

Del Mar's Village Specific Plan

October, 2011



ALTERNATIVES WORKBOOK



15th and Camino del Mar, Del Mar, California

Notes

How to use this Workbook

Each section has a brief discussion describing the setting, issues, or concerns as well as a number of alternatives for addressing these issues.

You will find a shaded box in each section to rate your preference and provide your comments. There is no need to choose one alternative over the other; for example, it is fine to select more than one as preferred or disliked.

If you prefer to keep your workbook for future reference, you may use the **Summary Worksheet** on Page 23 instead. Just detach the last page of this workbook, fill it in and provide to staff to submit your preferences for documentation.



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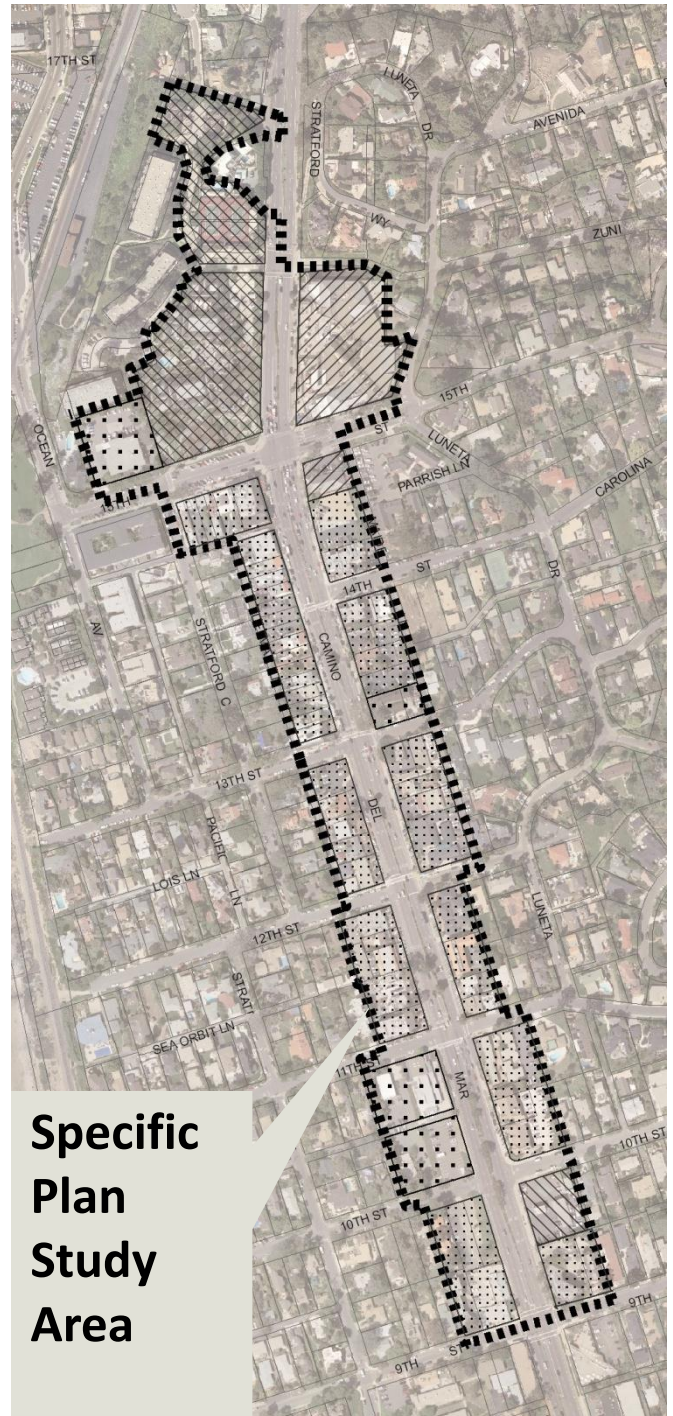
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**Specific
Plan
Study
Area**

For more information on Village Revitalization efforts, please visit or contact: www.delmar.ca.us
 City of Del Mar
 1050 Camino del Mar
 Del Mar, CA 92014
 858.755.9313

Revitalization Process

Each Village Center has core characteristics that are shared by other communities but tailored to the particular city. It is the traditional center of socio-economic activity. Development should be consistent; and more compact and pedestrian-oriented rather than auto-oriented. The mix of uses can be similar to those traditionally found in a downtown, but at a much smaller scale. It is the place for civic uses, commercial uses, and community uses. There is usually a unique character within a village center that should be allowed to evolve over time to reflect a community's economic, social and cultural changes.

Del Mar's Village has maintained itself as the social and economic heart of our community. But it has changed, and it will continually change based upon the Del Mar community evolution. When the city was first established, retail uses were clustered around the hotel. As Route 101 became a major thoroughfare for Los Angeles – San Diego traffic, our village was the site of over 10 service stations and auto-oriented commercial. When Interstate 5 was constructed east of Del Mar, Camino del Mar responded, and many of the auto-oriented uses left as well. New buildings replaced service stations, retail changed its face and offices increased. More recently, we have seen an increase in restaurant spaces that are attracting both local residents and visitors. Traffic flow is a mix of through traffic (often avoiding Interstate 5 jams) and local or destination drivers intent on coming to the Village.

Because villages evolve over time, there are often periods of change and the need for revitalization. Revitalization is an ongoing *process* to improve a community's vitality and livability. The 1976 Community Plan sets forth a vision for the village that is pedestrian oriented and economically viable. Further plans have reinforced these goals, which are summarized in Table 1. Most recently, an Ad Hoc Committee explored zoning changes to Del Mar's Central Commercial zone. All are efforts that support revitalization.

In the Spring of 2011, the City of Del Mar conducted a series of Community Conversations to address the direction of revitalization. At its conclusion, the City Council determined that a Specific Plan was the appropriate implementation tool to address the goals of smart growth, economic prosperity and a healthy environment.

During the Community Conversations, a number of suggestions came to the forefront. Many of these were different ways of addressing the existing conditions, capitalizing on opportunities or addressing constraints. This workbook is intended to find out the community's preference on different alternative ways of structuring both our public realm and private properties. During this Specific Plan process, we will refine the vision, make choices for our future, and develop the regulatory and incentive tools to promote revitalization.

Del Mar, like other towns, will always be in the process of revitalization. When we complete this Specific Plan, we will then embark on its recommended action items. Private properties will redevelop at their own pace. Public improvements will be scheduled based upon a Capital Improvement Program. Because communities evolve, it is not a process that is ever truly "finished." But we're on our way to envisioning our future.

The Specific Plan

- Who:** **City of Del Mar** is leading the effort to develop a **Specific Plan** for the purposes of implementing Village Revitalization.
- What:** **The Village Specific Plan:** A Specific Plan is a special set of development standards that apply to a particular geographical area. Its process allows the flexibility to create zoning standards appropriate to the sites in question. Specific Plans are prepared for the systematic implementation of the General Plan and are akin to a zoning ordinance. They provide a set of development standards for the district as well as guidelines to follow in order to achieve the goals.
- When:** City Council initiated the Village Specific Plan on July 25, 2011. It is targeted for completion by August 6, 2012. The first round of Community Conversations were initiated in May of 2011 and produced valuable input on what the community expected from revitalization planning.
- Where:** The Village Specific Plan boundaries include the Central Commercial Zone along Camino del Mar between 9th Street on the south and Del Mar Plaza and L'Auberge Hotel on the north and include the commercial properties facing 15th Street, west of Camino del Mar. The western and eastern boundaries follow the Central Commercial Zone boundary. The three Public Facilities Zones: City Hall site, Library site, and Post Office site are also included within the area.
- Why:** The City of Del Mar chose to do a Specific Plan in order to:
- Abide by a recommendation in the Community Development Element of the Del Mar Community Plan to prepare a Village Center Specific Plan;
 - Coordinate the redevelopment of private properties and structures with improvements within the public realm. This comprehensive approach will address private land use development regulations, public capital improvement plans and implementation/financing programs within a single document;
 - Implement the potential exactions for and financing of infrastructure improvements and matching land uses with supporting public facilities;
 - Simplify the environmental review process for future private redevelopment and public improvement projects that conform to the Village Center Specific Plan;
 - Satisfy the regulatory requirements of the Downtown Initiative Overlay Zone (Measure B) to obtain community voter approval for redevelopment; and,
 - Involve the citizens of Del Mar in a comprehensive review and/or updating of the community's vision for the Village Center.

Vision of the Village

The character of the Village is determined by its land uses, their physical arrangement, the policies and actions that support the desired land uses and the design of the public realm, including the streets and sidewalks. Many of Del Mar’s planning documents identified themes, goals and direction for further implementation. The purpose of preparing a Specific Plan is to provide a tool for implementation of these directions.

Table 1.

Existing Planning Studies:	Del Mar Community Plan	Del Mar 2000	Camino Del Mar Streetscap Plan	Parking Master Plan Report	Vision 2020: Results of Long Range Planning	City Works City of Del Mar Planning Documents	Revitalization Plan for Del Mar Village (Kennedy Smith Report)
Common Themes	1976	1982	1996	2000	2003	2004	2007
Maintain the Village Character	✓	✓	✓		✓		
Encourage/increase visitor and resident retail commercial	✓	✓					✓
Provide a mixture of uses including residential	✓	✓		✓		✓	✓
Improve parking opportunities	✓	✓	✓	✓	✓	✓	✓
Improve pedestrian safety, flow and linkages through Streetscape	✓	✓	✓	✓	✓	✓	✓
Reduce through/commuter traffic, increase destination oriented traffic	✓	✓	✓		✓		
Encourage and increase multi-modal/alternative transportation options	✓	✓		✓	✓	✓	✓
Provide economic and functional vitality of downtown	✓	✓			✓	✓	✓
Preserve and enhance public and private views through and from the downtown	✓	✓	✓			✓	
Increase the quality and number of public spaces	✓	✓	✓			✓	
Create a mechanism to implement planning study recommendations	✓	✓	✓			✓	✓

Vision of the Village

Since the adoption of the Community Plan in 1976, Del Mar citizens have expressed their goals for the Village. Many of these goals have been repeated in planning studies (Table 1) and reinforce the long-held vision of downtown. As part of this Specific Plan process, we are looking to reaffirm these goals and objectives and develop implementation directions that support this vision.

- Encourage quality resident-oriented businesses which serve the cultural, social, recreational and material needs of the local community.
- Insure that the downtown area is well integrated into the residential fabric of the community.
- Create a pedestrian-oriented downtown which groups retail services with facilities for civic and community activities.
- Maintain architectural design and low mass-intensity scale within the downtown area that is in keeping with the traditional village character of the community.
- Initiate a beautification program for the downtown area.
- Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer areas and alternate means of transportation.
- Minimize air pollution by encouraging alternatives to the use of the automobile.
- Encourage the immediate development of a precise plan for the downtown area that includes Camino del Mar circulation, parking, architectural design and walkways.
- Protect and enhance human scale, warmth, charm, interest, texture, pedestrian involvement.
- Encourage and facilitate provision of lower cost housing for low and moderate income households.
- Promote those uses of the commercial area which will be of greatest economic benefit to the community while insuring compatibility with all other goals and objectives of the Community Plan.

1. Do you believe that these are still the Del Mar Goals? Yes No

What other considerations should be included:

Measures of Success

During the next 25 years, Del Mar's Village is expected to evolve into a more pedestrian friendly, transit oriented commercial core, supported by residents and visitors. The goal is to ensure a high quality of life by employing smart growth principles, sustaining our economic prosperity and promoting a healthy environment.

How will we track our progress? Some of the plan recommendations may be short term, and realized in the near term. However, in some instances, change will not occur for many years. Many of the actions in the plan may take years to develop, fund, and execute. The plan will evolve through implementation over time and be a result of the cumulative effects of our actions. Because of this long-range implementation, it is important to have criteria on which to evaluate and measure the success. These criteria or indicators will be tied to timelines as the plan is developed.

In order to initiate this discussion, staff has outlined the following Measures of Success. These will evolve and be refined over the course of the Specific Plan. At this time, we ask for your input on the following preliminary Measures of Success:

Smart Growth & Village Character

- A continuous sidewalk provides for pedestrian mobility along Camino del Mar.
- The Village is a lively mix of uses, with diverse retail, restaurant, office, residential and commercial uses.
- Traffic flow is adequate but not dominant and parking is adequate.
- Transit service is improved.
- City hall site redevelops as a catalyst project with parking structure.

Economic Prosperity

- Property redevelops.
- Sales revenues are equal to or exceed the market.
- Property values increase.

Healthy Environment

- Greenhouse gas emissions are reduced.
- Walkability is increased.
- Water quality improves and pollution is reduced.
- Buildings are energy efficient and carbon sequestration is increased.

What other considerations should be included in our Measures for Success:

Land Use

Within our Village, land use designations are used to control what type of activities are allowed to be in the commercial district. Currently, our uses consist of the following (Table 2):

Table 2.

Current Uses	% of all Uses
Retail	16%
Personal Service	18%
Restaurant	13%
Office - General	30%
Medical Office	11%
Real Estate Office	8%
Housing	1%
Hotel/Lodging	1.5%
Civic	1.5%
Total	100%

Horizontal Zoning - In 2009, in order to preserve and enhance the pedestrian flow and retail sales activity in the downtown, the City Council approved modified zoning standards to limit the use of street-level building spaces along Camino del Mar and 15th Street to retail, restaurant and personal service uses. This type of regulation is known as “Horizontal Zoning.” Horizontal Zoning also allows for cultural-use establishments such as galleries and museums.

Mixed-Use Residential - Mixed-use housing can offer compact, efficient land use that offers an excellent opportunity for short commutes to work and convenience shopping. It can be utilized for not only permanent urban-style housing, but also rental opportunities such as short-term vacation units, student, and lower-income housing. Biking, walking, or short trips benefit individual lifestyles and reduce traffic congestion and energy consumption for transportation, leading to a more sustainable community.

Which of these additional uses are appropriate for the Village? *(select as many as you wish)*

- | | |
|---|--|
| <input type="radio"/> Residential | <input type="radio"/> Parks, Plazas and Open Spaces |
| <input type="radio"/> Boutique Hotels/B&Bs | <input type="radio"/> Surface Parking Lots |
| <input type="radio"/> Conference Facilities | <input type="radio"/> Parking Structures (above grade) |
| <input type="radio"/> Theater/Performance Space | <input type="radio"/> Parking Structures (below grade) |

What other uses should be included or excluded:

Public Realm – Camino del Mar

Goal:

Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment, safer sidewalks, landscaped buffer zones and alternate means of transportation (Del Mar Community Plan, Goal #2).

Camino Del Mar’s right-of-way is 100 feet wide and 3,000 feet long within our Village – and makes up the largest, single property in the district. Its width is a remnant of the historic Highway 101 right-of-way. The question is how best to use the 100-foot-width for the many and often competing uses of pedestrians, bicycles, automobiles, emergency services, and parking. The goal of the Community Plan is to minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian-oriented environment. Objectives of this Specific Plan include safer, continuous and accessible sidewalks; landscaped buffer zones; and alternative means of mobility.

Three Alternatives exist for the automobile travel lanes, all with the capability of carrying the same volume of traffic that exists today:

1. Four Lanes (existing condition) page 11.
2. Three Lanes (2 lanes northbound; 1 lane southbound) page 12.
3. Two Lanes (1 lane northbound; 1 lane southbound with Roundabouts instead of stop signs) page 13.

We would like your opinion on which version you prefer or find acceptable for further study.



Camino del Mar, 2011

Clockwise from far left: Camino del Mar at 10th, east side; Camino del Mar at 15th, west side; Camino del Mar at 13th, east side; and Camino del Mar at 11th, west side.



Public Realm – Camino del Mar #1

After you review the following three alternatives for Camino del Mar, tell us what you think of each. If you have a preference (or strong dislike) for one of the three, let us know.

ALTERNATIVE #1 – Four Travel Lanes

- Four (4) vehicular travel lanes (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Parallel parking on both sides of CDM (8' wide)
- Continuous sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated

Pros:

- Minimum change to existing configuration
- Creates consistent sidewalk alignment (connectivity)
- Maintains emergency vehicle clearance in both directions

Cons:

- No increase in on-street parking
- Uses private property (2'-6') to gain additional sidewalk space
- Least amount of pedestrian safety improvements
- Does not encourage through-traffic diversion to regional freeways



Alternative 1 – Four Travel Lanes

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Public Realm – Camino del Mar #2

ALTERNATIVE #2 – Three Travel Lanes

- Three (3) vehicular travel lanes, two (2) northbound, one (1) southbound (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Diagonal parking on west side of CDM (16'-19' wide)
- Parallel parking on east side of CDM (8' wide)
- Continuous Sidewalk on both side of CDM (12'-16' wide)
- Existing median could be modified for uniformity, greatly reduced, or eliminated

Pros:

- Some increase in amount of on-street parking
- Encourages southbound through-traffic diversion
- Some increase to pedestrian safety with removal of one (1) southbound lane
- Creates consistent sidewalk alignment (connectivity)
- Maintains same capacity as four travel lanes

Cons:

- Higher cost for overall changes
- Potential conflict with emergency vehicle clearance southbound, without design considerations



3 Travel Lanes, 2 northbound, 1 southbound

Alternative 2 – Three Travel Lanes, 2 northbound; 1 southbound				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Public Realm – Camino del Mar #3

ALTERNATIVE #3 – Two Travel Lanes with Roundabouts

- Two (2) vehicular travel lanes, One (1) northbound, one (1) southbound (10'-11' wide)
- Dedicated bicycle lane throughout Village on CDM (5'-6' wide)
- Diagonal parking on west and east sides of CDM (16'-19' wide)
- Continuous Sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated
- Roundabouts needed instead of stop signs at 11th and 13th Streets to ensure same street capacity to carry same daily vehicle trips as 4-lane alternative.

Pros:

- Highest increase of on-street parking
- Greatest increase to pedestrian safety
- Creates consistent sidewalk alignment (connectivity)
- Roundabouts able to be used for stormwater infiltration
- Encourages through-traffic diversion for northbound and southbound vehicles
- Best opportunity to reduce median and increase sidewalk width for increased landscaping buffer from street



Bird Rock Roundabout

Cons:

- Highest cost for overall changes
- Roundabouts needed at 11th and 13th Streets in order to effectively move vehicles through town
- Conflict with emergency vehicle clearance in both directions without design considerations
- Drivers unfamiliarity with roundabouts



2 Travel Lanes and Roundabouts

Alternative 3 – Two Travel Lanes with Roundabouts

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



Public Realm - Sidewalks

A key component to the revitalization of the downtown village and fulfilling the “pedestrian-friendly” objectives of the Community Plan, is the creation of a safe, continuous sidewalk environment throughout the Specific Plan Area. As shown in the photos below, the village’s sidewalks currently range from approximately 5’0” - 14’-0” in width, with little to no consistency from one block to another.



(5’-0” wide sidewalk at Library) (7’-6” wide sidewalk at 1200 block) (13’-6” wide sidewalk at 1400 block)

An ideal sidewalk environment would accommodate the following zones:

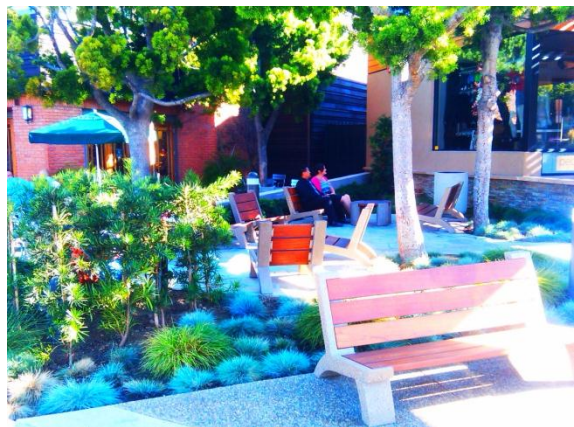
- Edge Zone - Provides an interface between parked vehicles and street furnishings.
- Furnishings Zone - Buffer between the pedestrian walking area and the street for street trees, planting strips, street furniture signals, signs, fire hydrants, bicycle racks, etc.
- Throughway Zone - Intended for pedestrian travel only and should be entirely clear of obstacles and provide a smooth walking surface. Minimum 5’ -0” required (ADA).
- Frontage Zone - The area adjacent to the property line that may be defined by a building facade, landscaping/planter area, café seating, etc.

Which of the following alternatives do you think is appropriate for achieving the Community Plan’s “Vision” for the downtown village?

- 5 feet wide – Current condition in some locations of the village. Typical of residential areas.
- 10 feet wide – Absolute minimum for a pedestrian oriented commercial area. Would not accommodate all recommended sidewalk “zones” listed above.
- 12 feet wide – The realistic minimum width to accommodate the recommended sidewalk “zones” listed above. May require some encroachment onto private property.
- 16 feet wide – The ideal sidewalk width to accommodate the recommended sidewalk “zones” listed above. Will require encroachment onto private property.

Public Realm – Open Space

Another important component to a successful pedestrian environment is the provision of Public Open Spaces. These outdoor amenities can take the shape of parks, plazas, piazzas, paseos, squares, sidewalk benches and pathways. They can be as elaborate as a civic plaza with fountains, displays of art and public information kiosks. They can be as simple as some chairs placed on street corners. These spaces can be created on both public and private land. Examples of open spaces identified in the Community Conversations are shown below.



Open Spaces in the Village					
	Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
Corner Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mid-Block Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fountains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pocket Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor Cafes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art Spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Development Parcels - Issues

One of the restrictions to revitalization cited by property owners, developers and citizens are the limited development capacities of the commercial properties. Our properties are generally small and narrow, and more comparable to residential lot size rather than typical commercial lots found in adjacent business district in communities like Solana Beach.

Current zoning restricts the property development by three factors:

- **FAR or Floor Area Ratio of .45** (Floor Area Ratio is the ratio of the square feet of the lot divided by the square feet of the building area. As an example, a typical lot of 8,000 square feet would allow a maximum building area of 3,600 square feet. It could be one story at 3,600 square feet or two stories at 1,800 square feet). Del Mar’s commercial FAR is the same as the residential FAR, and is seen as very low when compared with other successful retail and commercial cores. Forty percent (40%) of the existing structures exceed the current FAR. The following are examples in other communities that were cited by citizens during the Community Conversations as excellent street retail environments, each having higher FAR than we currently allow.

Commercial Area	FAR
Old Town, San Diego	.60
Cedros District, Solana Beach	1.00
Highway 101, Solana Beach	1.20
North Park, San Diego	1.00-1.25
La Jolla Village, San Diego	1.30-1.80
Hillcrest, San Diego	2.00-4.00
Mission Hills, San Diego	2.00-3.00
Orange Avenue, Coronado	None

Ranges are shown where density bonus is given for mixed use, including residential above retail.

- **Height limits of 26 feet on the east side and 14 feet on the west side** of Camino del Mar (measured from Camino del Mar). This restricts second-story uses fronting Camino del Mar to only the east side of the street, and limits retail ground floor height. A higher first floor retail ceiling height is seen as more conducive to shopping and more inviting from the street. Currently, 70% of the existing structures along the west side exceed 14 feet, and the average existing height is 17 feet, so there is often little incentive to redevelop many of the properties from a building perspective.

Building heights to street-width ratio is also an important urban design tool and “placemaking” principle for creating pedestrian interest and urban connectivity and to create an appropriate scale. Per urban design standards, a typical building height to street-width ratio is 1:3 (33’-0” high for a 100’-0” wide street such as Camino del Mar) or 1:2 (50’-0” high for 100’-0” wide street).

- **Parking standards.** Our current code does not have a mixed-use standard for parking. Our code also requires all parking to be on site, with the exception of special permits for shared parking, off-site parking, or in-lieu parking. With narrow lots, it is difficult to develop substantial areas of parking, especially under a building. Additionally, our parking standards do not address the downtown residential units that other cities allow. These all can restrict the economic viability of properties.

Development Parcels

Changes are being considered in how we allow the development capacity of a site. We are looking at options for the following:

- **Development Area:** Consider creating a building envelope to control bulk and mass rather than an FAR. Consider setbacks to promote outdoor dining patios and open space.
- **Height:** With Design Review to ensure residential views are protected per the Del Mar Municipal Code, consider alternative heights to our existing codes.
- **Parking:** Consider smart-growth standards for mixed use.

Development Area

Are alternatives to Floor Area Ratio calculations appropriate for determining our bulk and mass in the Village area?

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

What additional information would you like in order to make a decision?

Should setbacks be used in the Village to promote areas for outside dining, gathering spaces or other outdoor uses along the front façade of the building?

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

What additional information would you like in order to make a decision?

Development Parcels - Height

ALTERNATIVE #1 – Height Limit - lower on west side

Limit building height to a maximum of 14 feet above the sidewalk on the west side of Camino del Mar and 26 feet on the east side of Camino del Mar.

Pros:

- Limiting the height of buildings on the west side on the west side of Camino del Mar may preserve second-story views from the buildings on the east side of Camino del Mar and the residential hillside.
- Increases solar access to the sidewalk in the afternoon (Spring and Fall only, has no effect in Winter).

Cons:

- Reduces potential for redevelopment, most properties on the west side already exceed 14 feet and would not be incentivized to change.
- Reduces the opportunity for viable residential mixed-use housing on the west side of Camino del Mar.
- Limiting building height to 14 feet on the west side of Camino del Mar conflicts with promoting roof articulation and retail-friendly first floor volumes along Camino del Mar.
- With tuck-under parking (preferred method) accessed from Del Mar Lane, combined with the 14 foot height limit, reduces siting opportunities for interior lease space.
- Lower building height than the residential zone immediately to the west (26'-0") or elsewhere in the city.



Alternative 1 – Height Limit: 26 feet east side; 14 feet west side

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



What additional information would you like in order to make a decision?

Development Parcels - Height

ALTERNATIVE #2 – Height Limit equal both sides

Allow building height to a maximum of 26 feet on both sides of Camino del Mar. All development would undergo Design Review.

Pros:

- Increases appearance and availability of street-fronting commercial space.
- Increases sense of horizontal continuity and sense of “place.”
- Increases architectural design opportunities on both sides of Camino del Mar.

Cons:

- Potential private and public ocean view blockage from the east, which could be mitigated by Design Review.



Alternative 2 – Height Limit: 26 feet both sides

Strongly Prefer



Prefer



Acceptable



Dislike



Strongly Dislike



What additional information would you like in order to make a decision?

Development Parcels - Height

Roof Elements

Should additional height up to 4 feet be allowed for an articulated roof?

An articulated roof is one that has a pitched roof, dormers, fenestration or other means, much like Stratford Court's roof. Often developers build flat roofs to maximize their height, yet multiple flat roof buildings of the same height do not create a diverse or vibrant quality to the facades.



Roof Elements				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Architectural Features

Should allowances be made for design elements such as spires, turrets, decorative towers, etc. to exceed maximum height limits, with Design Review? The decorative trellis tower at 1435 Camino del Mar (Starbucks/Bruegger's Bagels/Union Bank) is an example.



Architectural Features				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Step-Backs

Should second floor step-backs be required? Second-story "step-backs" are a requirement to create second-story setback limits from certain property boundaries that would be more restrictive than the setbacks for the first-floor of buildings. Step-backs could be utilized to increase solar-access to the public realm and other private properties. Step-backs can also be used to create articulated building design and minimize "canyon-effect" caused by increased building heights.



Step-Backs on the second floor				
Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Development Parcels – Parking

There are many alternatives that can be combined to bring us adequate parking within the Village and protect the beach and residential neighborhoods from commercial parking impact. While a parking study is underway by our EIR consultant, we would like to know your initial preferences.

Residential Permit: TPAC is considering Residential permit program in streets surrounding the Village.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Increase Diagonal Parking: Reducing Camino del Mar lanes could create additional diagonal parking.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Install On-Street Meters: Meter revenue could support construction of a needed parking structure.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Smart-Growth Standards: Utilize a mixed-use parking standard, such as 3.5 stalls per 1000 SF of development.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Incentives: Consider incentives for private properties who provide public parking (i.e. Garden Del Mar).

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Signage: Develop a Parking Signage Program.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Employee Parking: Develop an employee-parking program.

Strongly Prefer

Prefer

Acceptable

Dislike

Strongly Dislike

Del Mar Village 2011

A Mix of Existing Heights and Styles....



900 Block of Camino del Mar



1000 Block of Camino del Mar



1100 Block of Camino del Mar



1200 Block of Camino del Mar



1300 Block of Camino del Mar



200 Block of 15th Street

Thank You

Thank you for your generous time and opinion. Del Mar's Village Specific Plan will be a stronger plan because of your input. Please stay active in the Village Specific Plan process and visit www.delmar.ca.us for updates as well as results of this workshop.

Remove this worksheet for submittal to the City of Del Mar. Email to conversations@delmar.ca.us, fax to 858.755.2794 or drop off/mail to 1050 Camino del Mar, Del Mar, CA 92014-2698

Name: _____

Address: _____

Email: _____

1. Vision of the Village

page 7

Do you believe that these are still the Del Mar Goals?
What other considerations should be included:

Yes No

2. Measures of Success

page 8

What other considerations should be included in our Measures for Success:

3. Land Use

page 9

Which additional uses are appropriate for the Village? *(select as many as you wish)*

- | | |
|---|--|
| <input type="radio"/> Residential | <input type="radio"/> Parks, Plazas and Open Spaces |
| <input type="radio"/> Boutique Hotels/B&Bs | <input type="radio"/> Surface Parking Lots |
| <input type="radio"/> Conference Facilities | <input type="radio"/> Parking Structures (above grade) |
| <input type="radio"/> Theater/Performance Space | <input type="radio"/> Parking Structures (below grade) |

What other uses should be included or excluded:

4. Public Realm – Camino Del Mar (page 10)

	Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
#1 – Four Travel Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#2 – Three Travel Lanes (2 northbound/1 southbound)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#3 – Two Travel Lanes and Roundabout	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Sidewalks

(page 14)

	5 feet wide	10 feet wide	12 feet wide	16 feet wide
Appropriate sidewalk width for the Village?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Strongly Prefer	Prefer	Acceptable	Dislike	Strongly Dislike
6. Open Space (page 14)					
Corner Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mid-Block Plazas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fountains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pocket Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor Cafes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art Spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. Development Parcels (page 17)					
Should FAR be used to calculate bulk and mass?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Should setbacks be used to promote outdoor spaces?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Height #1 - Height Limit 14 feet west/26 feet east (page 18)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Height #2 – Height Limit 26 feet west and east (page 19)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roof Elements (additional 4 feet for articulation) (page 20)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Architectural Features	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Step Back for Second floor	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. Parking (page 21)					
Residential Permit Parking Program on surrounding streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase Diagonal Parking on Camino del Mar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Install Metered Parking on Camino del Mar and commercial streets to support parking structure construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Utilize Smart Growth, Mixed Use Parking Standards at 3.5 stalls per 1000 SF of development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consider incentives for private development of public parking structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop a Parking Signage Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop an Employee Parking Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>