

Del Mar Village Specific Plan

Area:

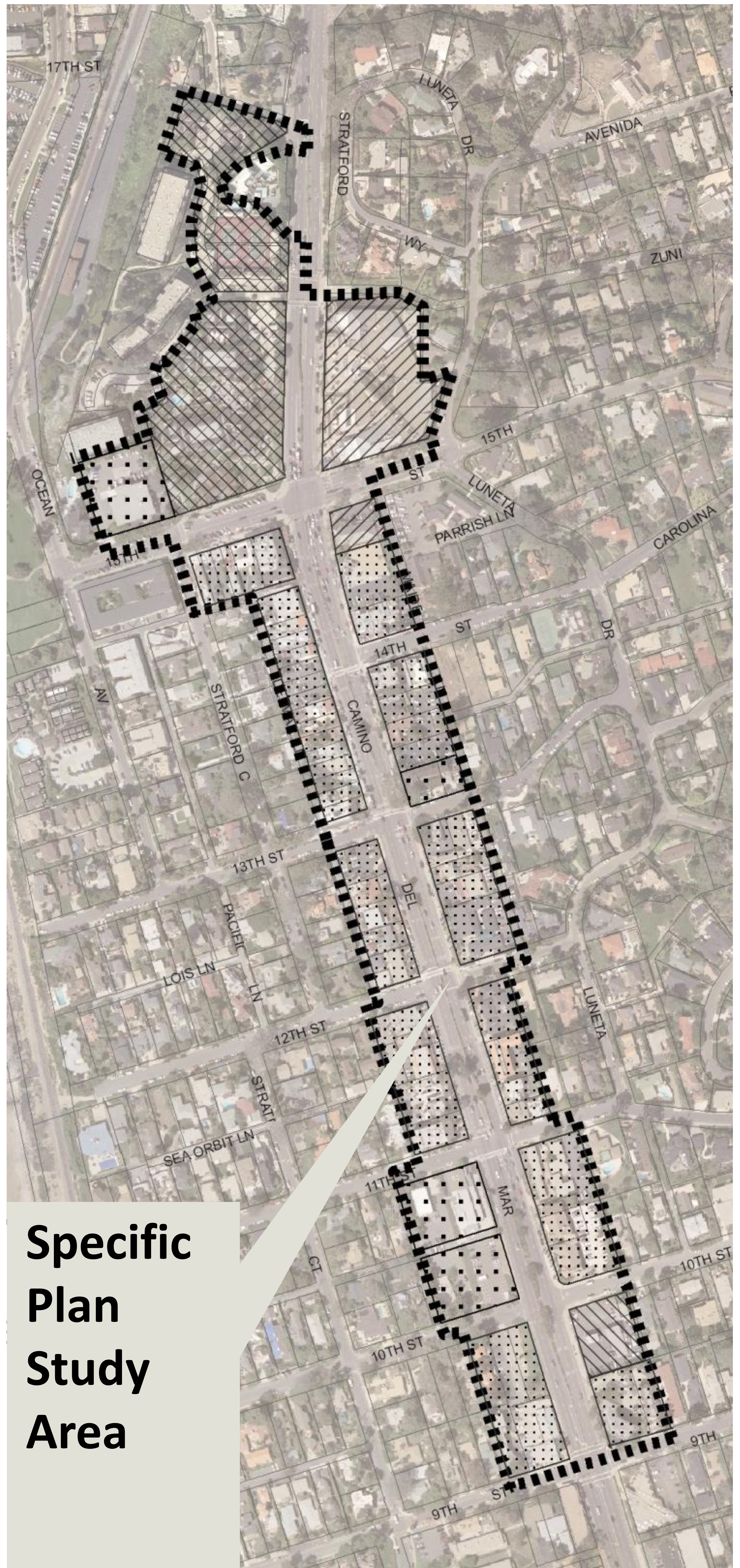
9th through 15th Streets along Camino del Mar

Includes 68 properties:

- 62 Commercial Sites
- 3 Specific Plans
 - Del Mar Plaza
 - L'Auberge Hotel
 - Garden Del Mar
- 3 Public Properties
 - City Hall
 - Library
 - Post Office

Why a Specific Plan:

- Tool to implement Village Revitalization
- Akin to a Zoning Ordinance
- Provides Development Standards
- Includes Guidelines and Implementation



**Specific
Plan
Study
Area**

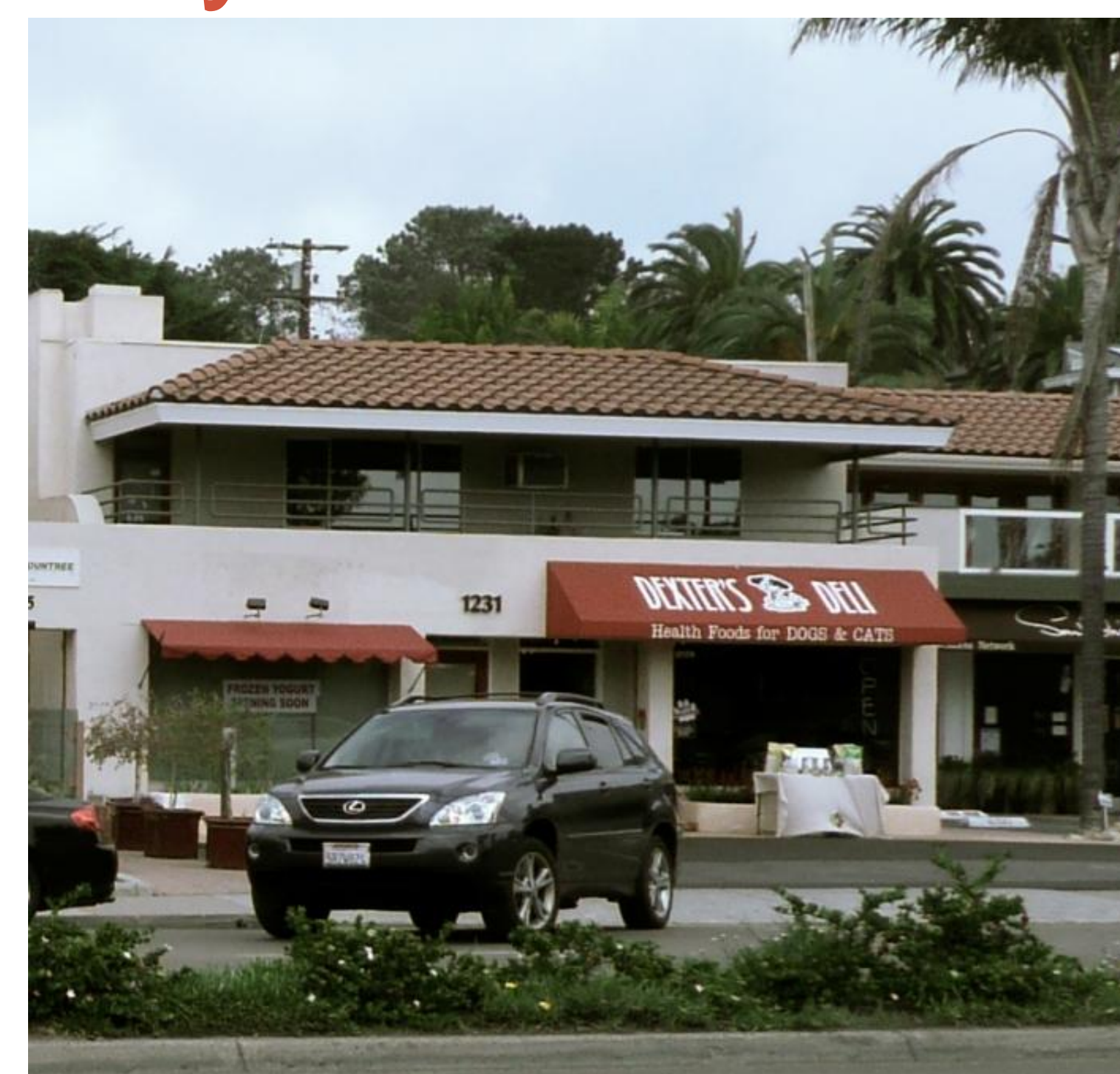
Maintain Village Character



Create a pedestrian oriented Village



Provide economic and functional vitality



Increase public open space

Provide a mixture of uses, with residential



Measures of Success

Why measure success?

- Ties accomplishments to a timeline
- Tracks our progress

Measures

- Downtown evolves over time into a more pedestrian friendly, transit oriented commercial Village.
- Downtown promotes a high quality of life by employing smart growth principles, sustaining our economic prosperity and promoting a healthy environment.



Land Uses

Which additional future uses?

- Residential
- Parking Structure
- Conference/Performance Space
- Open Spaces

Existing Uses	% of all Uses
Retail	16%
Personal Service	18%
Restaurant	13%
Office	30%
Medical Office	11%
Real Estate Office	8%
Housing	1%
Hotel/Lodging	1.50%
Civic	1.50%
Total	100%



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).

How best to emphasize the pedestrian and minimize the automobile impact within the 100 feet?



Roundabouts or stop signs?



Irregular diagonal parking



Discontinuous sidewalks



Oversized travel lanes



Need for more on-street parking

Camino del Mar - Existing Configuration

1



900 Block of Camino del Mar



1100 Block of Camino del Mar



1200 Block of Camino del Mar

ALTERNATIVE #1

Four Travel Lanes

Existing Condition

- 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')
- Continuous sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated

Pros:

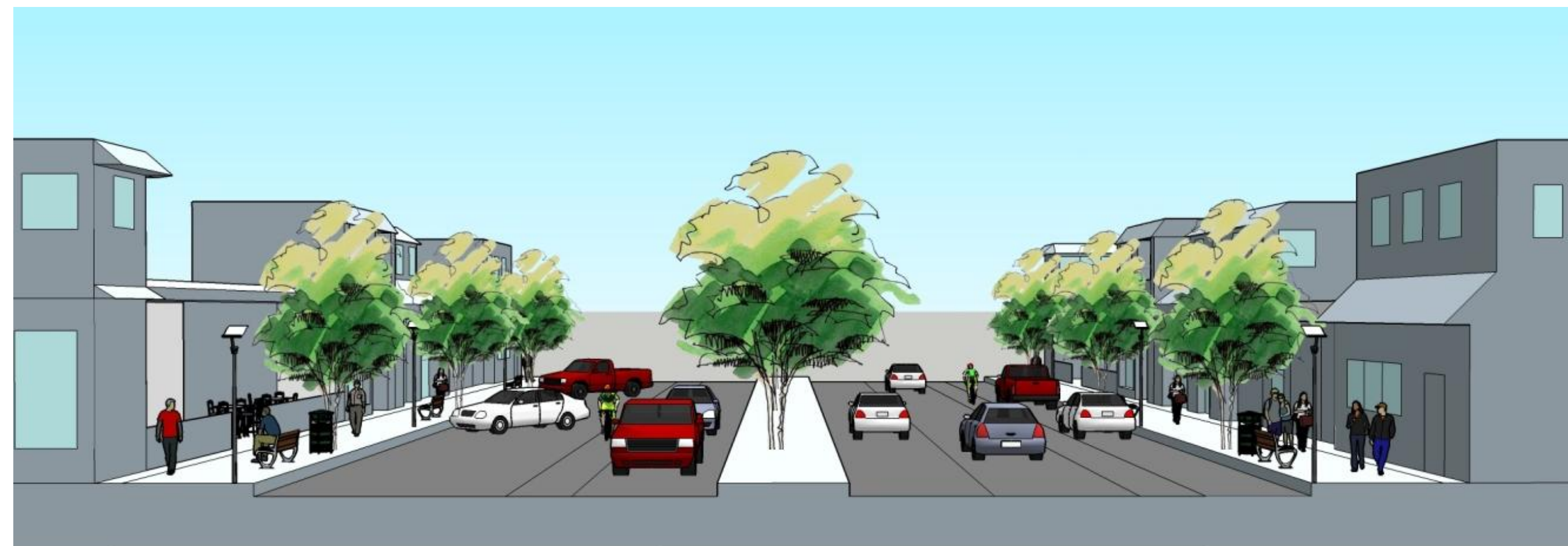
- Minimum change to existing configuration
- Creates consistent sidewalk alignment (connectivity)
- Maintains emergency vehicle clearance in both directions

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

Camino del Mar - Alternative Configurations

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')
- Continuous sidewalk on both sides of CDM (12'-16' wide)
- Existing median modified for uniformity, greatly reduced, or eliminated

Pros:

- Some increase to 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)

Cons:

- Higher cost for overall changes
- Potential conflict with emergency vehicle clearance southbound

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 (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
- Roundabouts instead of stop signs at 11th and 13th Streets
- Same street capacity

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 for increased landscaping buffer from street

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

Sidewalks

Create adequate width



Goal: Create a safe, continuous sidewalk.

Need for connectivity



Need for a continuous sidewalk

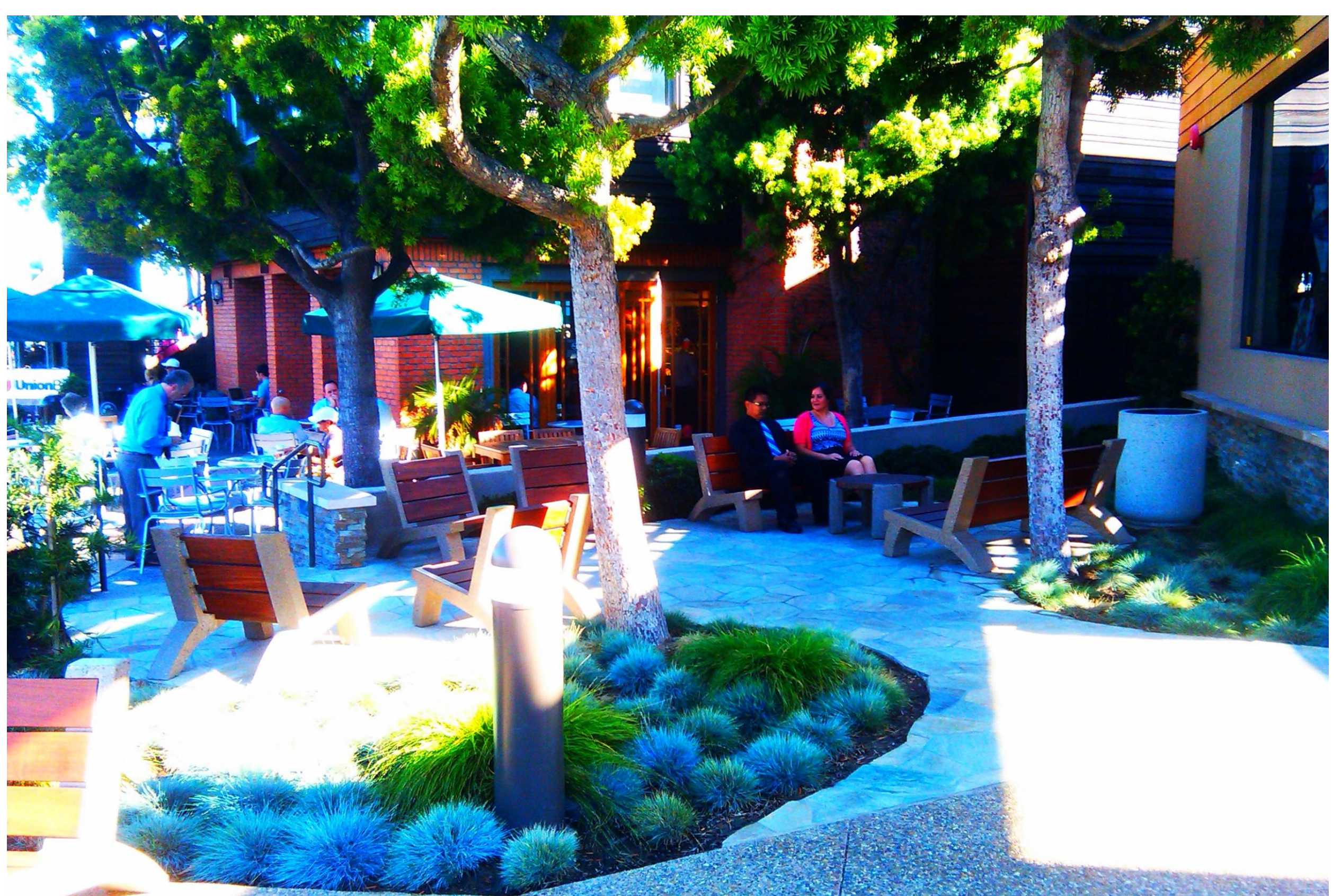
Create a furniture zone

Open Spaces

Goal: Provide gathering areas and public space.



Opportunities for passageways



Opportunities for seating areas

Parcel Issues

Floor Area Ratio (FAR) @ 45% is low for walkable, commercial villages



Del Mar: 45% FAR



Old Town: 60% FAR

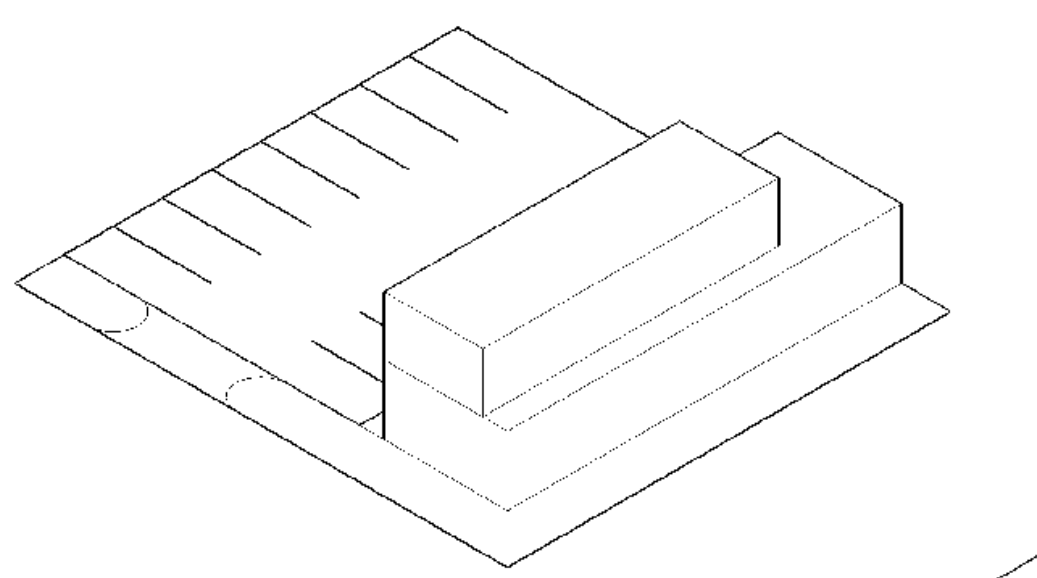


Cedros: 100% FAR



La Jolla: 135% FAR

Examples of Development Potential @ 45% and Parking Requirements



Example 1

Lot Size: 7,200 SF

Uses:

1st Floor: Retail

2nd Floor: Office

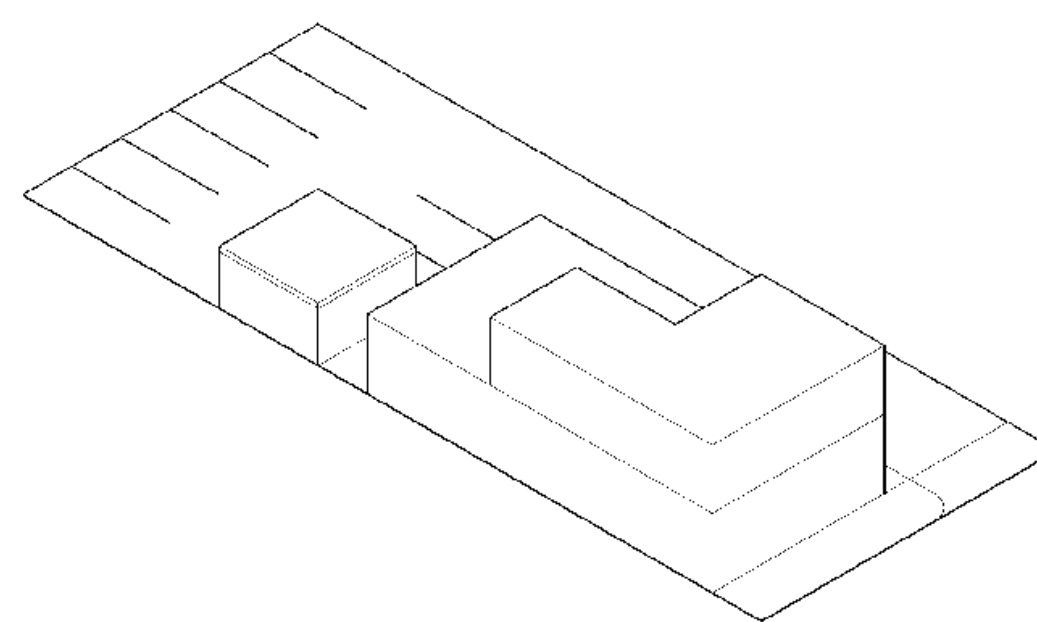
Building Size:

1st Floor: 2,000 SF

2nd Floor: 1,200 SF

Building Height: 26'

Parking Stalls: 16



Example 2

Lot Size: 8,400 SF

Uses:

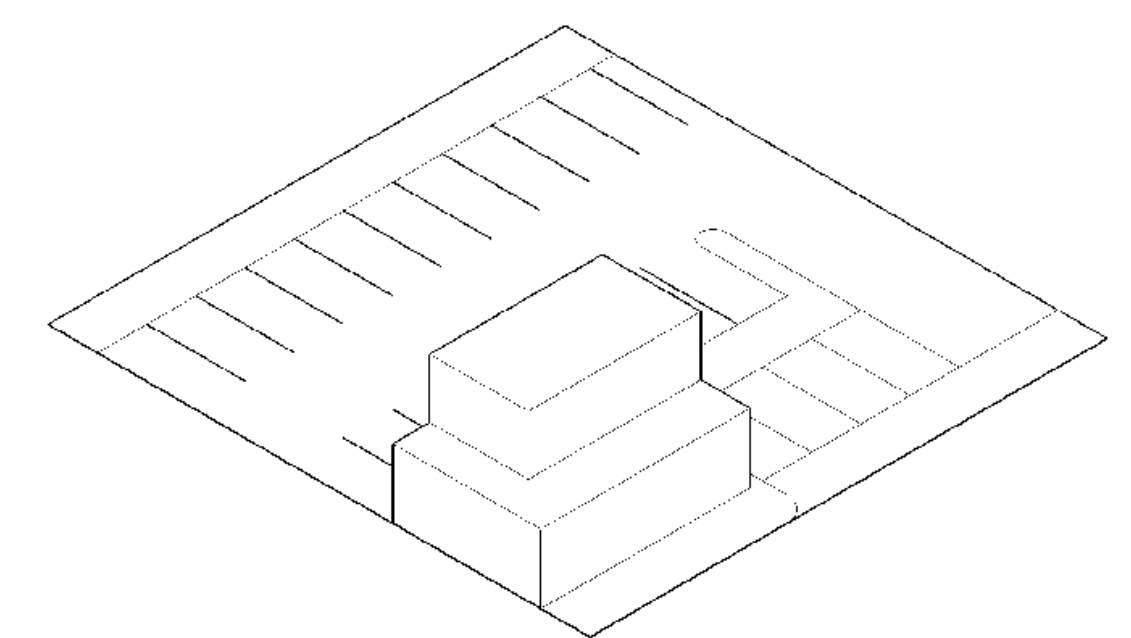
1st Floor: Retail

2nd Floor: Residential

Building Size: 3,675 SF

Building Height: 26'

Parking Stalls: 8 plus 2
in garage



Example 3

Lot Size: 10,500 SF

Uses: Restaurants (2)

Building Size:

1,975 SF

Building Height: 26'

Parking Stalls: 22

Parking Issues



Town & Country stalls interrupt sidewalks



Surface lots interrupt commercial streetscape



Front yard parking interrupts streetscape

Height

Should second floors be allowed on west side of Camino del Mar?
(70% of existing buildings already exceed the 14'-0" height limit)

Pedestrian viewpoint



Automobile viewpoint



Existing Condition – 1100 Block



With new single story buildings (simulation)



With new two story buildings (simulation)



With articulated roofs (simulation)