

# Village Plan

A Plan to Revitalize Del Mar Village  
to be  
Economically and Environmentally  
Sustainable



# Community Conversations

What is on your mind?



# Attractive, Economically Viable, Pedestrian Oriented Village

Focus retail and office uses serving both residents and visitors into an attractive, economically viable, pedestrian oriented area.

Goal 4 – Del Mar Community Plan



Create a pedestrian oriented downtown with facilities for civic and community activities.

Goal 4; Objective C

Develop a pedestrian network that links downtown together and reduces conflicts with automobile.

Goal 4; Objective C; Policy 4

# Attractive, Economically Viable, Pedestrian Oriented Village



The northern end of the Village comes the closest to achieving these goals and objectives.

What needs to be changed in the rest of the Village to better achieve these goals and objectives?

# Public Realm

Minimize the automobile and emphasize the pedestrian environment.

Goal 2 – Del Mar Community Plan



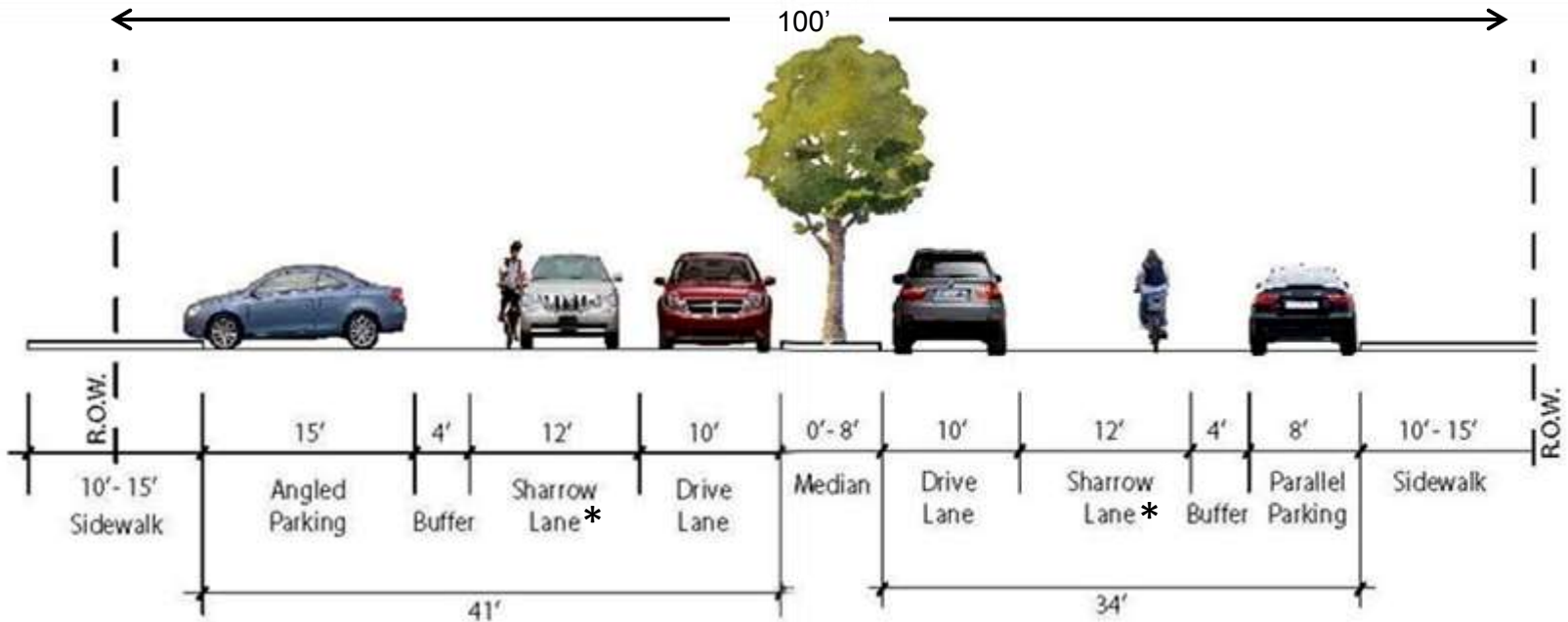
Develop a bicycle and pedestrian network and discourage high speed traffic.

Goal 2; Objective C

- Redesign Camino del Mar for low-speed traffic.
- Improve the safety of pedestrian crossings.
- Develop a north-south bicycle network.

Goal 2; Objective C; Policies 1, 2 & 3

# Camino del Mar Priorities



\* Shared automobile and bicycle lane

## What are your priorities for CDM?

The pedestrian environment should have priority over the automobile when considering the design of the public realm.

- Pedestrians of all abilities (sidewalks & crossings)
- On-street parking spaces
- Bicyclists
- Motorists
- Median landscaping & left-turn lanes
- Transit vehicles
- Others

# Mobility



Encourage local transit and delivery systems.

Goal 2; Objective C

Consider development of a local transit system linking residential, downtown, beach, fair, racetrack and railroad station.

Goal 2; Objective C; Policy 1

# Parking



Additional public parking in the Village would support local businesses and reduce impacts to nearby residents.

Should the City pursue a cooperative parking program rather than parking requirements for each individual building?

- “Park Once” strategy
- In-lieu Parking Program
- Discourage on-site parking

# Uses

Focus retail and office uses serving both residents and visitors into an attractive, economically viable, pedestrian oriented area.

Goal 4 – Del Mar Community Plan



Encourage resident oriented business that serve the local community.

Goal 4;Objective A



Encourage retail oriented commercial uses downtown.

Goal 4;Objective A; Policy 1

## Street Level Uses



The current Horizontal Zoning Ordinance requires the following uses to be located at the street level along Camino del Mar.

- Cultural/community services
- Personal services
- Restaurants
- Retail uses

Are there other uses that should be included?

# Village Residential



Integrate the downtown into the residential fabric of the community.

Goal 4; Objective B



Allow mixed residential-commercial uses in other areas of downtown.

Goal 4; Objective B; Policy 4

# Mixed Use Buildings



Additional residential uses in the Village would encourage and support more resident-serving businesses and integrate the Village into the residential fabric of the community.

Who would be attracted to Village residential use?

# Village Character



Maintain architectural design and low mass scale in keeping with the traditional village character of the community.

Goal 4; Objective D

- Promote informality of design.
- Encourage floor area and building siting which provides ocean views and open space.
- Limit the height of structures to preserve view corridors.

Goal 4; Objective D; Policies 1, 2 & 3

# Village Character



Many treasured buildings that create the traditional village character are not consistent with current development regulations.

What characteristics do these buildings have that should be encouraged or discouraged?

What else do you think illustrates the character of Del Mar?

# Building Envelope

## Principles for Establishing Building Envelope

Bulk and mass of building is defined by building envelope (encourages structured parking).

- Create “Build-to-line” to locate building façades at the sidewalk.
- Create continuous pedestrian retail frontage with no side yard setbacks.
- Create rear yard setback to buffer existing adjoining residential use.
- Create corner setbacks to preserve ocean views down side streets.



# Building Height



Many buildings on the west side of Camino del Mar are greater than one-story.



What would guarantee the reasonable preservation of ocean views while allowing some two-story buildings on the west side of CDM?

# Community Input

- Achieving a pedestrian-oriented Village
- Priorities for users of Camino del Mar
- Creating cooperative parking program
- Additional uses at street level of Camino del Mar
- Adding mixed-use residential uses
- Maintaining traditional Village characteristics
- Creating the building envelope
- Creating appropriate building height



# Next Steps

- Additional Community Input-Spring 2011
  - Property and Business Owner Conversations
  - Planning Commission Workshop
  - Design Review Board Workshop
  - Community Open House
- Develop Draft Village Plan-Summer-Fall 2011
- Community Review Program-Fall 2011
- CEQA Compliance Spring/Summer 2012
- Final Village Plan Approval-Summer 2012
- Community Outreach Program-Summer/Fall 2012
- Community Vote in General Election-November 2012

