) examines what would be reasonably expected to occur in the foreseeable future if the proposed Plan were not approved and future improvements within the Camino del Mar corridor proceeded based on the policies and development standards of the adopted Community Plan (1985, amended) or other previously adopted specific plans within the downtown area (Hotel L'Auberge, Plaza, and Garden Del Mar). The

description of the Community Plan Alternative, included below, relies on details found within the City's Community Plan and the three aforementioned specific plans, which govern land use in the Plan area; therefore, if plan components are not addressed in this alternative, it is because the Community Plan is silent in regard to those Plan improvements.

9.3.1 Description of the Adopted Community Plan Alternative

The Del Mar Community Plan identifies recommendations for the protection and preservation of the surrounding environment and addresses nine areas as required by State law: land use, open space, circulation, housing, seismic safety, scenic highways, safety, noise, and conservation. The Community Development Element of the Community Plan groups policies for specific geographic areas of the City, referred to as "districts". The proposed Village Specific Plan boundary coincides with the "Village Center District" that extends along both sides of Camino del Mar from 9th Street to 15th Street. Policies found in in the Community Plan relative to the Village Center District form the basis for land use under this alternative.

Additionally, the Community Plan incorporates the Camino del Mar Specific Plan, which was adopted in 1976 as part of amendments to the City's Community Plan. The Camino de Mar Precise Plan, as amended by "A Plan for Camino del Mar" subsequently prepared and implemented, constitutes the Camino del Mar Specific Plan. The Camino del Mar Specific Plan provides further direction relating to circulation on Camino del Mar.

9.3.1.1 Land Use

Within the Village Center District, the Community Plan calls for the preservation and enhancement of Del Mar's special village character and small town atmosphere. The Community Development Element includes policies restricting: height limits, massing of closely spaced buildings, view blockage, and incompatible development (particularly commercial development that is incompatible with residential development). It also describes various architectural and site design practices to protect and enhance human scale, warmth, charm, and pedestrian involvement, and to protect notable historic landmarks and structures of historic value. Several watershed protection policies are also included. Other policies, related to the enhancement of retail/office activity and economic viability in a pedestrian-oriented, attractive downtown area, are also established.

Existing structures (built and entitled) within the Plan area account for approximately 279,300 square feet of development (excluding L'Auberge and Del Mar Plaza) (refer to Table 9-2). While a number of structures are currently built at a density below the allowed FAR, a number of structures also exceed the allowable FAR. However, on

average and collectively, the intensity of existing development approximates the allowed 0.45 FAR. Using the current FAR of 0.45 and the entitled square footage of the Garden Del Mar site, the maximum development potential within the study area (Village Center District) is approximately 279,000 square feet under the adopted Community Plan. Therefore, from a land use intensity/development perspective, the adopted Community Plan is at "build-out" (with the exception of public facilities improvements, i.e., continuous sidewalks, the implementation of which has not kept pace with private development). Thus, the adopted Community Plan Alternative would not provide for any additional development intensity within the Village Center District.

9.3.1.2 Circulation

Policies from the Community Plan Transportation Element relevant to circulation (Goal 2) include:

- Policy 2-A.1: Redesign Camino del Mar to improve its appearance as a scenic coastal route and accommodate low-speed vehicular traffic.
- Policy 2-A.2: Improve the safety of Camino del Mar pedestrian crossings, particularly in the north and south ends of the community.
- Policy 2-A.3: Provide a continuous north-south bicycle network through the City.
- Policy 2-D.1: Limit the speed of vehicular traffic along City streets, particularly Camino del Mar.

Specific Goal 2 recommendations for Camino del Mar include:

- Limit through traffic.
- Increase pedestrian traffic.
- Increase parking.
- Accommodate bicycle traffic; and provide bicycle parking areas within Del Mar Plaza, Stratford Square, Canterbury Corners, and City Hall.
- Study to determine possibility of limiting travel lanes to one in each direction.

9.3.2 Environmental Analysis of the Adopted Community Plan Alternative

9.3.2.1 Aesthetics

Under the Adopted Community Plan Alternative, unlike under the proposed Plan, no additional intensity of development would occur. Future development would proceed under the development standards found within the adopted CC and PF base zones and HP-OZ and DI-OZ overlays (see Section 4.9, Land Use); therefore, building height and massing would remain relatively similar to the existing condition, even with redevelopment that could occur within the Plan area. Additionally, all future projects would continue to be subject to discretionary design review. Therefore, no substantial changes to aesthetics or visual character would occur. Impacts under the Adopted Community Plan Alternative would be less than significant, and incrementally less than the proposed Plan.

9.3.2.2 Air Quality

Implementation of the Adopted Community Plan Alternative would not result in increased residential capacity within the Plan area; therefore, it would not foster unplanned population growth and would not conflict with the RAQS or applicable portions of the SIP. Redevelopment of existing residential, retail, and office uses that could occur under the adopted Community Plan is not anticipated to result in significant, new stationary sources of emissions, and future emissions of ROG, SO_x, PM_{10}, and $PM_{2.5}$ would be similar to existing emissions of ROG, SO_x, PM_{10}, and $PM_{2.5}$. Because no changes in circulation and no additional development intensity would occur under the Adopted Community Plan Alternative, no increase in CO concentrations at any intersection within the Plan area would result. Impacts to sensitive receptors would thus be less than significant, and less than under the proposed Plan.

Because redevelopment of existing uses could occur under the Adopted Community Plan Alternative, construction-related pollutants associated with demolition and grading, emissions from construction vehicles, and chemicals used during construction could result, similar as under the proposed Plan. Overall, impacts to air quality associated within the Adopted Community Plan Alternative would be less than significant and less than for the proposed Plan.

9.3.2.3 Biological Resources

Like the proposed Plan, redevelopment that could occur under the Adopted Community Plan Alternative would be required to comply with the Tree Ordinance and Public Tree Policy Manual; thereby impacts to protected trees and nesting raptors would be less

than significant. Because the Plan area does not contain any wetlands or wildlife corridors, nor is it located within the boundaries of a habitat conservation plan, no impacts to these resources would occur. Overall, like the Plan, under the Adopted Community Plan Alternative, impacts associated with biological resources would be less than significant.

9.3.2.4 Cultural Resources

Redevelopment that could occur under the Adopted Community Plan Alternative could lead to the physical demolition, destruction, relocation, or alteration of potential historical resources, not currently designated, that are not subject to the HP-OZ regulations. Like the proposed Plan, the Adopted Community Plan Alternative does not specifically propose ground disturbing activities such as grading or excavation; however, it can be assumed that future redevelopment consistent with this alternative could have the potential to directly or indirectly impact prehistoric/historic archaeological resources; subsurface paleontological resources or previously unknown human remains through such activities. Because some extent of development activity could occur, impacts to historical, archaeological, and paleontological resources and human remains associated with implementation of this alternative would be potentially significant. The proposed Plan includes implementing strategies and development standards to reduce such impacts to a less than significant level. In the absence of these implementing strategies under the Adopted Community Plan Alternative, impacts of this alternative would be greater than the proposed Plan.

9.3.2.5 Geology and Soils

There are no significant seismic or geologic conditions that are known to exist in the Plan area that would preclude redevelopment under the Adopted Community Plan Alternative. Adherence to the City's Grading Ordinance, CBC, and implementation of any recommendations described in the subsequent project's geotechnical investigation would ensure that seismic and soils impacts would be less than significant, similar to the proposed Plan.

9.3.2.6 Greenhouse Gases

Because no additional development intensity would occur under this alternative, fewer GHG emissions would result, as compared to the proposed Plan. The Adopted Community Plan Alternative, through redevelopment within the Plan area, would achieve some GHG reductions through new building design that would be subject to the current CBC that includes improved energy efficiency and water conservation standards, compared to buildings built prior to 2005. New building would also be subject to the existing Del Mar Solar Energy Ordinance that requires inclusion of on-site renewable

energy generation for most projects. Impacts associated with this alternative's contribution of GHGs to cumulative statewide emissions would be less than significant. Due to the lesser intensity of development and traffic generation, GHG emissions impacts associated with this alternative, would be incrementally less than for the proposed Plan.

9.3.2.7 Hazards and Hazardous Materials

Under the Adopted Community Plan Alternative, mandatory compliance with federal, state, and local regulations would ensure that impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant. Also, there are no land uses or infrastructure permitted under the Adopted Community Plan Alternative that would interfere with or impair emergency response associated with these hazards.

Future redevelopment or construction activities at individual properties within the Plan area, in accordance with the adopted Community Plan's land use designations, may pose hazards to the public or the environment by disturbance of existing contaminated soils or groundwater or hazardous building materials. Grading, excavation and demolition activities could disturb soils and cause contaminants below ground to become airborne. Compliance with existing federal, state, and City regulations would reduce the potential for impacts; however, because some future redevelopment activities would occur impacts associated with the accidental release of hazardous materials (building materials, contaminated soil and/or underlying groundwater), would be potentially significant. The proposed Plan includes implementing strategies to mitigate such impacts to a less than significant level. In the absence of these implementing strategies under the Adopted Community Plan Alternative, impacts of this alternative would be greater than the proposed Plan.

9.3.2.8 Hydrology and Water Quality

Similar to the proposed Plan, redevelopment that could occur under the Adopted Community Plan Alternative is unlikely to result in an increase to impervious surfaces, pollutant loads, runoff patterns, flow rates, or volumes within the Plan area or substantially interfere with groundwater recharge. As required by the existing regulatory framework, future redevelopment that could occur under the Adopted Community Plan Alternative would be required to implement construction and operational BMPs that would ensure that hydrology and water quality impacts would be less than significant, similar to the proposed Plan.

9.3.2.9 Land Use

The Adopted Community Plan Alternative would not allow for additional intensification of existing uses. This alternative would retain the same circulation patterns; Camino del Mar and the associated crossroads would remain in place and open to public traffic with the implementation of the Adopted Community Plan Alternative. Like the proposed Plan, continued implementation of the adopted Community Plan under this alternative would not physically divide an established community. The Adopted Community Plan Alternative would be consistent with all relevant plans and policies, and would not conflict with any applicable habitat conservation plan or natural community conservation plan. Like the proposed Plan, under the Adopted Community Plan Alternative, impacts associated with land use would be less than significant.

9.3.2.10 Noise

No increase in development intensity could occur under the Adopted Community Plan Alternative; therefore, no substantial increase in ambient noise levels attributed to increased traffic or new noise generating uses would be anticipated to occur. Ambient noise impacts would be less than significant under the Adopted Community Plan Alternative and less than the proposed Plan.

Like the proposed Plan, implementation of the Adopted Community Plan Alternative would result in temporary noise increases, including vibration, within the Plan area due to redevelopment-associated construction activity. Future redevelopment allowed by the Adopted Community Plan Alternative would be required to comply with the Municipal Code and would incorporate noise abatement measures as necessary to limit construction noise to 75 dBA L_{eq} or below; therefore, short-term ambient noise impacts would be less than significant , similar to the proposed Plan.

9.3.2.11 Population and Housing

Under the Adopted Community Plan Alternative, redevelopment could result in a limited number of new residential units within the Plan area. The construction of new residential development could occur within infill areas and existing underutilized commercial areas. However, under the adopted Community Plan, existing lower density residential areas would not be allowed to redevelop with higher density allowances. If the two existing residential units within the Plan area were removed through redevelopment, this would be temporary as the construction of additional housing through redevelopment within the Plan area would ensure the continued availability of housing within the area, and would not require people to move elsewhere in the region. Therefore, impacts associated with the displacement of housing would be less than significant, similar to the proposed Plan.

9.3.2.12 Public Services

Under the Adopted Community Plan Alternative there would be less demand on public services, including police, fire, schools, and library and other civic services than under the proposed Plan. Neither the proposed Plan, nor this alternative would necessitate the construction of new facilities or the modification of existing facilities. Payment of DIFs and SB 50 fees would be required for future redevelopment under both the proposed Plan and this alternative, and impacts to public facilities would be less than significant.

9.3.2.13 Recreation

No additional development intensity is permitted under the adopted Community Plan, and no new recreational facilities would be constructed. Therefore, impacts associated with the construction of new facilities or the substantial physical deterioration of existing facilities would be considered less than significant, similar to the Plan.

9.3.2.14 Transportation/Traffic

Because the Plan area is already "built-out" pursuant to the adopted Community Plan, no intensification of development, or corresponding increases in traffic would occur. Therefore, the Adopted Community Plan Alternative would result in similar conditions related to traffic as for the No Project (No Development/Existing Condition) Alternative both now and in 2035. While one intersection currently operates at unacceptable LOS, because no increases in traffic would occur under this alternative this existing failure would not be significantly worsened. Impacts related to vehicular circulation would be less than significant and less than under the proposed Plan.

No changes in the overall roadway configuration would occur, and Camino del Mar would remain a four-lane roadway within the Plan area. Therefore, impacts associated with either an increase of hazards due to design features or inadequate emergency access would be less than significant under this alternative. Finally, implementation of this alternative would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Overall, impacts associated with the Adopted Community Plan Alternative would be less than significant and less than under the proposed Plan.

9.3.2.15 Utilities and Service Systems

The Adopted Community Plan Alternative would not permit any additional intensity of development; therefore, no increase in storm water runoff or solid waste generation would occur. Also, under this alternative, there would be no increase in demand for potable water supply and distribution or wastewater treatment. No new storm drain, water or wastewater infrastructure would be required, and impacts associated with

utilities and service systems would be less than significant, similar to the Plan; although waste impacts would be less than the proposed Plan because no increase in waste generation would occur.

9.4.2.16 Conclusion

Implementation of the Adopted Community Plan Alternative would result in less impact relative to aesthetics, air quality, greenhouse gas emissions, noise, traffic and solid waste as compared to the proposed Plan. The Adopted Community Plan Alternative, however, would result in potentially significant impacts relative to cultural resources and hazardous materials, because the current regulatory framework and adopted Community Plan do not contain the same level protections as the implementing strategies contained in the proposed Plan for future projects.

While this alternative would attain most of the Plan's objectives, it would fail to meet three objectives and would provide fewer benefits in regard to removing pedestrian/vehicular conflicts and improving pedestrian facilities. The Adopted Community Plan Alternative would not develop a pedestrian mobility network which ties together the Village area (Objective 2); it would not maximize economic benefit to the community (Objective 3), nor would it increase the number of residential dwelling units within the Plan area (Objective 4).

9.4 Reduced Development Potential Alternative

9.4.1 Description of the Reduced Development Potential Alternative

The Reduced Development Potential Alternative would reduce the allowable intensity of development under the proposed Plan from a maximum of 600,000 square feet to 500,000 total square feet at buildout within the Plan area. Like the proposed Plan, permitted uses would include: multi-family residential, hotel, office, retail/personal services, restaurant and civic uses (refer to Table 9-3). In addition to the land uses identified above, like the proposed Plan, this alternative would also allow for the development of 6,200 square feet (or 0.14 acre) of public plaza/park space. This would comprise an increase of 4,140 square feet (or 0.09 acre) over the existing 2,060 square feet of public parks/plaza space.

TABLE 9-3
REDUCED DEVELOPMENT POTENTIAL BUILDOUT SUMMARY

Land Use	Existing Buildout (SF)	Future Projected Buildout (SF)	Buildout Percentage Future/ Existing (%)	Future Projected Increase in SF
Multi-Family Residential	2,010 [2 units]	140,000[1] [116 units]	28/1	137,990 [114 units]
Hotel	4,940 [17 rooms]	20,000[1] [50 rooms]	4/2	15,060 [33 rooms]
Office	169,646	140,000	28/61	(29,646)
Retail/Personal Services	41,811	115,000[2]	23/15	73,189
Restaurant	32,394	55,000[2]	11/11	22,606
Civic	28,466	30,000	6/10	1,534
TOTAL	279,267	**500,000**	100/100	220,733

NOTES:
[1]Excludes existing L'Auberge Hotel and Condominiums
[2]Excludes existing Del Mar Plaza north of 15th Street

This alternative would implement the same changes to circulation as the proposed Plan. Under the Reduced Development Potential Alternative, Camino del Mar within the Plan area would be reconfigured as a two-lane collector with one lane in each direction between 9th Street and 15th Street. Similar to the Plan, roundabouts would be constructed at the following intersections: Camino del Mar/15th Street; Camino del Mar/13th Street; Camino del Mar/11th Street, and Camino del Mar/9th Street. Throughout the Plan area, Camino del Mar would include bike lanes, sidewalk, diagonal parking, and bus stops on both sides of the street.

A comparative analysis of the impacts associated with this alternative and the proposed Plan is provided below.

9.4.2 Environmental Analysis of the Reduced Development Potential Alternative

9.4.2.1 Aesthetics

Like the proposed Plan, but to a slightly lesser extent, the Reduced Development Potential Alternative would increase maximum buildings heights along the west side of Camino del Mar; increase permitted density within the Plan area, and reconfigure circulation along Camino del Mar with the installation of four roundabouts. The changes that would occur with implementation of the Reduced Development Potential Alternative would be similar to those that would occur under the proposed Plan and would be pedestrian-oriented and consistent with the architectural style of the existing community. As under the proposed Plan, development that would occur under the Reduced Development Potential Alterative would be subject to: the Design Review process;

compliance with the Design Review, Scenic View Protection, and Tree Ordinances; and conformance with view protection implementation strategies, similar to those included in the proposed Plan. Therefore, impacts to aesthetics, including scenic views, scenic resources, visual character and light, shade, and glare would be less than significant under the Reduced Development Potential Alternative and incrementally less than under the proposed Plan.

9.4.2.2 Air Quality

Like the proposed Plan, growth under the Reduced Development Potential Alternative would be consistent with SANDAG growth projections, and would not conflict with the RAQS or applicable portions of the SIP. The Reduced Development Alternative would allow for approximately 200,000 additional square feet of residential, retail, and office uses. Like the proposed Plan, future emissions under this alternative are projected to be less than the applicable thresholds for all criteria pollutants. However, new operational source emissions, including those associated with traffic, would be slightly less than under the proposed Plan. Construction-related pollutants would also be similar, although slightly less as compared to the proposed Plan.

As under the proposed Plan, under the Reduced Development Potential Alternative, Camino del Mar would be reconfigured to include roundabouts at the four intersections within the Plan area. Neither this alternative, nor the proposed Plan, would increase the CO concentrations at any intersection or roundabout within the Plan area; thus, potential toxic air contaminants exposure would be less than significant. In conclusion, overall impacts related to air quality associated within the Reduced Development Intensity Alternative would be less than significant, and due to the reduced intensity of development, slightly less than for the proposed Plan.

9.4.2.3 Biological Resources

As under the proposed Plan, development that could occur under the Reduced Development Potential Alternative would be required to comply with the Tree Ordinance and Public Tree Policy Manual; thus, impacts to protected trees and nesting raptors would be less than significant. Because the Plan area does not contain any wetlands or wildlife corridors, nor is it located within the boundaries of a habitat conservation plan, no impacts to these resources would occur. Like the proposed Plan, under the Reduced Development Potential Alternative, impacts associated with biological resources would be less than significant.

9.4.2.4 Cultural Resources

As under the proposed Plan, the Reduced Development Potential Alternative could directly or indirectly impact historical resources; prehistoric/historic archaeological

resources; subsurface paleontological resources or previously unknown human remains. Compliance with implementation strategies similar to those in the proposed Plan, along with other regulations, would ensure that impacts to cultural resources associated with implementation of this alternative would also be less than significant.

9.4.2.5 Geology and Soils

There are no significant seismic or geologic conditions that are known to exist in the Plan area that would preclude development of subsequent projects under the Reduced Development Potential Alternative. Adherence to the City's Grading Ordinance, the CBC, and implementation of any recommendations described in subsequent projects' geotechnical investigations would ensure that seismic and soils impacts would be less than significant, similar to the proposed Plan.

9.4.2.6 Greenhouse Gases

The reduced development intensity under this alternative would result in fewer GHG emissions as compared to the proposed Plan. Similar to the proposed Plan, the Reduced Development Potential Alternative would achieve substantial GHG reductions relative to BAU emissions through green building design that includes on-site renewable energy generation, improved building envelope energy efficiency, water conservation, sustainable materials use, waste reduction, lumber conservation, and low-VOC emitting interior and surface products. Such measures are required in the City's Solar Energy Ordinance and in implementation strategies similar to those of the Plan. Impacts associated with this alternative's contribution of GHGs to cumulative statewide emissions would be less than significant. Due to the slightly reduced development intensity, GHG emissions impacts associated with this alternative would be incrementally less than for the proposed Plan.

9.4.2.7 Hazards and Hazardous Materials

Under the Reduced Development Potential Alterative, mandatory compliance with federal, state, and local regulations would ensure that impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant. Like the proposed Plan, future redevelopment or construction activities within the Plan area, in accordance with the Reduced Development Potential Alternative, may pose hazards to the public or the environment by disturbance of existing contaminated soils or groundwater, or hazardous building materials. Compliance with existing regulations, along with similar implementation strategies as those proposed within the Plan would reduce the potential for impacts associated with an accidental release of hazardous materials.

There are no land uses or infrastructure permitted under the Reduced Development Potential Alternative that would interfere with or impair emergency response associated with these hazards. Like the proposed Plan, impacts associated with Hazards and Hazardous Materials would be less than significant under this alternative.

9.4.2.8 Hydrology and Water Quality

Similar to the proposed Plan, additional development that is allowed under the Reduced Development Potential Alternative could result in a slight increase to impervious surfaces, pollutant loads, runoff patterns, flow rates or volumes within the Plan area. As required by the existing regulatory framework, future Plan-related development that could occur under the Reduced Development Potential Alternative, would be required to implement construction and operational BMPs that would ensure that hydrology and water quality impacts would be less than significant, similar to the proposed Plan.

9.4.2.9 Land Use

The Reduced Development Potential Alternative would allow for additional intensification of existing uses, but would not impede access through the Plan area. Camino del Mar and the associated crossroads would remain in place and open to public traffic with the implementation of the Reduced Development Potential Alternative. Like the proposed Plan, roundabouts may ultimately be completed at intersections; however, through traffic would still be allowed. Therefore, the Reduced Development Potential Alternative would not physically divide an established community. The Reduced Development Potential Alternative, like the proposed Plan, would be consistent with, supplement or replace existing plans and regulations governing land use and development in the Plan area and would not conflict with any applicable habitat conservation plan or natural community conservation plan. Land Use impacts would be less than significant for both the Reduced Development Potential Alternative and the proposed Plan.

9.4.2.10 Noise

The roadway segment analysis for the proposed Plan determined that the addition of Plan buildout traffic to the existing conditions would result in a traffic noise level change of -2 to 1 dB (i.e., less than an audible 3 dB increase). The Camino del Mar receiver analysis determined traffic noise levels would change -7 to 1 at receiver locations. Because this alternative also includes roundabouts, but a lesser intensity of development, operational impacts associated with traffic would be less than significant and incrementally less than for the proposed Plan.

Like the proposed Plan, with adherence to Title 24, the Del Mar Community Plan, and implementation strategies similar to those within the Specific Plan, impacts associated with noise compatibility would be less than significant. As with the proposed Plan,

impacts under this alternative associated with operational sources of noise (e.g., commercial activities) and temporary construction noise, including vibration, would be less than significant through compliance with regulations of the City's Municipal Code, CBC (CCR Title 24), and Plan regulatory standards.

9.4.2.11 Population and Housing

Over the next 30 years, the Reduced Development Potential Alternative could increase the number of available homes by 114 new dwelling units, for a total of 116 units in the Plan area, a slightly less increase as compared to the proposed Plan. Like the proposed Plan, new residential development would occur within infill areas and existing underutilized commercial areas, and existing lower density residential areas would be allowed to redevelop with higher density allowances. As under the proposed Plan, if people were displaced during redevelopment, it would be temporary, and the Reduced Development Potential Alternative would accommodate the projected population. Therefore, impacts associated with population and housing under the Reduced Development Potential Alternative would be less than significant, similar to the proposed Plan.

9.4.2.12 Public Services

Under this alternative, there would be incrementally less of an increase in demand on public services, including police, fire, schools, and library and other civic services than under the proposed Plan. Neither the proposed Plan, nor this alternative would necessitate the construction of new facilities or the modification of existing facilities. Payment of DIFs and SB 50 fees would be required for future development under both the proposed Plan and this alternative, and impacts to public facilities would be less than significant.

9.4.2.13 Recreation

As under the proposed Plan, future residents under this alternative would not use recreational amenities to the extent that they would be substantially deteriorated, due to the relatively low number of new residents relative to the variety and expanse of nearby recreational opportunities. The Reduced Development Potential Alternative would also add 4,140 square feet (or 0.09 acre) of public parks/plaza space within the Plan area over the existing 2,060 square feet of public parks/plaza space. This additional open space, which could be used for passive recreational activities, would be placed within already developed areas. Therefore, impacts associated with constructing new recreational facilities would be considered less than significant, similar to the proposed Plan.

9.4.2.14 Transportation/Traffic

Like the proposed Plan, the Reduced Development Potential Alternative would result in less than significant traffic impacts for both the "Plus Project" and 2035 conditions. However, because the Reduced Development Potential Alternative would include 100,000 fewer square feet of development intensity than the proposed Plan, impacts relative to traffic would be incrementally less under this alternative.

As for the proposed Plan, roundabouts under this alternative could improve safety and lessen traffic hazards within the Plan area. Therefore, impacts associated with an increase of hazards due to design features would be less than significant under this alternative. Additionally, implementation of the Reduced Development Potential Alternative would not result in inadequate emergency access, as roundabouts would be designed properly to allow for emergency vehicle navigation, and impacts would be less than significant. Finally, implementation of this alternative would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Overall, impacts associated with the Reduced Development Potential Alternative would be less than significant and similar to the proposed Plan.

9.4.2.15 Utilities and Service Systems

As under the proposed Plan, buildout of the Reduced Development Intensity Alternative would not require new storm drain system improvements except for reconfigured storm drains associated with the Camino del Mar roundabouts; additional wastewater treatment capacity; the construction of water or wastewater system improvements, or new or expanded water supply entitlements. Also, this alternative would not exceed mandated wastewater treatment requirements. Like the proposed Plan, buildout of the Reduced Development Intensity Alternative would generate additional solid waste; however, this would not result in the need for landfill capacity expansion or a new landfill beyond the permitted capacity. Impacts associated with utilities and service systems would be less than significant, similar to the proposed Plan.

9.4.2.16 Conclusion

Like the proposed Plan, implementation of the Reduced Development Potential Alternative would not result in any significant and unmitigable impacts. Because the Reduced Development Potential Alternative includes an approximate 20 percent reduction in development intensity compared to the proposed Plan, this alternative correspondingly would result in incrementally less traffic and construction activity, resulting in a reduction in impacts as compared to the proposed Plan in regard to the following issues: aesthetics; air quality (construction and operational emissions); greenhouse gas emissions; noise; and transportation/circulation. While this alternative would attain most of the proposed Plan's objectives, it would fail to meet one objective to

the same extent as the proposed Plan, as it would not maximize economic benefit to the community (Objective 3).

9.5 Four-Lane Camino del Mar Circulation Alternative

9.5.1 Description of the Four-Lane Camino del Mar Circulation Alternative

The Four-Lane Camino del Mar Circulation Alternative would permit the same allowable intensity of development as proposed under the Plan--a maximum of 600,000 square feet at buildout within the Plan area with a FAR of 1.0. Like the proposed Plan, permitted uses would include: multi-family residential, hotel, office, retail/personal services, restaurant and civic uses (refer to Table 3-1). In addition to these land uses, this alternative would also allow for the development of 6,200 square feet (or 0.14 acre) of public plaza/park space like the proposed Plan. This comprises an increase of 4,140 square feet (or 0.09 acre) over the existing 2,060 square feet of public plaza/park space.

This alternative would retain two lanes of each north- and southbound travel on Camino del Mar. Of the six intersections along Camino del Mar between 9th and 15th streets, currently, there is a four-way traffic signal at the 9th Street and 15th Street intersections, and four-way stop signs at the 11th Street and 13th Street intersections. The same existing physical characteristics of Camino del Mar would be retained under this alternative, but the two intersections at 11th and 13th streets would be newly signalized. Under the Four-Lane Camino del Mar Circulation Alternative current conditions of all bicycle facilities would be maintained.

A comparative analysis of the impacts associated with this alternative and the proposed Plan is provided below.

9.5.2 Environmental Analysis of the Four-Lane Camino del Mar Circulation Alternative

9.5.2.1 Aesthetics

Like the proposed Plan, the Four-Lane Camino del Mar Circulation Alternative also would increase maximum buildings heights along the west side of Camino del Mar and increase permitted density within the Plan area. The changes that would occur with implementation of the Four-Lane Camino del Mar Circulation Alternative would be similar to those that would occur under the proposed Plan and would be consistent with the

architectural style of the existing community. As under the proposed Plan, development that would occur under the Four-Lane Camino del Mar Circulation Alternative would be subject to: the Design Review process; compliance with the Design Review, Scenic View Protection, and Tree Ordinances; and conformance with public view protection implementation strategies, similar to those included in the proposed Plan. Therefore, impacts to visual resources, including scenic views, scenic resources, visual character and light, shade, and glare would be less than significant under the Four-Lane Camino del Mar Circulation Alternative and similar to the proposed Plan.

9.5.2.2 Air Quality

Like the proposed Plan, growth under the Four-Lane Camino del Mar Circulation Alternative would be consistent with SANDAG growth projections, and would not conflict with the RAQS or applicable portions of the SIP. The Four-Lane Camino del Mar Circulation Alternative would allow for approximately 300,000 additional square feet of residential, retail, and office uses. Like the proposed Plan, future emissions under this alternative are projected to be less than the applicable thresholds for all criteria pollutants. Construction-related pollutants, along with new operational source emissions, associated with this alternative would also be the same as with the proposed Plan. In contrast to the proposed Plan, under the Four-Lane Camino del Mar Circulation Alternative, all of the four key intersections within the Plan area would be signalized. (No roundabouts would be constructed.) But this alternative would not increase the CO concentrations at any intersection within the Plan area and impacts to sensitive receptors would be less than significant. However, impacts would be slightly greater than under the proposed Plan, for which roundabouts result in a slight reduction in CO concentrations.

9.3.2.3 Biological Resources

Like the proposed Plan, development that could occur under the Four-Lane Camino del Mar Circulation Alternative would be required to comply with the Tree Ordinance and Public Tree Policy Manual; thereby impacts to protected trees and nesting raptors would be less than significant. Because the Plan area does not contain any wetlands or wildlife corridors, nor is it located within the boundaries of a habitat conservation plan, no impacts to these resources would occur. Overall, like the proposed Plan, under the Four-Lane Camino del Mar Circulation Alternative, impacts associated with biological resources would be less than significant.

9.5.2.4 Cultural Resources

Like the proposed Plan, the Four-Lane Camino del Mar Circulation Alternative could directly or indirectly impact historical resources; prehistoric/historic archaeological

resources; subsurface paleontological resources or previously unknown human remains. Compliance with implementation strategies similar to those in the proposed Plan, along with other regulations, would ensure that impacts to cultural resources associated with implementation of this alternative would be less than significant.

9.5.2.5 Geology and Soils

There are no significant seismic or geologic conditions that are known to exist in the Plan area that would preclude development of subsequent projects under the Four-Lane Camino del Mar Circulation Alternative. Adherence to the City's Grading Ordinance, CBC, and implementation of any recommendations described in the subsequent project's geotechnical investigation would ensure that seismic and soils impacts would be less than significant, similar to the proposed Plan.

9.5.2.6 Greenhouse Gases

The Four-Lane Camino del Mar Circulation Alternative would result in slightly greater GHG emissions, as compared to the proposed Plan, for which roundabouts were estimated to result in up to a 3 percent reduction in vehicle emissions and a 1 percent reduction in overall emissions. Similar to the proposed Plan, the Four-Lane Camino del Mar Circulation Alternative would achieve substantial GHG reductions compared to BAU emissions through green building design that includes on-site renewable energy generation, improved building envelope energy efficiency, water conservation, sustainable materials use, waste reduction, lumber conservation, and low- or zero-VOC containing products. Impacts associated with this alternative's contribution of GHGs to cumulative statewide emissions would be less than significant, but slightly greater than for the proposed Plan.

9.5.2.7 Hazards and Hazardous Materials

Under the Four-Lane Camino del Mar Circulation Alternative, mandatory compliance with federal, state, and local regulations would ensure that impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant. Like the proposed Plan, future redevelopment or construction activities within the Plan area, in accordance with the Four-Lane Camino del Mar Circulation Alternative, may pose hazards to the public or the environment by disturbance of existing contaminated soils or groundwater, or hazardous building materials. Compliance with existing regulations, along with similar implementation strategies as those in the proposed Plan would reduce the potential for impacts associated with an accidental release of hazardous materials. There are no land uses or infrastructure included under the Four-Lane Camino del Mar Circulation Alternative that would interfere with or impair emergency response associated with these hazards. Like the proposed Plan, impacts

associated with hazards and hazardous materials would be less than significant under this alternative.

9.5.2.8 Hydrology and Water Quality

Similar to the proposed Plan, additional development that is allowed under the Four-Lane Camino del Mar Circulation Alternative would result in a slight increase to impervious surfaces, pollutant loads, runoff patterns, flow rates, or volumes within the Plan area. As required by the existing regulatory framework, future development that could occur under this alternative would be required to implement construction and operational BMPs that would ensure that hydrology and water quality impacts would be less than significant, similar to the proposed Plan.

9.5.2.9 Land Use

The Four-Lane Camino del Mar Circulation Alternative would allow for additional intensification of existing uses, but would not impede access through the Plan area. Camino del Mar and the associated crossroads would remain in place and open to public traffic with the implementation of the Four-Lane Camino del Mar Circulation Alternative. While traffic signals may ultimately be completed at intersections, through traffic would still be allowed. Therefore, the Four-Lane Camino del Mar Circulation Alternative would not physically divide an established community. The Four-Lane Camino del Mar Circulation Alternative, like the proposed Plan, would be consistent with, supplement or replace existing plans and regulations governing land use and development in the Plan area and would not conflict with any applicable habitat conservation plan or natural community conservation plan. Land Use impacts would be less than significant for both the Four-Lane Camino del Mar Circulation Alternative and the proposed Plan.

9.5.2.10 Noise

The roadway segment analysis for the proposed Plan determined that the addition of Plan buildout traffic to the existing conditions would result in a traffic noise level change of -2 to 1 dB. The Camino del Mar receiver analysis determined that under the Four-Lane Camino del Mar Circulation Alternative, traffic noise levels at receivers would change 0 to 2 dB, a greater increase compared to the proposed Plan. Therefore, ambient traffic noise would be slightly greater under this alternative than under the proposed Plan, because the noise-attenuating effect of roundabouts and distance from the travel lane would not be realized. Like the proposed Plan, with adherence to CCR Title 24, the Del Mar Community Plan, and implementation strategies similar to those in the Specific Plan, impacts associated with noise compatibility would be less than significant. As with the proposed Plan, noise impacts under this alternative associated

with operational sources and temporary construction activities, including vibration-inducing activities, would be avoided or reduced to less than significant levels through compliance with regulations of the City's Municipal Code, CBC (CCR Title 24), and Plan regulatory standards.

9.5.2.11 Population and Housing

Like the proposed Plan, over the next 30 years, the Four-Lane Camino del Mar Circulation Alternative would increase available housing by 138 new dwelling units, for a total of 140 units in the Plan area. New residential development would occur within infill areas and existing underutilized commercial areas, and existing lower density residential areas would be allowed to redevelop with higher density allowances. As under the proposed Plan, if people were to be displaced during redevelopment, it would be temporary, and the Four-Lane Camino del Mar Circulation Alternative would accommodate the projected population. Therefore, impacts associated with population and housing under the Four-Lane Camino del Mar Circulation Alternative would be less than significant, similar to the proposed Plan.

9.5.2.12 Public Services

Under this alternative, there would be a similar increase in demand on public services, including police, fire, schools, and library and other civic services as under the proposed Plan. Neither the proposed Plan, nor this alternative would necessitate the construction of new facilities or the modification of existing facilities. Payment of DIFs and SB 50 fees would be required for future development under both the proposed Plan and this alternative, and impacts to public facilities would be less than significant.

9.5.2.13 Recreation

As under the proposed Plan, future residents under this alternative would not use adjacent recreational amenities to the extent that a substantial deterioration of such nearby recreational facilities would result. The Four-Lane Camino del Mar Circulation Alternative would also include 4,140 square feet (or 0.09 acre) over the existing 2,060 square feet of public parks/plaza space. This additional open space, which could be used for passive recreational activities, would be placed within already developed areas. Therefore, impacts associated with constructing new recreational facilities would be considered less than significant, similar to the proposed Plan.

9.5.2.14 Transportation/Traffic

Under the Four-Lane Camino del Mar Circulation Alternative, the same existing physical characteristics of the roadway would be retained, but both the 11th Street and 13th Street

intersections on Camino del Mar would become signalized intersections. As shown in the TIS (see Appendix F), with implementation of two new traffic signals on Camino del Mar (four total, including the existing signals at 9th and 15th streets), 11 roadway segments in the study area (one within the Plan area) are calculated to operate at an unacceptable LOS (E or F). Seven of the failing segments (none within the Plan area) could be attributed to the alternative. The intersections bounding these segments would operate at an adequate level of service; consequently, the roadway segments would not be significantly impacted. Also, Via de la Valle has an eastbound auxiliary lane, which relieves some of the traffic, thus allowing a greater effective capacity; therefore, no impact to this roadway segment would result. No significant impacts to intersections would occur under this alternative.

In 2035, with implementation of the two new traffic signals on Camino del Mar, 19 roadway segments in the study area (three within the Plan area) are calculated to operate at an unacceptable LOS (E or F). Eleven of the failing segments (none within the Plan area) could be attributed to the alternative. The intersections bounding several of these segments would operate at an adequate level of service; consequently, the roadway segments would not be significantly impacted. Also, Via de la Valle has an east-bound auxiliary lane, which relieves some of the traffic, thus allowing a greater effective capacity; therefore, no impact to this roadway segment would result. No significant impacts to intersections would occur under this Alternative in 2035. Impacts relative to traffic would be less than significant, though somewhat greater under this alternative and the proposed Plan.

Traffic signals proposed under this alternative could improve existing safety and lessen traffic hazards within the Plan area. Crosswalks and pedestrian crossing signals installed at signalized intersections would reduce vehicular hazards to pedestrians. Additionally, implementation of the Four-Lane Camino del Mar Circulation Alternative would not result in inadequate emergency access. The roadway, under this alternative, would be retained as four lanes, providing adequate access for emergency vehicles within the right-of-way. Finally, implementation of this alternative would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Overall, impacts associated with the Four-Lane Camino del Mar Circulation Alternative would be less than significant and similar to the proposed Plan.

9.5.2.15 Utilities and Service Systems

Similar to the proposed Plan, buildout of the Four-Lane Camino del Mar Circulation Alternative would not require new storm drain facilities; additional wastewater treatment capacity; the construction of water or wastewater system improvements, or new or expanded water supply entitlements. Also, the alternative would not exceed mandated wastewater treatment requirements. Like the proposed Plan, the Four-Lane Camino del Mar Circulation Alternative would generate additional solid waste; however, this would

not result in the need for landfill capacity expansion or a new landfill beyond the permitted capacity. Impacts associated utilities and service systems would be less than significant, similar to the proposed Plan.

9.5.2.16 Conclusion

Like the proposed Plan, implementation of the Four-Lane Camino del Mar Circulation Alternative would not result in any significant and unmitigable impacts. Because the Four-Lane Camino del Mar Circulation Alternative includes the same development intensity as the proposed Plan, this alternative would result in similar impacts as the proposed Plan in regard to all issues. While this alternative would at least partially attain all of the proposed Plan's objectives, it would not meet several objectives to the same extent as the proposed Plan. Because the Four-Lane Camino del Mar Circulation Alternative includes traffic signals as opposed to roundabouts at intersections within the Plan area, pedestrian orientation and the resolution of pedestrian-vehicular conflicts are not achieved to the same degree as under the proposed Plan. Therefore, the alternative would fail to meet, to the same extent, Objective 1 (create a vibrant pedestrian-oriented Village); and Objective 2 (develop a pedestrian mobility network which ties together the Village area and reduced conflicts with automobiles).

THIS PAGE IS INTENTIONALLY BLANK.

10.0 References Cited

Association of Environmental Professionals (AEP)

2010 Spring 2010 Advanced CEQA Workshop. San Diego Chapter. May 13.

California Air Pollution Control Officers Association (CAPCOA)

2010 Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. August.

California, State of

2005 *The California Almanac of Emissions and Air Quality—2005 Edition.* Planning and Technical Support Division. California Air Resources Board.

2006 *Press Release - Gov. Schwarzenegger Signs Landmark Legislation to Reduce Greenhouse Gas Emissions.* Office of the Governor. September 27. Obtained from the Governor's website at http://gov.ca.gov/index.php?/press-release/4111/ on May 24, 2007.

2011a *California Air Quality Data Statistics*. California Air Resources Board Internet Site. http://www.arb.ca.gov/adam/welcome.html. Accessed November.

2011b Solid Waste Information System. http://www. calrecycle.ca.gov/SWFacilities/Directory/.

2011c Electronic Annual Report – Del Mar. CalRecycle.

California Air Resources Board (CARB)

2008 Climate Change Scoping Plan: A Framework for Change. Accessed from the CARB website April 15, 2010 at http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. December.

2010 *Greenhouse Gas Inventory Data – 2000 to 2008*. Obtained from the CARB website at http://www.arb.ca.gov/cc/inventory/data/data.htm (last updated May 12, 2010) on December 28.

California Department of Toxic Substances Control (DTSC)

2011 Title 22 of the California Public Health and Safety Code.

California Department of Water Resources (DWR)

1959 San Dieguito River Investigation. Bulletin No. 72.

1967 Ground Water Occurrence and Quality: San Diego Region. Bulletin No. 106-2.

2011 Integrated Water Resources Information System (IWRIS). Interactive Web Mapping Application. http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/9-12.pdf. Web site accessed December 30, 2011.

California Emergency Management Agency (Cal EMA)

2011 Hazard Mitigation Portal (Interactive Web Mapping Application). http://myhazards.calema.ca.gov/Default.aspx. December 30, 2011.

California Native Plant Society

2001 *Inventory of Rare and Endangered Vascular Plants of San California*. 6th Edition.

California Regional Water Quality Control Board, San Diego Region

1994 Water Quality Control Plan for the San Diego Basin (9). December 13.

2009 San Diego Regional Water Quality Control Board, Clean Water Act Sections 305(B) And 303(D) Integrated Report for the San Diego Region.

2006 303(D) List. http://www.waterboards.ca.gov/water_issues/programs/tmdl/docs/303dlists2006/epa/r9_06_303d_reqtmdls.pdf.

Cayan, D. R., P. D. Bromirski, K. Hayoe, M. Tyree, M. D. Dettinger, and R. E. Flick

2008 Climate Change Projections of Sea Level Extremes along the California Coast. "*Climatic Change 87*:S57–S73.

Carrico, Richard L.

1987 Strangers in a Stolen Land. American Indians in San Diego 1850-1880. Sierra Oaks Publishing, Newcastle, California.

Cook, Sherburne F.

1976 *The Population of California Indians, 1769-1970*. Berkeley: University of California Press.

Del Mar, City of

2011a Del Mar Municipal Code. last revised 2010. Accessed via the website. http://www.delmar.ca.us/Government/Pages/Codes.aspx. October 12.

2011b Standard Urban Stormwater Mitigation Plan. Accessed via the website. http://www.delmar.ca.us/business/Applications%20and%20Guides%20%20New%20Develppment%20and%20Const/2011SUSMP-final.pdf October 21.

2011c Sanitary Sewer Management Plan. Accessed via the website: http://www.delmar.ca.us/Government/dept/Documents/SSMP_Final2010.pdf October 21.

2011d The City of Del Mar, Update on Stage 2 - Drought Alert. Available At: http://www.delmar.ca.us/News/Pages/Stage2DroughtAlert.

2011e Progress Report on Village Revitalization and Community Conversations. City of Del Mar Staff Report. June 6.

2008 Jurisdictional Urban Runoff Management Program (JURMP). Available at: http://www.delmar.ca.us/Government/dept/Pages/JURMP.aspx

2007 Revitalization Plan for Del Mar Village. Prepared by the Community Land Use and Economics Group (CLUE), LLC for the Del Mar Village Association (and not adopted by the City of Del Mar).

2004 City of Del Mar: Downtown Village Revitalization Project. Phase I: Project Memo. Prepared by Cityworks. July 12.

2003 Vision 2020: Results of Long Range Planning. Prepared by TLS Management Consulting. March.

2001 City of Del Mar Local Coastal Program – Implementing Ordinances. September 11.

2000 Parking Master Plan Report - Village Center and North Beach Areas. Prepared by Meyer, Mohaddes Associates, Inc. May 1.

1996 Camino del Mar Streetscape Plan. Prepared by the Andrew Spurlock Martin Poirier & Flores Consulting Group. December.

1993 City of Del Mar Local Coastal Program – Land Use Plan. March 18.

1978 City of Del Mar Storm Drainage Master Plan.

1976 The Community Plan for the City of Del Mar, California. March. Contains 1985 Amendments.

Deméré, Thomas A.
2011 *Geology of San Diego County, California.* Accessed via the website http://www.sdnhm.org/research/paleontology/sdgeol.html. October 19.

Deméré, T. A., and S. L. Walsh.
1993 Paleontological Resources, County of San Diego. Prepared for the San Diego Planning Commission: 1–68. http://www.sdcounty.ca.gov/dplu/docs/Paleo-Guidelines.pdf

Dudek and Associates
2007 Hydrology and Water Quality Technical Report for the Garden Del Mar Project. November.

Ellis, A. J., and C. H. Lee
1919 Geology and Ground Waters of the Western Part of San Diego County, California. U.S. Geological Survey Water Supply Paper 446. P. 321.

Engstrand, Iris H. W.
1980 *San Diego, California's Cornerstone.* Continental Heritage Press, Inc. Tulsa, Oklahoma.

Federal Highways Administration
1981 Visual Impact Assessment for Highway Projects, U.S. Department of Transportation.

Geocon, Inc.
2006 Geotechnical Investigation Prepared for 941 Camino Del Mar, Southeast Corner of Camino Del Mar and 10th Street Del Mar, California. May 10.

Hector, Susan M., and Stephen R. Van Wormer
1986 Broken Fragments of Past Lifeways: Archaeological Excavations at Los Penasquitos Ranch House, Volumes I and II. RECON.

Holland, R. F.
1986 Preliminary Descriptions of the Terrestrial Natural Communities of California. Nongame-Heritage Program, California Department of Fish and Game, Sacramento. October.

ICLEI
2011 2005 City of Del Mar GHG Emissions Inventory. Accessed online Oct 24 via http://www.delmar.ca.us/News/Documents/Del%20Mar%20%20GHG%20Report.pdf. Published in March.

Izbicki, John A.
1983 Evaluation of the San Dieguito, San Elijo, and San Pasqual Hydrologic Subareas for Reclaimed Water Use, San Diego County, California. U. S. Geological Survey Water-Resources Investigations Report 83-4044. 131 p.

LSA Associates, Inc.
2009 Environmental Impact Report Del Mar Fairgrounds Master Plan 22nd District Agricultural Association. October. Accessed on-line February 6, 2012 at http://www.delmarfairgrounds.com/index.php?fuseaction=about.press_details&newsid=520.

Kennedy, Michael P.
1975 *Geology of the Eastern San Diego Metropolitan Area, California* (Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido quadrangles), 1975, California Div. Mines and Geol. Bull. 200, Section A. Accessed online via http://www.geology.sdsu.edu/localgeology/ formations/bay_point_ formation.html. October 19.

KOA Corporation
2012 City of Del Mar Village Specific Plan Traffic Impact Study. February.

May, Ronald V.
1976 An Early Ceramic Date Threshold in Southern California. *Masterkey* 50(3):103-107.

1978 A Southern California Indigenous Ceramic Typology: A Contribution to Malcolm J. Rogers Research. *ASA Journal* 2:2. (Archaeological Survey Association Journal)

Meighan, Clement W.
1954 A Late Complex in Southern California Prehistory. *Southwestern Journal of Anthropology* 10:215-227.

Metropolitan Water District (MWD)
2010 Regional Urban Water Management Plan. Available at: http://www.mwdh2o.com/mwdh2o/pages/yourwater/RUWMP/RUWMP_2010.pdf

2010 Integrated Water Resources Plan 2010 Update. Available at: http://www.mwdh2o.com/mwdh2o/pages/yourwater/irp/IRP2010Report.pdf

Regional Water Quality Control Board
1994 San Diego Basin Plan.

Rogers, Malcolm J.
1938 Archaeological and Geological Investigations of the Culture Levels in an Old Channel of San Dieguito Valley. *Carnegie Institution of Washington Yearbook* 37:344-45.

1939 Early Lithic Industries of the Lower Basin of the Colorado River and Adjacent Desert Areas. *San Diego Museum of Man Papers* 3.

1945 An Outline of Yuman Prehistory. *Southwestern Journal of Anthropology* 1(2):167-198. Albuquerque.

Rolle, Andrew
1998 *California: A History.* Harlan Davidson, Inc. Wheeling, Illinois.

San Diego Association of Governments (SANDAG)
1994 Regional Comprehensive Plan.

2009 Transportation: Roads and Highways. Accessed from the SANDAG website at http://www.sandag.org/index.asp?subclassid=10&fuseaction=home. Subclasshome. November 13.

2011a 2050 Regional Transportation Plan and Sustainable Communities Strategy. October 28.

2011b Final Environmental Impact Report 2050 Regional Transportation Plan and Sustainable Communities Strategy. October 28. Accessed February 9, 2012 at http://www.sandag.org/uploads/2050RTP/F2050RTPEIR1.pdf

2011c Final Regional Housing Needs Assessment Plan Fifth Housing Element Cycle, Planning for Housing in the San Diego Region 2010-2020. October 28. Accessed February 9, 2012 at http://www.sandag.org/uploads/projectid/projectid_189_13717.pdf

2012 Transportation: Roads and Highways. Accessed from the SANDAG website at http://www.sandag.org/index.asp?subclassid=10&fuseaction=home.subclasshome. February 17.

San Diego, City of
1997 Multiple Species Conservation Program, Subarea Plan.

2008 General Plan.

2011 Urban Water Management Plan. Accessed via the website http://www.sandiego.gov/. October 20.

2002 Long Range Water Resources Plan. Accessed via the website http://www.sandiego.gov/. October 20.

San Diego, County of
1998 Air Quality in San Diego County. 1997 Annual Report. San Diego Air Pollution Control District.

1999 Air Quality in San Diego County. 1998 Annual Report. San Diego Air Pollution Control District.

2005 Integrated Waste Management Plan Consisting of: Countywide Summary Plan & Countywide Siting Element, 5-year Revision, Final. Prepared by the Department of Public Works, Solid Waste Planning and Recycling. Accessed http://www.sdcdpw.org/siting/pdf/San%20Diego%20County%20Summary%20Plan%202005.pdf. February 21, 2012.

2008 Air Quality in San Diego County. 2007 Annual Report. San Diego Air Pollution Control District.

2009 San Diego Air Pollution Control District Rules and Regulations. Accessed from the SDAPCD website at http://www.sdapcd.org/rules/rules/randr.html. November 13.

2010 Urban Water Management Plan. San Diego County Water Authority. Available at: http://www.sdcwa.org/2010-urban-water-management-plan.

2011 San Diego County Multi-Jurisdiction Hazard Mitigation Plan. Accessed online via http://www.sdcounty.ca.gov/oes/docs/2010_HazMit_Plan.pdf on Oct. 25. Published July.

South Coast Air Quality Management District (SCAQMD)
2007 Final 2003 Air Quality Management Plan. June.

Starr, Raymond D.
1986 *San Diego, a Pictorial History.* The Donning Company, Publishers. Norfolk, Virginia.

Strand, R. G.
1962 Geologic Map of California, San Diego-El Centro Sheet. Olaf P Jenkins Edition. California Division of Mines and Geology. 1 Sheet. Scale 1:250,000.

Thalheimer, Erich
2000 Construction Noise Control Program and Mitigation Strategy as the Central Artery/Tunnel Project. *Noise Control Engineering Journal* 48 (5), September/October.

Transportation Research Board
2012 2000 Highway Capacity Manual (Transportation Research Board Special Report 209).

True, Delbert L.
1970 Investigation of a Late Prehistoric Complex in Cuyamaca Rancho State Park, San Diego County, California. Department of Anthropology Publications, University of California, Los Angeles.

United Nations Framework Convention on Climate Change (UNFCCC)

2007a The United Nations Framework Convention on Climate Change. Obtained from the UNFCCC website at http://unfcc.int/essential_background/convention/ convention/items/2627.php on May 23, 2007.

2007b *Kyoto Protocol*. Obtained from the UNFCCC website at http://unfcc.int/kyoto_ protocol/items/2830.php on May 24, 2007.

2009 *Status of Ratification*. Obtained from the UNFCCC website at http://unfcc.int/ Kyoto_protocol/background/ status_of_ratification/items/2613.php on July 24, 2009.

United States Department of Agriculture (USDA)

1973 *Soil Survey for the San Diego Area.* Accessed online via http://soildatamart. nrcs.usda.gov/Manuscripts/CA638/0/part1.pdf. December.

United States Environmental Protection Agency (U.S. EPA)

2004 Air Quality Designations and Classifications for the Fine Particles (PM2.5) National Ambient Air Quality Standards; Final Rule. *Federal* Register 70(3):944-1019, January 5.

2007a *International Cooperation*. Obtained from the EPA Climate Change website at http://www.epa.gov/climatechange/policy/internationalcooperation.html on May 24, 2007.

2007b *Ozone Depletion Rule and Regulations*. Obtained from the EPA Ozone Depletion website at http://www.epa.gov/ozone/title6/index.html on May 23, 2007.

2009a Proposed Rule to Implement the 1997 8-Hour Ozone National Ambient Air Quality Standard: Revision on Subpart 1 Area Reclassification and Anti-Backsliding Provisions under Former 1-Hour Ozone Standard, Proposed Rule. *Federal Register 74(11):2936-2945*. January 16

2009b Air Quality Designations for the 2006 24-Hour Fine Particle ($PM_{2.5}$) National Ambient Air Quality Standards: Final Rule. *Federal Register 74(218): 58717*. November 13.

2010a *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2008*. U.S. Greenhouse Gas Inventory Program, Office of Atmospheric Programs. 430-R-10-006. April 15.

2010b *Amendments to the Montreal Protocol*. Obtained from the EPA website at http://www.epa.gov/ozone/intpol/history.html on December 28.

United States Department of Transportation, Federal Transit Administration (FTA)
2006 Transit Noise and Impact Assessment. May.

University of San Diego
2008 Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. Prepared by the University of San Diego School of Law, Energy Policy Initiative Center (EPIC), and available online at http://www.sandiego.edu/epic/ghginventory/. September.

Warren, Claude N., Gretchen Siegler, and Frank Dittmer
1993 Paleoindian and Early Archaic Periods. In Historic Properties Background Study for the City of San Diego Clean Water Program. On file with City of San Diego Clean Water Program and Mooney and Associates, San Diego.

Western Regional Climate Center (WRCC)
2011 Western U.S. Climate Historical Summaries: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7740 and http://www.wrcc.dri.edu/cgi-bin/clilcd.pl?ca23188. Accessed March 16.

THIS PAGE IS INTENTIONALLY BLANK.

11.0 Individuals and Agencies Consulted

Agencies and individuals contacted during preparation of the PEIR include the following:

City of Del Mar

City Manager's Office

- Del Mar City Council
- Scott W. Huth, City Manager
- Mark Delin, Assistant City Manager

Community Development and Planning

- Kathleen A. Garcia, Planning and Community Development Director
- Adam Birnbaum, AICP, Planning Manager

Public Works

- Eric Minicilli, Public Works Director
- Tim Thiele, City Engineer
- Dawn Wilson, City Traffic Engineer

Fire Department

- Scott Henry, Acting Fire Chief
- Dismas Abelman, Deputy Chief

County of San Diego Sheriff's Department

- Sherri Sarro, Captain

School Districts

- John Addleman, Director of Planning & Financial Management/San Dieguito Union School District
- James Peabody, Superintendent/Del Mar Union School District

County/State/Federal Agencies

- Del Mar Library
- San Diego County Library
- SANDAG
- California Highway Patrol
- Housing and Community Development, San Diego
- California Department of Transportation, District 11
- RWQCB 9, San Diego Region

- Del Mar Fairgrounds, 22nd District Agricultural Association
- Public Utilities Commission
- State Lands Commission
- San Diego River Conservancy
- California Joint Power Authority
- San Dieguito Joint Power Authority
- Department of Justice/Attorney General, San Diego Office
- San Francisco Bay Conservation Commission
- U.S. Department of Interior Coastal Zone
- U.S. Army Corps of Engineers
- Department of General Service Real Estate
- San Dieguito River Valley Conservancy
- California Parks and Recreation, San Diego Office
- Governor's Office of Planning
- North County Transit District
- Resources Agency
- Environmental Protection Agency, IX Water

Native American Heritage Commission

- Barona Group of Capitan Grande
- San Pasqual Band of Mission Indians
- Iipay Nation of Santa Ysabel
- Viejas Band of Kumeyaay Indians
- Kumeyaay Cultural Historic Committee
- Jamul Indian Village
- Mesa Grande Band of Mission Indians
- Inaja Band of Mission Indians
- Kumeyaay Cultural Repatriation Committee
- San Pasqual Band of Indians
- Ewiiaapaayp Tribal Office
- Ipai Nation of Santa Ysabel
- Manzanita Band of Kumeyaay Nation
- Korneyay Diegueno Land Conservancy
- Inter-Tribal Cultural Resource Protection Council
- Kumeyaay Cultural Repatriation Committee
- Campo Band of Mission Indians

12.0 Certification

This document has been completed by the City of Del Mar Community Development and Planning Department. A list of contributing City and consultant staff members, their titles and affiliations, is provided below.

City of Del Mar

City Council

- Carl Hilliard, Mayor
- Terry Sinnott, Deputy Mayor
- Mark Filanc, Council Member
- Lee Haydu, Council Member
- Donald Mosier, Council Member

City Manager's Office

- Scott W. Huth, City Manager
- Mark Delin, Assistant City Manager

Community Development and Planning

- Kathleen A. Garcia, Planning and Community Development Director
- Adam Birnbaum, AICP, Planning Manager

Public Works

- Eric Minicilli, Public Works Director
- Tim Thiele, City Engineer
- Dawn Wilson, City Traffic Engineer

RECON Environmental, Inc.

Environmental Analysis and Report Preparation

- Bobbi Herdes, Principal
- Karen Bowling, Senior Environmental Analyst
- Lance Unverzagt, Senior Environmental Analyst
- Stephanie Morgan-Whitmore, Senior Environmental Analyst
- Dawna De Mars, Environmental Analyst
- Greg Kazmer, Environmental Analyst
- Harry Price, Project Archaeologist
- Stacey Higgins, Senior Production Specialist
- Eija Blocker, Production Specialist
- Frank McDermott, GIS Manager
- Sean Bohac, GIS Specialist
- Vince Martinez, Graphics
- Chris Nixon, Graphics

Air Quality Technical Report

- David Gottfredson, Senior Air Quality Analyst
- Jessica Fleming, Air Quality Analyst

Greenhouse Gas Emissions Analysis

- Karen Bowling, Senior Environmental Analyst
- Karyl Palmer, Analyst

KTU+A Planning and Landscape Architecture

Visual Impact Analysis

- Michael Singleton, Principal
- Brooke Pietz, Associate

KOA Corporation

Traffic Impact Analysis

- Arnold Torma, Principal Engineer
- Seth Torma, Traffic Engineer
- Mariela Rodriguez, Assistant Transportation Planner

Ldn Consulting, Inc.

Noise Impact Analysis

- Jeremy Louden, Principal