Appendix B: Candidate Sites Analysis

APPENDIX B: CANDIDATE SITES ANALYSIS

A. CANDIDATE SITES ANALYSIS OVERVIEW

The Housing Element is required to identify sites by income category to meet the City's RHNA Allocation and demonstrate the suitability of those sites. The sites identified in the sites inventory represent the capacity for housing (at specified income levels) to be developed within the planning period (2021-2029).

The City must address 12 low income units that are a carryover from the 5th Cycle Housing Element in addition to 163 RHNA units. More specifically, the 175 total units by income level include 37 very low, 76 low, 31 moderate, and 31 above moderate income units. **Appendix B Table B-2** shows the City's 2021-2029 RHNA need by income category and the projected unit count by zone location to meet that need in accordance with the 6th Cycle Housing Element plan to maintain adequate sites and produce new units.

The Housing Element **Chapter 3** Housing Resources section and **Appendix B** sites analysis demonstrate that the City has adequate capacity and suitable sites to meet its 6th Cycle RHNA for all income categories. The sites are each residentially zoned or in a zone that permits residential uses at sufficient density. Further, the City conducted environmental analysis of a range of sites, evaluated infrastructure availability and other site-specific features, and determined the selected sites are suitable for housing development. The sites analysis identifies detailed information for each site in the sites inventory including the following details:

Assessor Parcel Number (APN) and Address

Size (Acres)

General Plan Land Use Designation and Zoning (including Overlay Zones)

Ownership

Existing On-site Uses and Availability of Land for Residential Development

Density

Potential Development Capacity (Dwelling Units)

Accessibility to Resources and Transit Proximity

1. CITY'S PLAN TO ACCOMMODATE UNITS FOR THE 6TH CYCLE

The City identified an inventory of land that is suitable for residential development during the 6th Cycle. The inventory includes a combination of vacant sites and non-vacant sites with redevelopment potential. The City has sufficient capacity to meet the required threshold of at least 175 units, which includes the assigned 163 RHNA units and an additional 12 units that are a carryover from the 5th Cycle Housing Element. Sites identified as suitable for lower income units are spread throughout the City, generally in the following locations, as further described in the **Appendix B** analysis of lower income sites:

- North Commercial Zone
- Professional Commercial Zone
- 941 Camino del Mar Specific Plan
- Public Facilities Zone
- State Fairgrounds (Fairgrounds-Racetrack Zone)
- Accessory Dwelling Units - citywide

2. ENVIRONMENTAL REVIEW

Each site in the sites inventory has been reviewed and considered in accordance with the California Environmental Quality Act. Potential environmental constraints relating to candidate housing sites have been analyzed in detail in the 6th Cycle HEU Final Program Environmental Impact Report (PEIR) for the Housing Element. The PEIR and associated Mitigation, Monitoring, and Reporting Program (MMRP) were certified by the City Council on October 5, 2020 (State Clearinghouse (SCH) No. 2020029064). The 6th Cycle Final PEIR is available at: www.delmar.ca.us/DocumentCenter/View/7171/Final-PEIR-91020

Environmental analysis of future housing potential in the Neighborhood Commercial (NC), Professional Commercial (PC), and Public Facilities (PF) zones is also covered, in part, by a separate PEIR (SCH No. 2019029058) prepared for implementation of the 5th Cycle Housing Element. The NC/PC PEIR was certified by the City Council on September 8, 2020, and is available at: www.delmar.ca.us/Archive.aspx?ADID=1428.

In addition, the State 22nd DAA adopted an environmental document titled "Del Mar Fairgrounds 2008 Master Plan" (SCH: 2003031069) that was certified on April 18, 2011; and subsequently revised in accordance with direction by the court and re-certified on September 12, 2017. The 22nd DAA Master Plan environmental document identifies and analyzes environmental conditions specific to the State Fairgrounds property. The existing program-level environmental documents can facilitate processing of future affordable housing development.

3. WATER, SEWER, AND DRY UTILITY AVAILABILITY

Each site in the sites inventory has been evaluated to ensure there is adequate access to water and sewer connections as well as dry utilities. Each site is situated with a direct connection to a public street that has the appropriate water and sewer mains and other infrastructure to service the candidate site.

4. CAPITAL IMPROVEMENT PROGRAM – 10-YEAR WORK PLAN

Each site in the Housing Element sites inventory will benefit from implementation of the City's Capital Improvement Program (CIP). The CIP is a 10-year plan that identifies capital projects and details related to budget, financing options, and estimated schedule for City projects relating to public infrastructure and facility improvements that are anticipated over a 10-year planning period. It includes capital projects, major maintenance and refurbishment projects, and significant equipment purchases related to facilities. It is subject to revision as conditions and funding opportunities change and typically ranges between 75-100 projects.

The City's CIP plan is generally organized into seven project-type categories: 1) Open Space, 2) Public Facilities, 3) Storm Water, 4) Streets, 5) Wastewater, 6) Water, and 7) local Measure Q funded CIP projects. Following is a summary of how the 10-year CIP plan will facilitate and support production of housing, including sites identified for lower income housing, consistent with the 6th Cycle Housing Element:

- Open Space - There are at least 16 CIP projects planned within the open space category that relate to improvements to trail connections (i.e., Carmel Valley Road/Camino del Mar and Riverpath Trail loop connecting Beach/Lagoon/Crest Canyon), Powerhouse Park (pedestrian walkway/lighting), Court Street park (i.e. resurfacing/restriping tennis courts), and the Del Mar beach (i.e., sand replenishment program, restrooms, access/safety improvements). The improvements are consistent with the goals and policies relating to parks, recreation, environmental management, and public safety in the Environmental Management section of the Del Mar Community Plan. The sites identified for lower income housing are each within walking distance and connected to at least

one of the many City parks/open space trails/recreation facilities available to the public, and most sites are within walking distance of multiple open space amenities.

- Public Facilities – There are at least 5 CIP facilities projects planned to address public safety, operations, and various short term and long-term facility needs. This includes improvements to the Civic Center and Powerhouse Community Center and planning for the future of the Fire Station and Public Works facilities, including adaptation improvements along the San Dieguito River. The Del Mar Fire Station is located on the State Fairgrounds property along the north side of the San Dieguito River and the Del Mar Public Works facility is located on the south side of the River. The CIP facility improvements are consistent with the Environmental Management and Community Development sections of the Del Mar Community Plan.

- Storm Water - There are at least 16 CIP storm water projects planned to address short term and long-term storm water needs, emergency repairs, improvements to storm drains, and storm water permit compliance needs. The City recently improved infrastructure and stabilized slopes at Carmel Valley Road, Anderson Canyon, Camino del Mar, and Jimmy Durante Boulevard. The City is working to create a stable funding source to support proactive storm water improvements, implementation of Clean Water Program goals in compliance with Federal and State water quality laws, and planning ahead for future sea level rise adaptation needs. The CIP storm water improvements are consistent with the Environmental Management and Transportation sections of the Community Plan.

- Streets - There are at least 22 CIP street projects planned. One major infrastructure project in process is the bridge replacement project for the Camino del Mar Bridge over the San Dieguito Lagoon which provides critical north-south road access. Other planned street improvements include annual pavement rehabilitation, ADA upgrades, repairs/restriping along Jimmy Durante Boulevard, and planning ahead for future sea level rise adaptation needs. The CIP street improvements are consistent with the Environmental Management and Transportation sections of the Del Mar Community Plan.

- Wastewater - There are at least nine projects planned to address maintenance needs for the wastewater system, including pipeline repairs and planning ahead for future adaptation needs. The proposed wastewater improvements in the CIP plan are consistent with the goals and policies in the Environmental Management and Transportation sections of the Del Mar Community Plan.

- Water - There are at least 17 CIP water projects planned to ensure a reliable local water supply and reliable access to water facilities for fire protection services. These projects support the public health, safety, and quality of life of Del Mar residents. The proposed improvements are consistent with the Environmental Management and Transportation sections of the Del Mar Community Plan.

- Measure Q – There are three Measure Q funded projects in the CIP. “Measure Q” is a locally adopted one percent transaction and use tax that was approved by the Del Mar voters on November 8, 2016. A Citizen Oversight Committee reviews the accounting of Measure Q funds collected, allocated, and spent, and provides reports to the City Council. The Downtown Streetscape Roadway and Sidewalk project resulted in significant pedestrian and bicycle access improvements and parking improvements likely to encourage investment in housing and mixed use in the village center and along the commercial corridor. The Undergrounding Project to underground utility poles throughout the City is in process as is planning for a new public park and community center at Shores Park. These projects are community priorities consistent with the Del Mar Community Plan.

B. LOWER INCOME SITES ANALYSIS BY LOCATION

The City of Del Mar is an urbanized, small community that has limited capacity for new housing development. Generally, there are few vacant lots or lots of a size that can yield multiple dwelling unit projects with low, very low, and extremely low-income units. The City must accommodate 175 units, including 37 very low income, 76 low income, 31 moderate income, and 31 above moderate income units.

The sites identified as suitable for lower income households are desirable locations that have access to the necessary facilities and services needed for residents (existing and future) to thrive. The City is identified as a high opportunity area and a desirable location for individuals of any income level seeking housing, access to services and amenities, and quality of life. Properties in the vicinity within the neighboring jurisdictions of the City of Solana Beach and City of San Diego (Torrey Pines, Carmel Valley, and Future Urbanizing communities) are similarly situated in suitable high opportunity areas. The sites identified would affirmatively further fair housing opportunities in the City of Del Mar and region as a whole.

In consideration of the State law no-net loss provisions, the City took a conservative approach in its estimation of affordable housing development capacity for the privately-owned sites. The development yield was calculated by assuming that only 20% of the potentially developable units (density multiplied by gross parcel acreage) for each site would be affordable at lower income levels based on the City's existing inclusionary housing requirements, although each site is zoned at a density of at least 20 units per acre and is suitable to accommodate additional lower income units. However, additional lower income units can be realized through other approaches including, density bonus project applications in accordance with State affordable housing density bonus law and via new local streamlined processes and incentives once established (**Program 1D**, **Program 1I**, and **Program 2A**). No property owners have requested that their sites be removed from the sites inventory.

Following is an analysis of the sites selected to accommodate development of lower income units:

Sites in the North Commercial (NC) Zone

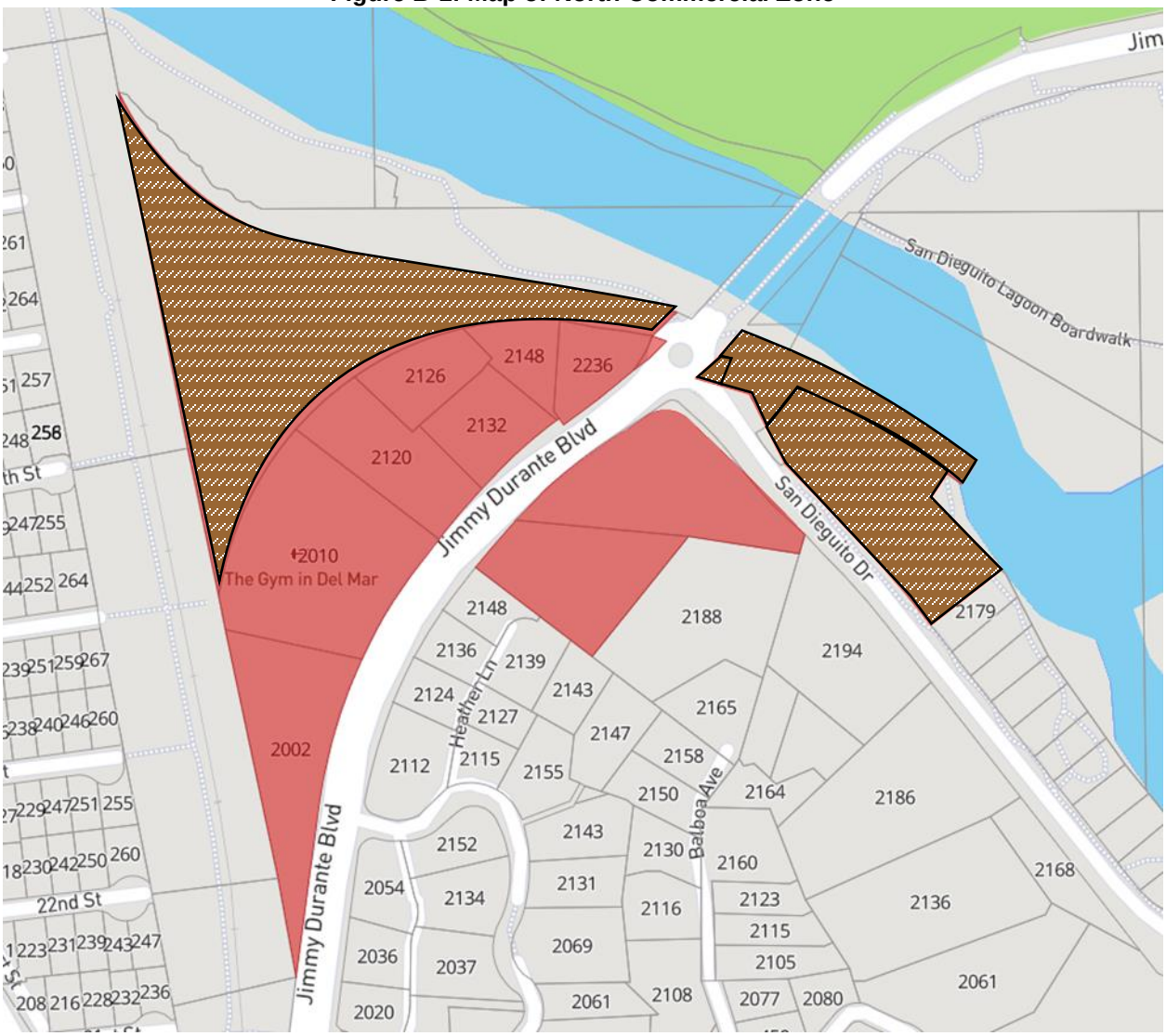
Eight sites in the NC zone were selected based on site capacity, redevelopment potential, and proximity/connectivity to the City's main commercial corridor. The NC zone sites have access to transportation, jobs, groceries, governmental and health services, pharmacies, and quality schools. This zone is located in the northern portion of the City. The sites are within walking distance of the State Fairgrounds located to the north, San Dieguito neighborhood located to the east, village center/central commercial to the south, and North Beach neighborhood/Del Mar beach to the west utilizing existing roadways, sidewalks, and trail connections (i.e., Riverpath trail). Per the SANDAG 2021 Regional Plan, regional rail stop is planned at the Fairgrounds within one-half mile walking distance of the NC zone.

Reliance on sites in the NC zone is consistent with the prior housing plan (5th Cycle Program 2E), which required processing of General Plan and Zoning Code amendments to create adequate sites in the NC zone that allow residential use at a density of 20 dwelling units per acre. The City Council adopted an ordinance in October 2020 which created adequate sites. The City subsequently obtained Coastal Commission certification in June 2022, which completed implementation of **Program 1A**. As a result, the NC zone allows housing at a base density of 20 dwelling units per acre and allows residential as the sole use on a site. Recent CIP investment in this area along Jimmy Durante and San Dieguito Drive (i.e., street improvements and emergency access studies) will support implementation of future housing projects.

There are 16 lots total in the NC zone. The two vacant lots south of Jimmy Durante Blvd (APNs 299-100-47 and -48) are part of an approved 50-unit development including 10 lower income affordable units. Six lots located north of Jimmy Durante Blvd (2002, 2010, 2020, 2126, 2148 and 2236 Jimmy Durante Blvd) are also being relied upon in the 6th Cycle to meet a portion of the City's lower income RHNA.

The most northerly lots adjacent to the San Dieguito Lagoon (shown in brown hatch) are infeasible for housing development for various reasons (i.e., size and environmentally sensitive land constraints) as shown in the Figure below.

Figure B-1: Map of North Commercial Zone



North Commercial: Multiple-Dwelling Unit Residential Allowed

North Commercial: Multiple-Dwelling Unit Residential Prohibited

2002 Jimmy Durante Blvd - NC Zone

APN 299-071-07-00 2002 Jimmy Durante Blvd	Owner: Hinds Investments LP
Parcel size: 1.42 acre (61,855 sf)	Floodplain and Lagoon Overlay Zones
Non-vacant site	Existing use: Existing warehouse buildings
Base zone density is 20 du/acre	 *Source: https://new.geoviewer.io/*
Base zone density unit potential is 28 units, including 6 lower income and 22 above moderate units	
The greatest feasibility for development of affordable housing is via a density bonus project. In 2022, (**Program 1K**) Stephen Dalton Architects (SDA) determined the development potential for the site and Keyser Marston Associates (KMA) conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use is not an impediment. The site has surface parking and opportunity to add housing. While the site has positive residual land value if developed for residences, redevelopment to add housing may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur. The owner indicated interest.	

2010 Jimmy Durante Blvd - NC Zone

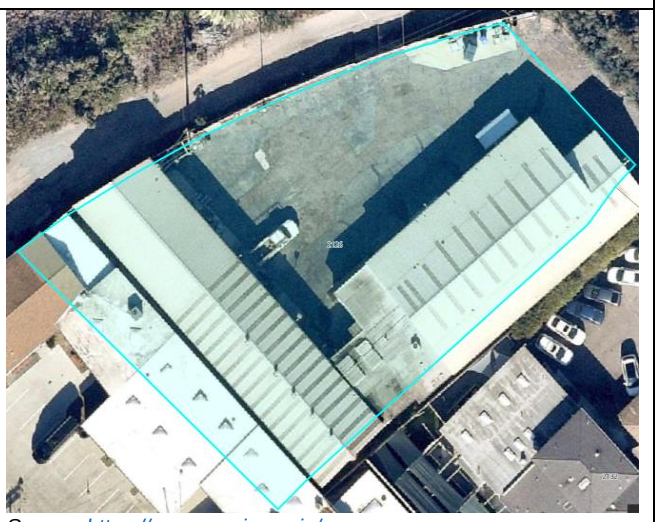
APN 299-071-06-00 2010 Jimmy Durante Blvd	Owner: Bungalows Del Mar LLC
Parcel size: 2.12 acre (92,347 sf)	Floodplain and Lagoon Overlay Zones
Non-vacant site	 *Source: https://new.geoviewer.io/*
Existing use: Existing office building complex with surface parking	
Base zone density is 20 du/acre	
Base zone density unit potential is 43 units, including 8 lower income and 35 above moderate units	
In 2022, (**Program 1K**) SDA determined the development potential for the site and KMA conducted feasibility tests on multi-family in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's inclusionary housing ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use is not an impediment. The site has positive residual land value and has excess surface parking, which is an opportunity to add housing. There is capacity to maintain the existing (nonconforming) commercial and add residential. Redevelopment to add housing may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing	 *Source: Stephen Dalton Architects* The greatest feasibility for development of affordable housing is via a density bonus project. The City studied a feasibility concept for a 65-unit, mixed use density bonus project per **Program 1K.** The City Council will consider various process streamlining changes and incentives via **Program 1I** in an effort to increase feasibility of affordable housing on this site during the 6th Cycle.

development is likely to occur. The owner indicated interest.	

2120 Jimmy Durante Blvd - NC Zone

APN 299-100-27-00 2120 Jimmy Durante Blvd	Owner: Knorr Donna M Trust 06-24-92
Parcel size: 0.90 acre (39,204 sf)	Floodplain and Lagoon Overlay Zones
Non-vacant site	Existing use: Existing office buildings with associated surface parking
Base zone density is 20 du/acre	 *Source: https://new.geoviewer.io/*
Base zone density unit potential is 18 units, including 4 lower income and 14 above moderate units	
The greatest feasibility for development of affordable housing is via a density bonus project. In 2022, (**Program 1K**) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use is not an impediment. The site has surface parking and opportunity to add housing This is a large site that has positive residual land value if developed for residences, redevelopment to add housing may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur. The owner indicated interest.	

2126 Jimmy Durante Blvd - NC Zone

APN 299-100-28-00 2126 Jimmy Durante Blvd	Owner: Read Family LLC
Parcel size: 0.51 acre (22,216 sf)	Floodplain and Lagoon Overlay Zones
Non-vacant site	Existing use: Existing warehouse buildings
Base zone density is 20 du/acre	 *Source: https://new.geoviewer.io/*
Base zone density unit potential is 10 units, including 2 lower income and 8 above moderate units	
The greatest feasibility for development of affordable housing is via a density bonus project. In 2022, (**Program 1K**) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use is not an impediment. The site has underutilized paved and developed area that is an opportunity to add housing. While the site has positive residual land value if developed for residences, redevelopment to add housing may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur. The owner indicated interest.	

2236 Jimmy Durante Blvd - NC Zone

<table>
<tr><td>APN 299-100-49-00
2236 Jimmy Durante Blvd</td><td>Owner: Marten RT</td></tr>
<tr><td>Parcel size: 0.42 acre (18,295 sf) – small site</td><td>Floodplain and Lagoon Overlay Zones</td></tr>
<tr><td>Vacant site</td><td>Existing use: privately-owned vacant site</td></tr>
<tr><td>Base zone density is 20 du/acre</td><td rowspan="3">
Source: https://new.geoviewer.io/

This site is adjacent to a non-vacant, small site with common ownership interest. Through Program 1K the City explored a potential 24-unit affordable housing project concept where the 2236 Jimmy Durante Blvd site is developed together with the adjacent parcel at 2148 Jimmy Durante (parcel listed below).</td></tr>
<tr><td>Base zone density unit potential is 8 units, including 1 lower income unit and 7 above moderate units</td></tr>
<tr><td>The greatest feasibility for development of affordable housing is via a density bonus project.

In 2022, (Program 1K) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City’s Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions.

This is a developable vacant site and there is also opportunity in this location for redevelopment with the adjacent non-vacant parcel. While the site has positive residual land value if developed for residences, redevelopment to add housing may require incentives. Programs 1I and 1K commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur.

The owner indicated interest.</td></tr>
</table>

2148 Jimmy Durante Blvd - NC Zone

<table>
<tr><td>APN 299-100-30-00
2148 Jimmy Durante Blvd</td><td>Owner: Matthews Erin M Separate Property Trust 11-23-16 Marten RT</td></tr>
<tr><td>Parcel size: 0.38 acre (16,553 sf) – small site</td><td>Floodplain and Lagoon Overlay Zones</td></tr>
<tr><td>Non-vacant site</td><td>Existing use: Small commercial beauty salon/office with surface parking</td></tr>
<tr><td>Base zone density is 20 du/acre</td><td rowspan="3">
Source: https://new.geoviewer.io/

This site is adjacent to a vacant, small site with common ownership interest. See below for a potential project concept that was studied with the 2148 and 2236 Jimmy Durante Blvd sites combined.</td></tr>
<tr><td>Base zone density unit potential is 8 units, including 1 lower income unit and 7 above moderate units</td></tr>
<tr><td>The greatest feasibility for development of affordable housing is via a density bonus project.

In 2022, (Program 1K) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City’s Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions.

The existing use is not an impediment. The site has surface parking and underutilized space that can accommodate housing. There is also opportunity in this location for redevelopment with the adjacent vacant parcel. While the site has positive residual land value if developed for residences, redevelopment to add housing may require incentives. Programs 1I and 1K commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur.

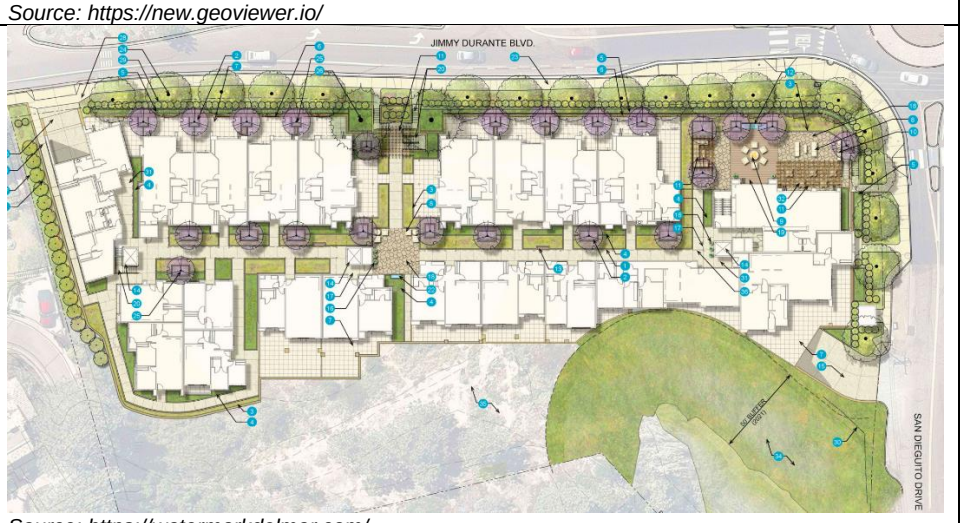
The owner indicated interest.</td></tr>
</table>

Concept for Combined Project: 2148 and 2236 Jimmy Durante Blvd - NC Zone

APN 299-100-49-00 – 2236 JDB APN 299-100-30-00 – 2148 JDB	Owner: Marten RT Owner: Matthews Erin M Separate Property Trust 11-23-16 Marten RT
Combined Parcel size: 0.80 acre (38,848 sf)	Floodplain and Lagoon Overlay Zones
Combination of Vacant and Non-vacant sites Base zone density is 20 du/acre Base zone density unit potential is 16 units, including 3 lower income units and 13 above moderate units The greatest feasibility for development of affordable housing at this location is via a density bonus project. The City studied a feasibility concept for a 24-unit density bonus project on the two adjacent sites to gain efficiencies and achieve a greater number of lower income units than if the sites were developed separately (**Program 1K).**	 *Source: Stephen Dalton Architects*

The City conducted a site-specific feasibility study (**Program 1K**) that explored a potential affordable housing development concept where the 2148 Jimmy Durante Blvd site is developed together with the adjacent parcel at 2236 Jimmy Durante. A prospective density bonus project under the scenario studied could yield a 24-unit project. Further, the City Council will be considering various process streamlining changes and incentives via **Program 1I** in an effort to increase feasibility and facilitate affordable housing at this location. As stated above, **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing is likely to occur. The owner of 2236 Jimmy Durante Blvd followed up with the City again in September 2022 to express interest in the potential for redevelopment to housing in this location.

Watermark Lots - Jimmy Durante Blvd (Pending Project) - NC Zone

APN 299-100-47 and 48	Owner: Watermark LP
Combined Parcel size: 2.68 acre (116,741 sf)	Bluff Slope, and Canyon, Floodplain, and Lagoon Overlay Zones
Existing use: privately-owned vacant sites	Existing conditions *Source: https://new.geoviewer.io/*
Base zone density is 20-25 du/acre	 *Source: https://watermarkdelmar.com/*
Project entitlement approved (April 2022) for 50 units, including 40 above moderate units, 6 low income units, 2 very low income units, and 2 extremely low income units	

These vacant sites were identified as sites for affordable housing in the 5th Cycle Housing Element Program 2G. On April 19, 2022, the City approved an administrative Coastal Development Permit (CDP21-005) for development of affordable housing on these two vacant sites including 40 above moderate units, 6 low income units, 2 very low-income units, and 2 extremely low-income units.

Sites in the Professional Commercial (PC) Zone

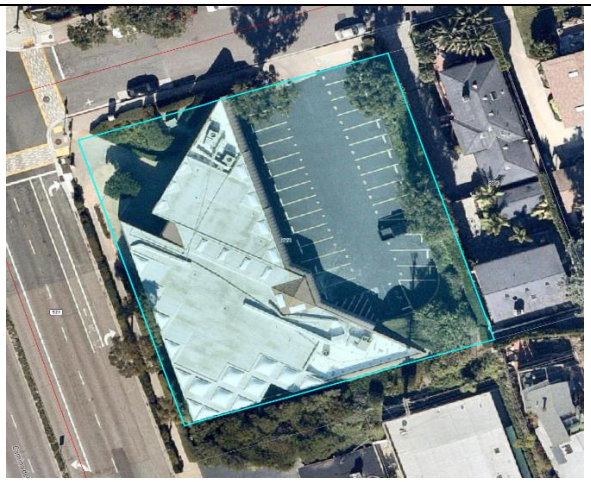
The PC zone is located along the City's main commercial corridor. The PC zone sites are made up of a total of four lots. Two of the four lots were selected as sites for the 6th Cycle based on site redevelopment potential and site connection to the commercial corridor. The PC sites are south of the 941 Camino del Mar site and adjacent to a public park (Shores Park) with where park improvements are planned in the CIP.

Reliance on sites in the PC zone is consistent with the prior housing plan (5th Cycle Program 2F), which required processing of General Plan and Zoning Code amendments to create adequate sites in the PC zone that allow residential use at a density of 20 dwelling units per acre. The City Council adopted an ordinance in September 2020 which created adequate sites. The City subsequently obtained Coastal Commission certification in June 2022, which completed implementation of **Program 1B**. As a result, the PC zone allows housing at a base density of 20 dwelling units per acre and allows residential as the sole use on a site. Sites in the PC zone were further evaluated for development potential based on site characteristics such as site size, development context, and potential development yield. CIP investment in this area (i.e. Downtown Streetscape Roadway and Sidewalk Improvements, Civic Center public parking facilities, and Shores Park) will support implementation of future housing projects in the PC zone.

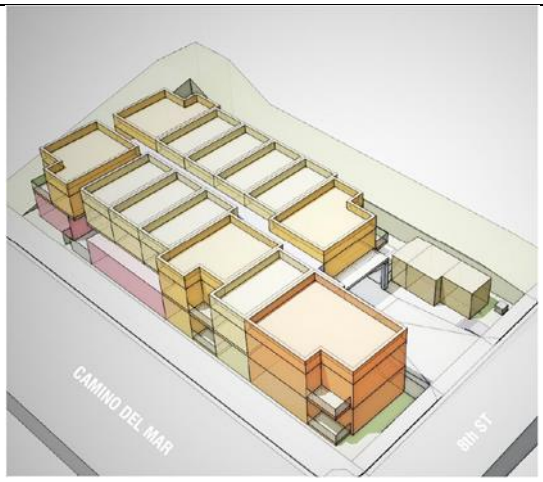
While there are four PC zone sites, only 853 Camino del Mar and 807 Camino del Mar are being relied on to meet a portion of the City's lower income RHNA. These sites are currently developed with older office development that is likely to redevelop during the planning period (2021-2029) as further described below.

Figure B-2: Map of Professional Commercial Zone

853 Camino del Mar - PC Zone

APN 300-222-31-00 853 Camino del Mar	Owner: Del Mar Building Group LLC
Parcel size: 0.56 acre (24,394 sf)	There are no known environmental constraints
Non-vacant site	Existing use: Existing commercial/office complex
Base zone density is 20 du/acre	 *Source: https://new.geoviewer.io/*
Base zone density unit potential is 11 units, including 2 lower income units and 9 above moderate units	
The greatest feasibility for development of affordable housing is via a density bonus project. In 2022, (**Program 1K**) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use is not an impediment. This site's size and location show great potential for housing. The surface parking is an opportunity to add housing. Based on these factors there is potential for an even greater number of dwelling units to be accommodated at this location with associated increased value and efficiencies in site utilization. While the site has positive residual land value if developed for residences, redevelopment to add housing may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing development is likely to occur. The owner indicated interest.	

807 Camino del Mar - PC Zone

APN 300-222-33-00 807 Camino del Mar	Owner: Wuotan A. LLC
Parcel size: 0.30 acre (13,068 sf) – small site	There are no known environmental constraints
Non-vacant site with scenic ocean views	 *Source: https://new.geoviewer.io/*
Existing use: Existing commercial/office with surface parking lot	
Base zone density is 20 du/acre	 *Source: Stephen Dalton Architects*
Base zone density unit potential is 6 units, including 1 lower income units and 5 above moderate units	
In 2022, (Program 1K) SDA determined the development potential for the site and KMA conducted feasibility tests on potential multi-family development in the NC zone using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions. The existing use and parcel size are not impediments. The site has positive residual land value and opportunistic capacity for housing, including scenic ocean views Redevelopment may require incentives. **Programs 1I** and **1K** commit the City to completing a Phase II study and adopting additional incentives and modified development standards as needed to ensure housing is likely to occur on this "small site".	The City studied a concept for a potential 9-unit, mixed use density bonus project (**Program 1K**). The studies show there is potential for a greater number of units in this location (beyond density bonus) with associated increased value and efficiencies in site utilization. The greatest feasibility for affordable housing currently is via a density bonus project that includes mixed use. The owner indicated interest.

Sites in the 941 Camino del Mar Specific Plan

The 941 Camino del Mar Specific Plan is the General Plan land use designation and zone that was adopted by the City Council and certified by the Coastal Commission for APNs: 300-221-32 & 33. On August 10, 2022, the Del Mar City Council adopted an Ordinance approving a Development Agreement (DA 22-001) and associated Regulatory Housing Agreement for a mixed-use commercial and residential development with two affordable units. Based on the permit review in process, the City anticipates six above moderate units and two low income units on this site. Building permits are pending.

941 Camino del Mar Specific Plan/Development Agreement (Pending Project)

<table>
<tr><td>APNs 300-221-32-00 and 300-221-33-00</td><td>Owner: DM Asset Recovery LP</td></tr>
<tr><td>Parcel size: 0.59 acre (25,700 sf)</td><td>There are no known environmental constraints</td></tr>
<tr><td>Non-vacant site
</td><td>Existing use: Privately-owned land with paved lot

Source: https://new.geoviewer.io/</td></tr>
<tr><td>Base zone density is 4.4-10.9 du/acre</td><td rowspan="2">
Source: Starck Architecture + Planning</td></tr>
<tr><td>Project entitlement approved for 6 above moderate units and 2 low income units. Building permits are pending.</td></tr>
</table>

Figure B-3: 941 Camino del Mar Site Location Context

As shown in **Figure B-3**, the 941 Camino del Mar project, which is a mixed use project that includes two lower income units, would be centrally located on the City's commercial corridor. The site is within immediate walking distance of retail and commercial services, public transit (101 Bus stop), the Civic Center, and Shores Park. As shown on the Figure, this site is also within blocks of three other sites in the sites inventory including the 807 Camino del Mar and 853 Camino del Mar sites in the PC zone and the vacant 10th Street site located at Civic Center in the PF zone. The site is also in proximity to two vacant lots on 10th Street/Camino del Mar in the Central Commercial (CC) zone that were identified as additional affordable housing opportunity sites via mixed use or multiple dwelling unit development.

Sites designated/zoned for Public Facilities (PF)

The PF zone applies to public facilities on City-owned property. In accordance with **Program 1H**, the City will amend the PF Zone to make it clear that housing is an allowed use. No rezone action is required. It is property the City could develop with affordable units for lower income households to meet the City's RHNA obligations. See **Appendix E** for the feasibility studies (completed June 2022 per **Program 3B**), which identified site-specific concepts and financing strategies related to two existing City-owned vacant sites in the sites inventory and concluded these sites are feasible for affordable housing:

City-Owned Vacant Lot - 10th Street - PF Zone

<table>
<tr><td>APN: 300-093-17-00</td><td>Owner: City of Del Mar</td></tr>
<tr><td>Parcel size: 0.10 acres (4,356 sf) – small site</td><td>There are no known environmental constraints</td></tr>
<tr><td>Vacant site within the City's Civic Center complex
</td><td>Existing use: City-owned vacant site

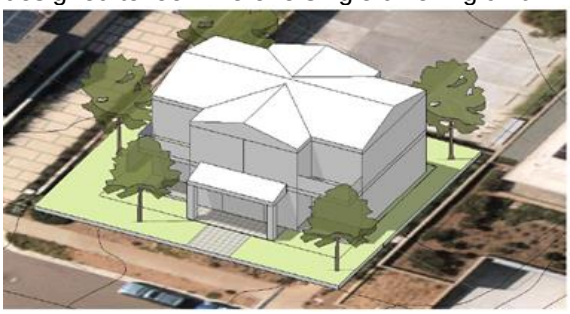
Source: https://new.geoviewer.io/</td></tr>
<tr><td>Potential for 4 small lower income units on a small vacant lot adjacent to residential (R2) zone
</td><td>Concept: 4 units within a common structure designed to look like one single dwelling unit
 
Source: Stephen Dalton Architects</td></tr>
</table>

Figure B-4: Vacant City-Owned Lot on 10th Street – Site Context

As shown in **Figure B-4**, the City-owned vacant lot on 10th Street, with potential for four lower income units, would be centrally located on the City's commercial corridor. The site is located within the City's Civic Center complex and is adjacent to a R-2 zone residential neighborhood that is predominately developed with single dwelling unit and duplex development.

The site is located within immediate walking distance of retail and commercial services, public transit (101 Bus stop), and Shores Park. As shown on the Figure, this site is also within blocks of other sites in the sites inventory including the 807 Camino del Mar and 853 Camino del Mar sites in the PC zone and the 941 Camino del Mar mixed use project, which has building permit approvals pending. The site is also in proximity to two vacant lots on 10th Street/Camino del Mar in the Central Commercial (CC) zone that were identified as additional affordable housing opportunity sites via mixed use or multiple dwelling unit development.

City-Owned Vacant Lot - 28th Street - PF Zone

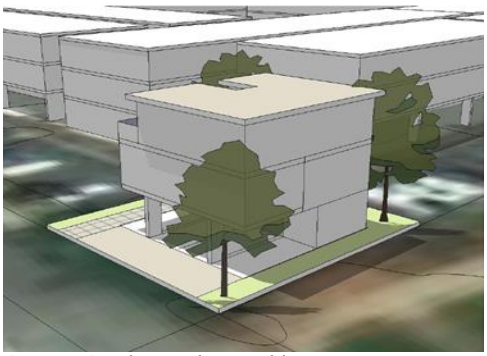
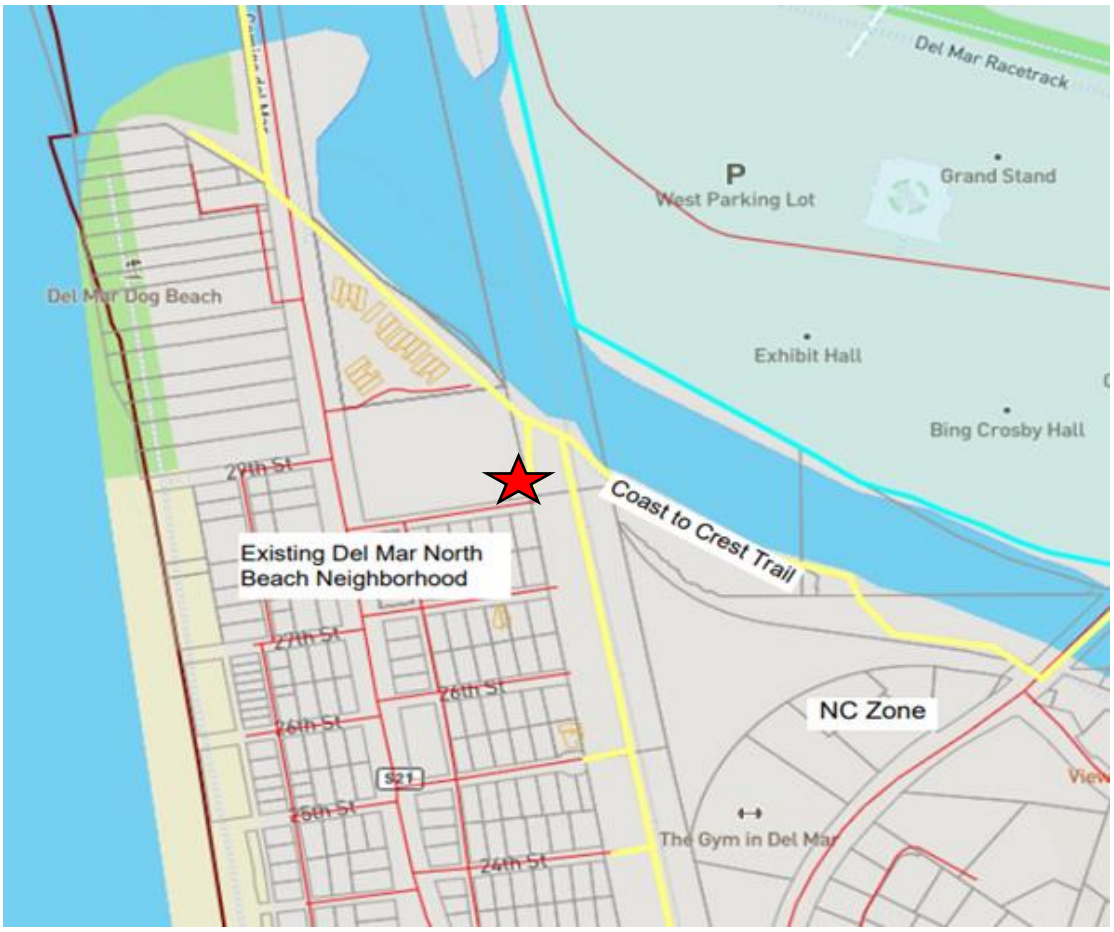
APN: 299-030-12-00	Owner: City of Del Mar
Parcel size: 0.06 acres (2,614 sf) – small site	Floodplain and Lagoon Overlay Zones
Vacant site adjacent to an existing multi-unit complex in the North Beach neighborhood 	Existing use: City-owned vacant site *Source: https://new.geoviewer.io/*
Potential for 3 small lower income units on a small City-owned vacant lot adjacent to RM-East zone 	 *Source: Stephen Dalton Architects*
	While the site is located in the Floodplain due to its proximity to the San Dieguito Lagoon, this is not an impediment. The **Program 3B** studies concluded this site is feasible for affordable housing. Any new habitable areas would be located at or above the base flood elevation to minimize effects of flooding and projected sea level rise. The associated cost of floodplain development (i.e., incorporation of flood proofing measures and elevation of habitable structures above the base flood elevation) has not been a barrier to housing development and redevelopment in designated developable locations within the floodplain in Del Mar.

Figure B-5: Vacant City-Owned Lot on 28th Street – Site Context



As shown in **Figure B-5**, the City-owned vacant lot on 28th Street, with potential for three lower income units, is located in the North Beach neighborhood, which is a century-old beach level neighborhood that provides public beach access at each street end. The site is located within one block of public transit (101 Bus stop) and within two blocks of the beach. Future units on this lot could be developed to blend in with the existing Beach Colony multiple dwelling unit development that surrounds it to the north and west.

The site is located on the easterly end of 28th Street (east of Camino del Mar) near the San Dieguito River and Lagoon. It is located in the Floodplain Overlay Zone, which means any proposed development would need to be elevated in accordance with federal floodplain management regulations and sited in consideration of projected sea level rise. This is not considered to be an impediment to the development of prospective affordable housing.

The site is connected via a pedestrian path to the Coast to Crest Trail which runs west to east along the San Dieguito River. It is connected to the Riverpath trail loop through Crest Canyon as well as connected to the regional trail system around the San Dieguito Lagoon that runs east to the Volcan Mountain Trailhead in Julian, CA.

State Fairgrounds Sites - Fairgrounds-Racetrack (FR) Zone

The State Fairgrounds (Fairgrounds) is identified as a site for development of units for lower income households to meet a portion of the City's RHNA. The Fairgrounds property is approximately 370 acres of land area in north coastal San Diego County. Around 80% of the Fairgrounds property is located within the City of Del Mar.

A portion of the Fairgrounds property was identified as an opportunity for housing as part of the early planning work and input provided by the 6th Cycle Ad-Hoc Citizen's Task Force in preparation for the Housing Element Update. It is estimated that approximately 24 acres of the property could be developable for residential uses without interrupting the existing core operations areas, racetrack facilities, or San Diego County Fair event areas. At a minimum density of 20 dwelling units per acre this site location could yield a development capacity of approximately 480 dwelling units. It is one of few locations in Del Mar that is large enough to accommodate multi-unit development of more than 50 units (a typical minimum project size sought by developers). The Fairgrounds property was identified as the most realistic and feasible location for housing development in the City. The City Council identified the Fairgrounds housing strategy as its highest priority (**Program 3A**) and identified it will vigorously pursue affordable housing at the Fairgrounds to reach a target of at least 54 lower income units on the Fairgrounds property as shown in Table B-1:

Table B-1: Potential Residential Capacity within the Del Mar Fairgrounds

	Gross Acreage[1]	Net Acreage	Targeted Number of Lower Income Units
Del Mar Fairgrounds	220.45	5.65	54

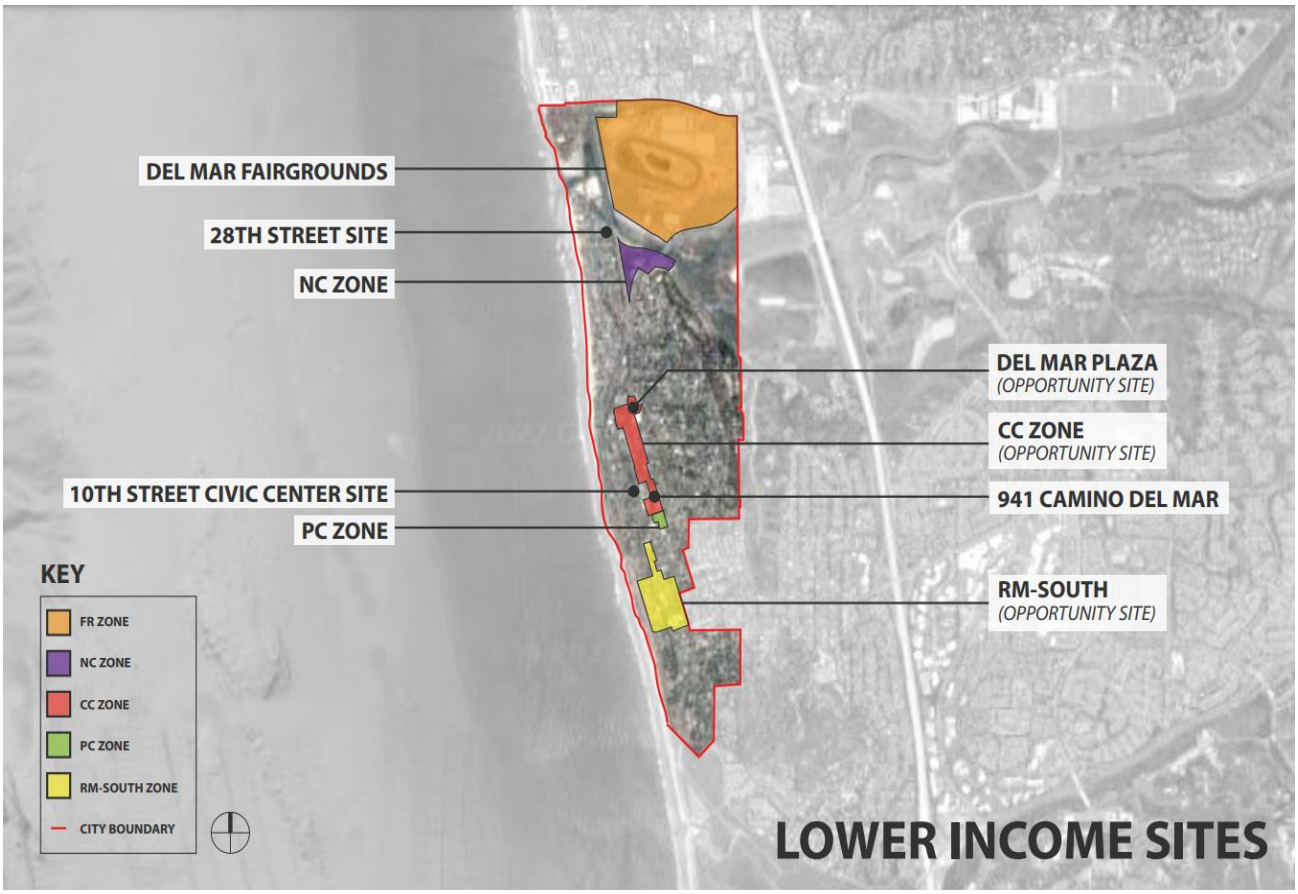
1. The Gross Acreage calculation includes only parcels within the Fairgrounds property where it is anticipated that future housing may occur with minimal disruption to existing uses.

The Del Mar Fairgrounds presents a significant opportunity for development of lower income housing in the San Diego County region. The City's housing strategy is consistent with local, regional, and state goals to affirmatively further fair housing by providing new lower income housing options that will benefit current and future residents of Del Mar and the region as a whole (i.e., workforce housing, family housing and senior housing). There is regional support for implementation of housing at the Fairgrounds. Letters in support have been submitted by SANDAG (September 13, 2022) and the County of San Diego, via County Supervisor Terra Lawson-Remer (November 7, 2022). See **Appendix F**.

The Fairgrounds is owned by the State of California. It is operated by the 22nd District Agricultural Association (22nd DAA), an agency in the State Department of General Services. In addition to the General Services Department, a Fair Board oversees operations and activities at the Fairgrounds. Plans for incorporation of housing on State Fairgrounds property is not unique to Del Mar or the State. Currently, the City of Pomona is implementing a similar strategy at the State Fairgrounds in Los Angeles County. Staff level coordination between the City of Del Mar and 22nd DAA has been ongoing. The 22nd DAA provided a letter in support of the City's application for Housing Acceleration Program (HAP) grant funds to use towards feasibility studies to support implementation of the Fairgrounds strategy (**Appendix G)**. The Cycle 1 Housing Acceleration Program (HAP) Grant was awarded by SANDAG and HCD in March 2022 and has since supported hiring of consultants to help implement **Program 3A** and completion of Fairgrounds housing feasibility studies per **Program 3B**.

Successful implementation will involve coordination with the State (22nd DAA and General Services) to discuss partnership and development opportunities to accommodate lower income housing. The City must timely secure a binding agreement with the State by April 2024. Once an agreement is secured, the City can proceed with subsequent implementation phases (i.e., selection of an affordable housing developer).

Figure B-6: State Fairgrounds – Connection to Other RHNA Sites



Source: Stephen Dalton Architects

Figure B-6 identifies the location of the State Fairgrounds property in relation to other sites that are identified in the Housing Element sites inventory for lower income units to meet the City's RHNA (NC Zone, PC Zone, 28th Street, 10th Street, and 941 Camino del Mar). The Figure also shows additional affordable housing opportunity sites that are being explored in accordance with **Program 1C** (CC Zone) and **Program 1D** (Del Mar Plaza and RM-South zone) and the **Program 1K** feasibility studies in process.

The lower income sites in Del Mar identified are spread throughout the community. The sites are generally located in developed locations along the City's main commercial corridor where there are opportunities for potential redevelopment to incorporate new housing development. Additional opportunity locations identified in the Housing Element, but not shown on the Figure, include other locations with existing multiple dwelling unit development and hotel locations with capacity to add units.

Within the City of Del Mar, existing high-density development already exists in the North Beach neighborhood adjacent to the 28th Street site, near 15th Street in proximity to the Del Mar Plaza, and in the RM-South neighborhood. Within the neighboring City of Solana Beach to the north there is existing residential development on the north side of Via de la Valle along the City of Del Mar's boundary across the street from the Fairgrounds and along Via de la Valle all the way to the west and north along the coast.

Figure B-7: State Fairgrounds – Connectivity as Regional Destination

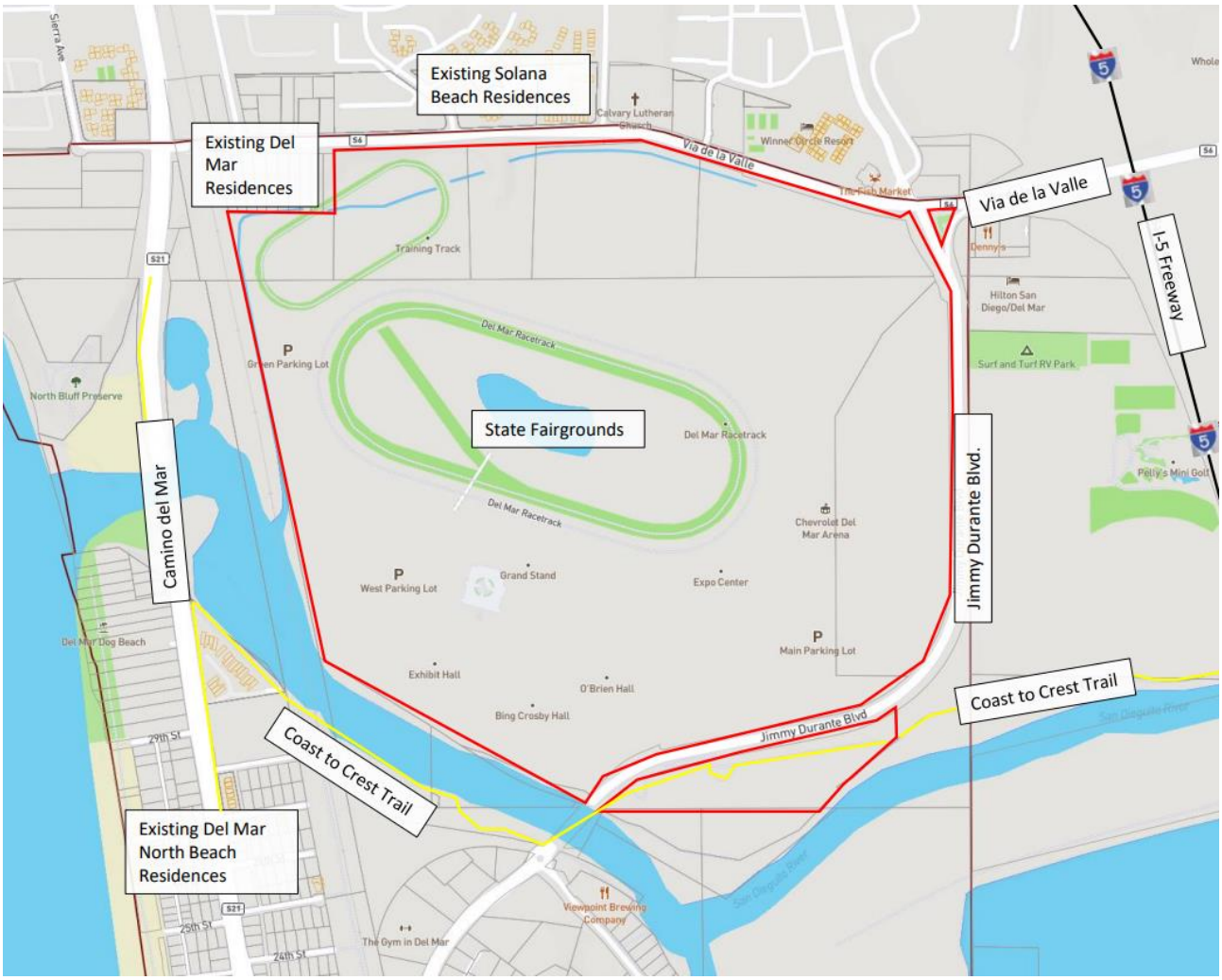


Figure B-7 shows the Fairgrounds connectivity as a regional commercial center and visitor destination. It is well connected to transit and is not an isolated location. The State Fairgrounds is designated as a "mobility hub" in SANDAG's 2021 Regional Plan and is part of the regional housing strategy for "smart growth" infill development.

Figure B-8: State Fairgrounds – Connection to Existing Neighborhoods

Figure B-8 demonstrates that the Fairgrounds location is not isolated from residential neighborhoods. The Fairgrounds sites are in a high opportunity location with extensive quality of life benefits for residents. Neighboring areas in the cities of Solana Beach and San Diego are also high resource opportunity locations. Existing residences in Del Mar are located in proximity to the Fairgrounds along Via de la Valle to the west, within the North Beach neighborhood to the west and south of the San Dieguito River, and in the San Dieguito neighborhood to the south and east of Jimmy Durante Blvd. Housing is planned for the NC Zone to the south, including a 50-unit housing development project approved April 2022.

The Fairgrounds is also adjacent to existing residential development in the City of Solana Beach along Via de la Valle. The Fairgrounds property is connected to transit and a variety of services and amenities within a one-mile radius. Pedestrian, bicycle, and vehicular access provides for ease of mobility between the Fairgrounds, Del Mar's downtown village, facilities, services, and amenities such as the public beach, parks, and trails. The Jimmy Durante Blvd and Via de la Valle roadways provide sidewalk access that connects the Fairgrounds to coastal trails and beach access.

State Fairgrounds Sites – Jimmy Durante Blvd - FR Zone

The City's FR zone applies to State-owned Fairgrounds property that is located within the City of Del Mar. The existing use is generally regionally-oriented commercial that involves a range of public uses and activities relating to the mission of the 22nd District Agricultural Association and Fair Board including a variety of visitor oriented assembly and entertainment uses and events such as the annual San Diego County Fair and horse race events. It is a regional destination for visitors throughout San Diego County.

APN: 298-603-35-00 2586 Jimmy Durante Blvd APN: 298-271-03-00 2587 Jimmy Durante Blvd	Owner: State of California
Parcel sizes: 12.32 acres and 10.31 acres (City studied various site-specific concepts for use of 1-acre to 1.5 acres of space in this location)	Floodplain and Lagoon Overlay Zones
Non-vacant sites 	Existing use: Parking lot for Del Mar Racetrack

In spring 2022, (**Program 3B**) Stephen Dalton Architects (SDA) and Keyser Marston Associates (KMA) conducted feasibility tests on potential multi-family development on the State Fairgrounds using State density bonus and criteria for tax credit financing. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and determined each of the three development prototype scenarios for the Fairgrounds to be feasible.

The findings of the studies were presented to the City Council on June 13, 2022 (**Appendix E**). There is feasibility for a 3-5 story, multi-unit development with at least 54 lower income units to be developed on a portion of two large infill sites on the State Fairgrounds. This is a high opportunity location within the North County coastal area of San Diego County in the San Dieguito River Valley, which is located south of existing neighborhoods in the City of Solana Beach, northwest of City of San Diego Torrey Pines and Carmel Valley neighborhoods, and north of City of Del Mar North Beach and North Hills neighborhoods.

Three site-specific concepts were studied as potential options to produce at least 54 lower income units on the State Fairgrounds property including:

- 54-unit project (family housing) on a 1-acre site
- 80-unit project (family housing) on a 1.5 acre site
- 78-unit project (senior housing) on a 1.5 acre site

As a State-owned site, the Fairgrounds is not subject to local zoning limits (i.e., density, parking, height, FAR, lot coverage), which provides flexibility to accommodate future housing development.

1-acre concept (54 family housing units)

1.5-acre concept (80 family housing units)

1.5-acre concept (78 senior housing units)

Source: Stephen Dalton Architects

CIP investment by the City in the vicinity of the Fairgrounds, (i.e., street improvements along Jimmy Durante, replacement of the Camino del Mar bridge over the San Dieguito River, and planning for facility upgrades including the Del Mar Fire Station located on the Fairgrounds property) are consistent with the Housing Element plans for incorporation of housing at this location.

ACCESSORY DWELLING UNITS (ADUS)

Accessory dwelling units are an important method for creating additional housing at all income levels within Del Mar. With new legislation directed at promoting the development of ADUs, it is anticipated that the annual number of ADUs developed within Del Mar will continue to increase substantially. Additionally, the City's ADU Pilot Program (discussed in the Housing Resources section), which currently provides an additional square footage incentive for participating property owners, will be expanded to offer additional incentives to homeowners who deed restrict an ADU on their property for rent to a lower income household in an effort to increase the number of lower income units in Del Mar.

While the capacity for ADUs on individual sites was not factored into the site capacity identified in the sites inventory tables below, there is potential for new ADU production in any zone that allows residential use. This represents additional capacity for units to meet the City's above moderate and moderate income RHNA, and potentially to meet low income RHNA if incentivized as further described below.

New legislation has made it so ADUs can be developed essentially wherever residential uses are permitted. In order to analyze the potential for ADU development within the 2021-2029 planning period, the City identified all residentially zoned parcels (approximately 2,013) and conservatively estimated that 5% of the available parcels will develop an ADU during the planning period. While this exceeds the past performance for development of ADUs within the City, there are a variety of factors that have stimulated recent interest in ADUs and facilitated production. This includes the new legislation that took effect January 1, 2020, the City's ADU Pilot Program (incentive program), creation of ADU plan templates to facilitate processing of ADU applications, local process streamlining improvements, and greater coordination with Coastal Commission staff in the San Diego district office to minimize appeals.

The City's existing permit process supports development of ADUs and will be further improved through expansion of opportunities for production of ADUs and tiny houses. The Housing Element includes six action programs that are focused on ADUs including a mid-cycle progress review to help assess whether additional incentives should be offered to further encourage production of ADUs for lower income households.

The referenced policies and programs within the Housing Element demonstrate the City is committed to further promote and support ADU development. Moreover, the projections for ADU production during the 6th Cycle can reasonably be achieved. In 2020, the City issued building permits for 13 ADUs and an additional 21 ADUs are in process of building permit approval. The latest count as of November 10, 2022, is that 54 building permits have been issued for ADUs and 14 additional ADU applications are in the process of building permit approval. At this pace, it can be reasonably anticipated that at least 100 ADU building permits will be issued during the planning period (2021-2029) at a rate of at least 12 per year, and that 15% of the total ADUs will take advantage of the various incentives offered in exchange for commitments to deed restrict the ADUs as affordable to lower income households or will otherwise be occupied at lower income rents.

As shown in **Table B-2,** it is anticipated that 100 total ADU units will be developed within Del Mar over the planning period. This includes 15 ADUs at lower income affordable rates, which will be facilitated through incentives in order to meet the 15-unit target. The remaining 85 units projected in the Housing Element are anticipated to develop at moderate or above moderate-income levels, which is in line with current ADU production rates.

The City is in process of exploring options to expand upon the existing ADU Pilot Incentive program.

Table B-2: Summary of RHNA Status and Sites Inventory (Dwelling Units)

	Extremely Low/ Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
2021-2029 RHNA	37	64	31	31	163
2013-2021 Carryover		12			12
RHNA Obligation including Carryover	**37**	**76**	**31**	**31**	**175**
RHNA Credit (Units Built during current projection period)	0	0	19	10	29
Total Net RHNA Obligations Remaining[9]	**37**	**76**	**12**	**21**	**146**
Sites Available to meet RHNA					
Professional Commercial (PC) Zone	3[1]		--	14	17
North Commercial (NC) Zone (not including Watermark lots)	22[2]		--	92	114
Rezoned Watermark Lots	10[3]			40	50
Public Facilities (PF) – City Owned Properties	4[4]		--	--	4
941 Camino Del Mar Specific Plan	2		--	6	8
Existing Residentially Zoned Properties	3[5]		17[6]	11[6]	31
Accessory Dwelling Unit Production	15		45	40	100
Total Potential Capacity	**59**		**62**	**203**	**324**
Sites Proposed for Rezoning (if required)	54[7]		0	0	54
Total Sites Available	**113**		**62**	**203**	***378***
Sites Surplus/Shortfall (+/-)[8]	**0**		**+44**	**+173**	**+217**

Notes:
1. Relies on 807 CDM and 853 CDM. PC Zone allows 20 du/ac (pre-density bonus).
2. Relies on 2002 Jimmy Durante Blvd. (JDB), 2010 JDB, 2120 JDB, 2126 JDB, 2148 JDB, and 2236 JDB. NC Zone allows 20 du/ac (pre-density bonus).
3. Relies on APNs 299-100-47 and -48 (project entitlement approved for 40 above moderate, 6 low income, 2 very low income, 2 extremely low income units).
4. 4 units are attributed to one lot: City Hall expansion lot C (APN 300-093-17). This is candidate site 55.
5. 3 units are attributed to a City-owned vacant lot (APN 299-030-12) that is designated Public Facilities in the General Plan but is zoned RM-East due to a mapping/processing error that affected several other public facilities. The corrective action is in process and will be final upon Coastal Commission certification.
6. Comprised of sites included within Table B-4.
7. 54 lower income units are planned for the State Fairgrounds property. See January 2022 letter from State 22nd DAA in support of studies of potential housing at the Fairgrounds (**Appendix G**). By April 2024, the City must either reach a binding agreement per **Program 3A** or implement the contingency rezone per **Program 1E**.
8. Calculated by taking the total sites available and subtracting the net RHNA obligation.
9. Reflects the City's progress toward its RHNA obligation as reflected in the Housing Element Annual Progress Report submitted to HCD April 2022.

C. VACANT AND NON-VACANT SITES ANALYSIS

The Housing Element is required to identify sites by income category to meet the City's RHNA Allocation. These sites must be residentially zoned or within a zone that permits residential uses. Sites were selected based on their potential to accommodate lower income housing during the 2021-2029 planning period. This includes vacant land within the City (**Table B-3**) as well as underutilized sites that may provide the potential for redevelopment to accommodate residential at higher densities.

This section contains a description and listing of the vacant sites and unit capacity identified to meet the Del Mar's very low and low income RHNA need as well as additional vacant sites that were identified as part of a contingency rezone program to meet State law. Justification of non-vacant site redevelopment potential is also included. The complete inventory of sites listed represents the City's ability to develop housing at the designated income levels within the planning period (2021-2029).

1. STATE FAIRGROUNDS SITES AND CONTINGENCY REZONE

The Housing Element proposes to develop at least 54 affordable units on the State Fairgrounds property through a binding agreement with the State (**Program 3A**). By April 2024, the City must either achieve a binding agreement or implement the contingency rezone per **Program 1E**". The rezone action would be addressed by applying the Housing Element Implementation Overlay Zone to accommodate development of housing at 20-25 dwelling units per acre "by right" per Government Code Sections 65583.2(h) and (i). **Table B-3** shows the sites to be considered if necessary to implement the contingency rezone via **Program 1E**.

Table B-3: Residential Capacity per Contingency Rezone to 20-25 du/ac

Site Number/Name	Gross Acreage	Potential Units	
		Lower Income	Above Moderate
Site 1(a-f): North Bluff Properties	12.39	47-61	200-250
Site 98(a-c): South Stratford Properties	4.94	19-25	80-99
Total	**17.33**	**66**	**280-349**

Sites identified in the Housing Element contingency rezone program to meet the City's very-low and low income RHNA were selected based on their ability to meet the default density of at least 20 dwelling units per acre and the AB 1397 size requirements of at least .5 acres but not greater than 10 acres. A project with 100% affordable units is not likely to be developed due to the associated high land values and construction costs. In calculating the potential dwelling unit capacity, the Housing Element assumes that 20% of the potential units will be designated as very-low and low income consistent with the City's inclusionary housing ordinance. The remaining units in such projects are anticipated to be above moderate. The Housing Element anticipates all nine sites may be needed, if a rezone action is necessary, in order to achieve sufficient sites to meet the City's lower income RHNA obligation. Environmental conditions were evaluated at a program level in the Housing Element Program EIR and will need to be further evaluated and factored in at the project level (e.g., four of the nine contingency sites are in the Coastal Bluff Overlay zone, which prohibits development within 40 feet of the edge of a coastal bluff).

2. VACANT SITES CAPACITY

The City identified sufficient site capacity to meet more than 50% of its lower income RHNA on vacant sites by identifying additional vacant sites as part of a contingency rezone program in case the City's priority strategy to locate units on the State Fairgrounds property is not timely implemented.

Table B-4: Percentage of VL/L RHNA by Site Type – Contingency Rezone

Site Type	# of Lower Income Units	% of Lower Income RHNA Allocation (101 Units) + 12 unit carryover from 5th Cycle
Approved Projects[4]	12	
ADUs	15	
TOTAL	**27**	**24%**
Vacant Sites		
PF sites[3]	7	
NC Zone[1]	1	
Contingency Sites[2]	50	
Total Vacant Sites	**58**	**51%**
Total Vacant, Approved, and ADUs	**85**	**75%**
Total Non-Vacant Sites	**28**	**25%**
Total	**113**	**100%**

[1] 2236 Jimmy Durante Blvd vacant site

[2] APNs 2982410600 (Border Avenue), 2982412900 (Camino Del Mar), 2982413400 (Border Avenue), 2982413500 (Border Avenue), 2982413600 (Camino Del Mar), 3010100100 (Stratford Ct), and 3003211400 (Stratford Ct) are the vacant sites of the nine total contingency sites identified which represent greater overall potential for lower income unit capacity if the City is unable to timely secure an agreement with the State by April 2024 for housing at the Fairgrounds per **Program 3A**

[3] APN 2990301200 (28th Street) and APN 3000931700 (10th Street) vacant sites

[4] APNs 2991004700 and 2991004800 (NC Zone) are vacant parcels that a part of an approved 50-unit housing project; and APNs 3002213200 and 3002213300 (941 Camino del Mar Specific Plan)

Density bonus project capacity was not included in the calculation and represents additional potential lower income units to meet the City's RHNA.

3. NON-VACANT SITES REDEVELOPMENT POTENTIAL

The following analysis is provided to support the City's assumptions of redevelopment potential and projected capacity on non-vacant sites. Each site has adequate zoning that allows sufficient density in accordance with State law. The City conducted the typical analysis prior to selection of sites as included below which considered whether there any impediments due to existing lease agreements or property owner objections, development trends in the City, analysis of the types of existing uses, and other factors relating to feasibility. The City identified multiple action programs to facilitate affordable housing on the non-vacant sites identified in the sites inventory. Each site is analyzed individually in the **Appendix B** lower income sites analysis.

In 2022, (**Program 1K**) Stephen Dalton Architects (SDA) determined the development potential and created prototypes and Keyser Marston Associates (KMA) conducted feasibility tests on the potential for multi-family development on sites in the NC zone and PC zone using the prototypes and additional data. The development potential was identified using: (i) State density bonus and (ii) a second alternative that used both State density bonus and the City's Affordable Housing Mitigation (inclusionary housing) ordinance. KMA estimated the Residual Land Value supported by a development prototype compared to comparable land sales and looked at the extent to which existing uses would constitute an impediment to residential development, the current market demand for the existing use versus residential redevelopment, and market conditions.

The existing use on each non-vacant site was analyzed and it was determined that none of the existing uses on sites in the sites inventory would create an impediment to the development of affordable housing. Many of the sites have surface parking and underutilized spaces, which provide an opportunity for property owners to add housing to these sites. In many cases, the property owners could maintain existing commercial use and add new residential use to the property. All of the non-vacant sites show a positive residual land value if developed for new residences. Based on the data collected, redevelopment to add housing may require incentives. This will be addressed in accordance with Housing Element **Programs 1I** and **1K**, which commit the City to completion of a Phase II study and adoption of additional incentives and modified development standards as needed to ensure that housing development is likely to occur.

The City Council will review the findings of the **Program 1K** studies once completed and consider the types of incentives, in addition to State law affordable housing density bonus provisions, that may need to be provided via ordinance as committed to in **Program 1I**. This is anticipated to include various process streamlining changes and other incentives to increase feasibility of affordable housing on the privately-owned non-vacant sites in the sites inventory (NC and PC zones). The Phase II studies have also evaluated additional opportunity sites as identified in **Program 1C** (Central Commercial Zone) and **Program 1D** (Affordable Housing Overlay Zone). The timing for City Council consideration of Municipal Code and Local Coastal Program amendments associated with these programs will occur in accordance with the City's Housing Element program implementation plan in **Chapter 4**.

Existing Lease Agreements

Existing lease agreements on infill and non-vacant properties present a potential impediment that may prevent residential development within the planning period. State law requires the City to consider lease terms in evaluating the use of non-vacant sites, however the City does not have access to private party lease agreements or other contractual agreements amongst parties because they are private documents. Therefore, the City conducted an analysis to identify sites that show characteristics indicating they are likely to redevelop within the planning period, including past performance, an on-the ground existing use analysis and a market analysis to understand cost of land, construction, and development trends in Del Mar.

Experience Developing Non-Vacant

The City is generally built-out, with little vacant land available. Most recent construction in the City is redevelopment of non-vacant sites. The Housing Element identified housing sites in areas with the greatest potential near economic opportunity and transit. The following projects illustrate a past performance of developing non-vacant sites within Del Mar. The 941 Camino del Mar project is the most comparable example of a project that includes lower income units. Development of lower income units on non-vacant sites will be most likely to occur when process streamlining and incentives are made available.

Table B-5: Example Development of Non-Vacant Sites for Residential Uses

Project Address/ APN	Dwelling Units	Zoning	Use Prior to Redevelopment	Project Analysis
941 Camino del Mar	8	941SP	Gas Station, Vacant	A mixed-use development with 2 low-income units
915 Camino del Mar	1	CC	Commercial Office, Retail, Restaurant	A commercial office/retail/restaurant with an added second story dwelling unit
320 11th Street	2	R2	Single Family Dwelling unit	A duplex development
1616 Camino del Mar	10	R2	Single Family Dwelling unit	Rezoned to Hotel Specific Plan to allow multiple dwelling units and short-term rental use

Existing Use on Candidate Sites

Table B-6 shows the existing uses on each candidate site identified to meet Del Mar's RHNA need. This information is supplemental to the lower income sites analysis by location provided in **Appendix B** (Section B), which identifies the non-vacant lots are viable for redevelopment. Many of the sites provide opportunities for the addition of residential use (additional value to the property) and would not necessarily require displacement of existing uses.

Table B-6: Existing Uses on Candidate Sites (Identified to Meet RHNA)

APN	Existing Building Square Footage	Maximum Buildable Area (Acres)	Remaining Buildable Area	Analysis
3010100100	0	1.00	1.00	Privately-owned vacant land to meet lower income RHNA
3010100200	0	1.80	1.80	Privately-owned vacant lot with Tennis Court to meet lower income RHNA
3003211400	0	2.14	2.14	Privately-owned vacant land to meet lower income RHNA
2982410600	0	1.90	1.90	Privately-owned vacant lot with storage shed to meet lower income RHNA
2982410700	0	3.52	3.52	Privately-owned vacant lot with storage shed and paved driveway to meet lower income RHNA
2982412900	0	0.63	0	Privately-owned vacant land to meet lower income RHNA

Table B-6: Existing Uses on Candidate Sites (Identified to Meet RHNA)				
APN	**Existing Building Square Footage**	**Maximum Buildable Area (Acres)**	**Remaining Buildable Area**	**Analysis**
2982413400	0	2.00	0	Privately-owned vacant land to meet lower income RHNA
2982413500	0	0.98	0	Privately-owned vacant land to meet lower income RHNA
2982413600	0	1.24	0	Privately-owned vacant land to meet lower income RHNA
2991002800	NA	0.51	NA	Construction storage/warehouse building to meet lower income RHNA
2991002700	NA	0.90	NA	Office buildings with associated parking to meet lower income RHNA
2990710600	35,850	2.12	1.30	Office building complex with associated parking to meet lower income RHNA
2990710700	14,550	1.42	1.09	Office building complex
2991003000	996	0.38	0.36	Small commercial beauty salon/office with associated surface parking to meet lower income RHNA
3002223100	10,586	0.56	0.32	Small commercial business/office with associated surface parking to meet lower income RHNA
3002223300	NA	0.30	NA	Office building with associated surface parking lot to meet lower income RHNA
2990301200	0	0.06	0	City-owned vacant lot to meet lower income RHNA
3000931700	0	0.10	0	City-owned vacant lot (part of overall City Hall complex) to meet lower income RHNA
2982603500	NA	12.32	NA	Horse stables for Del Mar Racetrack to meet lower income RHNA
2982710300	NA	10.31	NA	East main stable Parking lot and horse stables for the Del Mar Racetrack to meet lower income RHNA
2990212000	NA	0.31	NA	Privately-owned lot with Tennis court and greenhouse -above moderate income
3000910400	0	0.18	0.18	Privately-owned vacant lot used as yard for two adjacent residential parcels – moderate income
3003910800	2655	0.24	0.18	Single Family Home and Yard on lot that allows duplex – above moderate
2991421100	1561	0.29	0.25	Single-Family Home with yard on lot that allows duplex – moderate income
2991421300	4859	0.35	0.24	Single-Family Home with yard on lot that allows duplex – moderate income
2990726300	0	0.57	0.57	Privately-owned vacant lot– above moderate income
3010321100	NA	0.38	NA	Non-conforming Car repair shop with associated parking in R1-14 zone – above moderate income

Table B-6: Existing Uses on Candidate Sites (Identified to Meet RHNA)				
APN	**Existing Building Square Footage**	**Maximum Buildable Area (Acres)**	**Remaining Buildable Area**	**Analysis**
2992006500	12985	5.53	5.23	Subdividable large lot with Single-Family Home – above moderate income
2992006300	NA	2.14	NA	Subdividable privately-owned vacant lot with structure on it – above moderate income
2992007100	2519	3.91	3.85	Subdividable large lot with Single-Family Home – above moderate income
2992006400	3823	6.95	6.86	Subdividable large lot with Single-Family Home – Above moderate income
Note: NA = data not available through local and online sources.				

4. DEVELOPMENT OF SMALL SITE PARCELS

Del Mar is a small jurisdiction with a limited inventory of developable parcels. The City identified five parcels that are smaller than half an acre in size to accommodate lower income units. Assembly Bill 1397 identifies general size requirements for candidate sites designated to accommodate low- and very low-income units. Sites should generally be greater than one half acre in size and less than 10 acres in size. It was determined that the size of the "small site" parcels identified in Del Mar would not be an impediment. The City's commitment to complete feasibility studies of the sites per **Program 1K** and **Program 3B** and process ordinances for streamlining of processes and incentives per **Program 1D** and **Program 1I** will further facilitate affordable housing and increase feasibility on these sites in accordance with the Housing Element. Each site is analyzed individually in the **Appendix B** lower income sites analysis.

Two of the "small sites" in the sites inventory (2990301200 and 3000931700) are City-owned vacant lots. Refer to the PF zone sites analysis above. The City has total site control over these lots, which means the City is able to develop small lower income units on these sites. The City demonstrated the feasibility of the two City-owned lots by completing studies in June 2022 that concluded these sites are feasible. The studies also identified applicable tax credit program options and financing strategies (see **Appendix E**).

The remaining three "small sites" in the sites inventory include 2236 Jimmy Durante Blvd (2991004900), 2148 Jimmy Durante Blvd (2991003000), and 807 Camino del Mar (3002223300). Refer to the NC Zone and PC Zone sites analysis above. These parcels were created as adequate sites during the 5th Cycle and selected for the 6th Cycle based on the allowable density of 20 dwelling units per acre. All three of these privately-owned sites are currently eligible to pursue a housing development project or mixed use project in accordance with the State law density bonus provisions.

The parcels at 2236 Jimmy Durante Blvd and 2148 Jimmy Durante Blvd are located adjacent to one another and could be developed individually or as part of a consolidated density bonus project. The owners expressed interest in the potential for housing development on these small sites during the 6th Cycle. The owner for the parcel at 807 Camino del Mar also confirmed that there are no limitations or restrictions that would prevent development of housing on their lot during the 6th Cycle and that they would be keeping their options open in consideration of what potential incentives and accommodations become available as a result of the housing programs.

The City has since conducted studies that demonstrate these sites have positive residual land value and can be feasible for affordable housing with incentives. Consultant teams have provided insight related to development opportunity, including feasibility studies provided by Stephen Dalton Architects and Keyser

Marston Associates. Site-specific concepts were prepared for each of these sites to help generate development interest. The City is in process of completing a more thorough evaluation of zoning standards and economic feasibility for density bonus projects these sites per **Program 1K**, which includes identification of incentives likely to be requested such as streamlining of permit processes (i.e. conditional use permits, lot consolidation) and development incentives (i.e. floor area ratio, lot coverage, height). The City Council will use this information to consider what incentives to make available by ordinance to implement the Housing Element. Based on past performance and market trends it is likely for there to be interest in redevelopment of these parcels with multiple dwelling units and/or mixed use, particularly once additional incentives become available.

5. AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH) ANALYSIS

The Fairgrounds housing plan would AFFH and be a significant improvement to existing housing conditions by creating much needed lower income housing for Del Mar and the overall coastal North County region:

- It is a large property that has realistic and feasible development potential for affordable housing to meet AFFH needs consistent with local and regional plans and TCAC tax credit financing criteria. The feasibility studies completed June 2022 confirm this. See **Appendix E**.

- It is a developed, urbanized location that is designated as a "mobility hub" in SANDAG's 2021 Regional Plan. The Fairgrounds housing plan is part of the region's housing strategy for "smart growth" infill development. Letters in support of the Fairgrounds housing strategy have been submitted by SANDAG (September 13, 2022), and County of San Diego, County Supervisor Terra Lawson-Remer (November 7, 2022). See **Appendix F**.

- SANDAG and HCD awarded HAP grant funds (March 2022) to support implementation of the Fairgrounds strategy and the State 22nd DAA provided a letter in support. See **Appendix G**.

- It is a regional destination that accommodates high concentrations of people and is connected to transit and commercial services within a one-mile radius including groceries, high quality schools, parks, medical services, transportation, retail services, and jobs. Incorporation of mixed use and support services on the Fairgrounds property is anticipated to occur through future implementation actions associated with the 22nd DAA's Master Plan and Strategic Planning in process.

- The Fairgrounds is connected to the rest of Del Mar via pedestrian, bicycle, and vehicular access that provides for ease of mobility between the Fairgrounds and Del Mar's downtown village and shoreline beaches, parks, and trails, and connection to facilities, services, and existing neighborhoods in the surrounding area. It is not an isolated location.

- While Fairgrounds housing would be located near the northeast City boundary, high-density development already exists in North Beach (northwest), near 15th Street (central), and RM-South (south). New multi-unit housing would be spread throughout the community. See **Figure B-6**.

- Del Mar is a high opportunity location with extensive quality of life benefits for residents. The adjacent communities in the City of Solana Beach, City of San Diego, and County of San Diego are also identified as high opportunity areas. (See UC Davis regional opportunity index study findings cited in the Housing Element Chapter 3 AFFH analysis).

- Del Mar residents living in housing at the Fairgrounds will have access to the same quality public schools that are attended by children living in Del Mar and the adjacent high resource opportunity communities. See **Figure B-11**.

- As a small coastal city that is primarily residential, City residents throughout Del Mar rely on commercial services in the neighboring cities of Solana Beach and San Diego. Prospective Del Mar residents at the Fairgrounds would be similarly situated to other Del Mar residents in terms of proximity to services; and will benefit from convenient access to transit and connectivity to other regional mobility hubs from the planned rail stop at the Fairgrounds. See **Figures B-9 and B-10**.

- If City is unable to locate units at the Fairgrounds, a "by right" zoning allowance for an equivalent number of lower income units will be assigned to vacant lots on the North Bluff and South Stratford, which has greater environmental constraints and fewer benefits/opportunities than the Fairgrounds. Note the North Bluff sites would also rely on services in Solana Beach, but would be further away from groceries/services than the Fairgrounds location.

In addition to the Fairgrounds, the City also identified opportunities for new housing on infill sites in neighborhoods throughout the community, including:

- New opportunities for multi-unit development and density bonus projects in the North Commercial (NC) zone via **Program 1A**.

- New opportunities for multi-unit development and density bonus projects in the Professional Commercial (PC) zone via **Program 1B**.

- Creation of new opportunities in the Central Commercial (CC) zone via **Program 1C**

- New opportunities on Public Facilities sites at the Civic Center complex and in the existing North Beach neighborhood southwest of the Fairgrounds

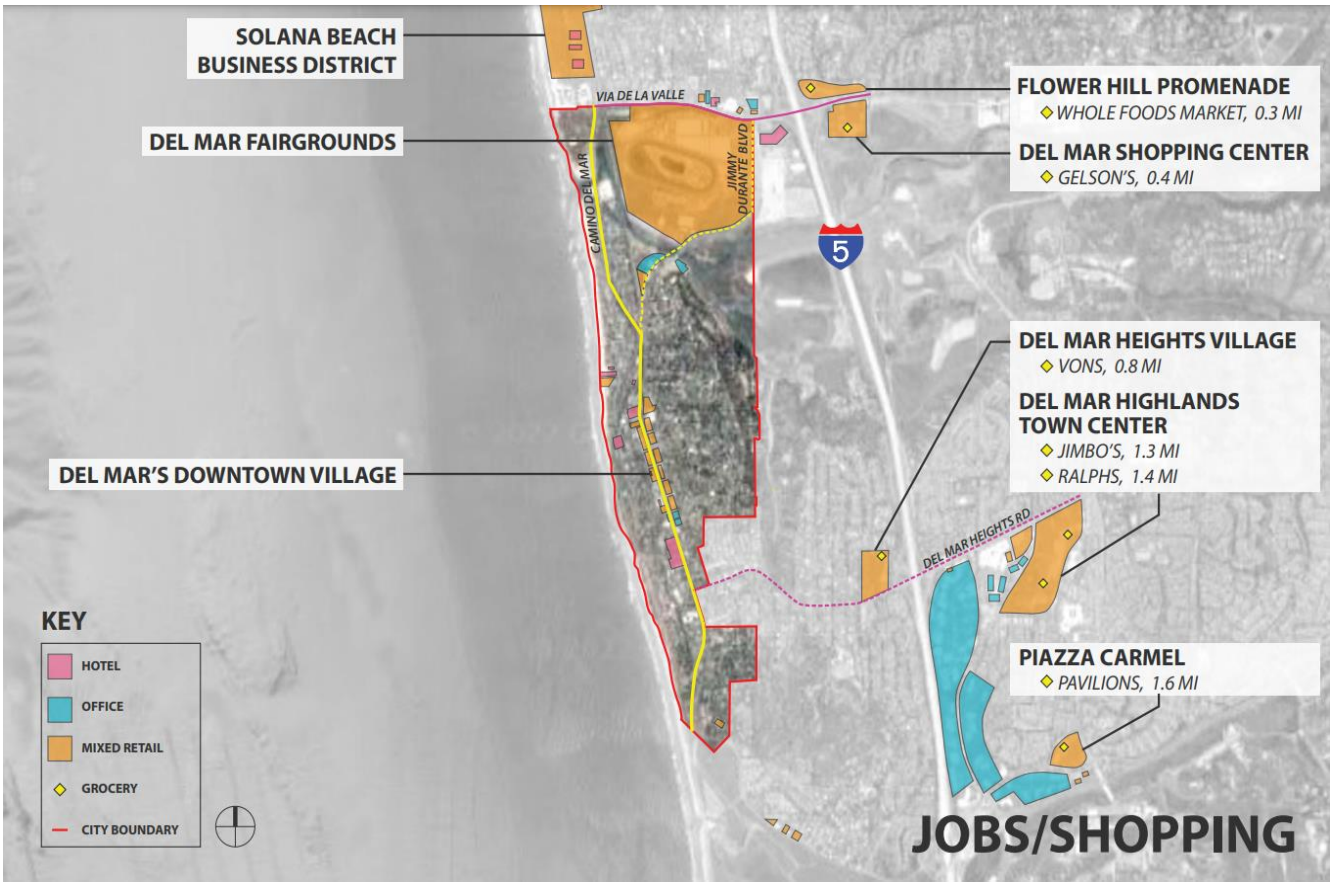
- Opportunities for ADUs in neighborhoods citywide and in zones that allow residential use.

- Creation of new opportunities for deed restricted low income ADUs via an incentive program (**Program 2A**).

- The City Council will review information from the Phase II feasibility studies (**Program 1K)** and will consider various process streamlining changes and incentives for adoption via ordinance to increase feasibility of affordable housing on sites identified in the Housing Element sites inventory and other opportunity sites (**Program 1l)**.

- The City Council will consider whether to also create new opportunities on sites using a site-specific Affordable Housing Overlay Zone (i.e. Del Mar Plaza and RM-South sites) via **Program 1D**.

Figure B-9: Lower Income Sites – Connection to Jobs, Groceries, and Services



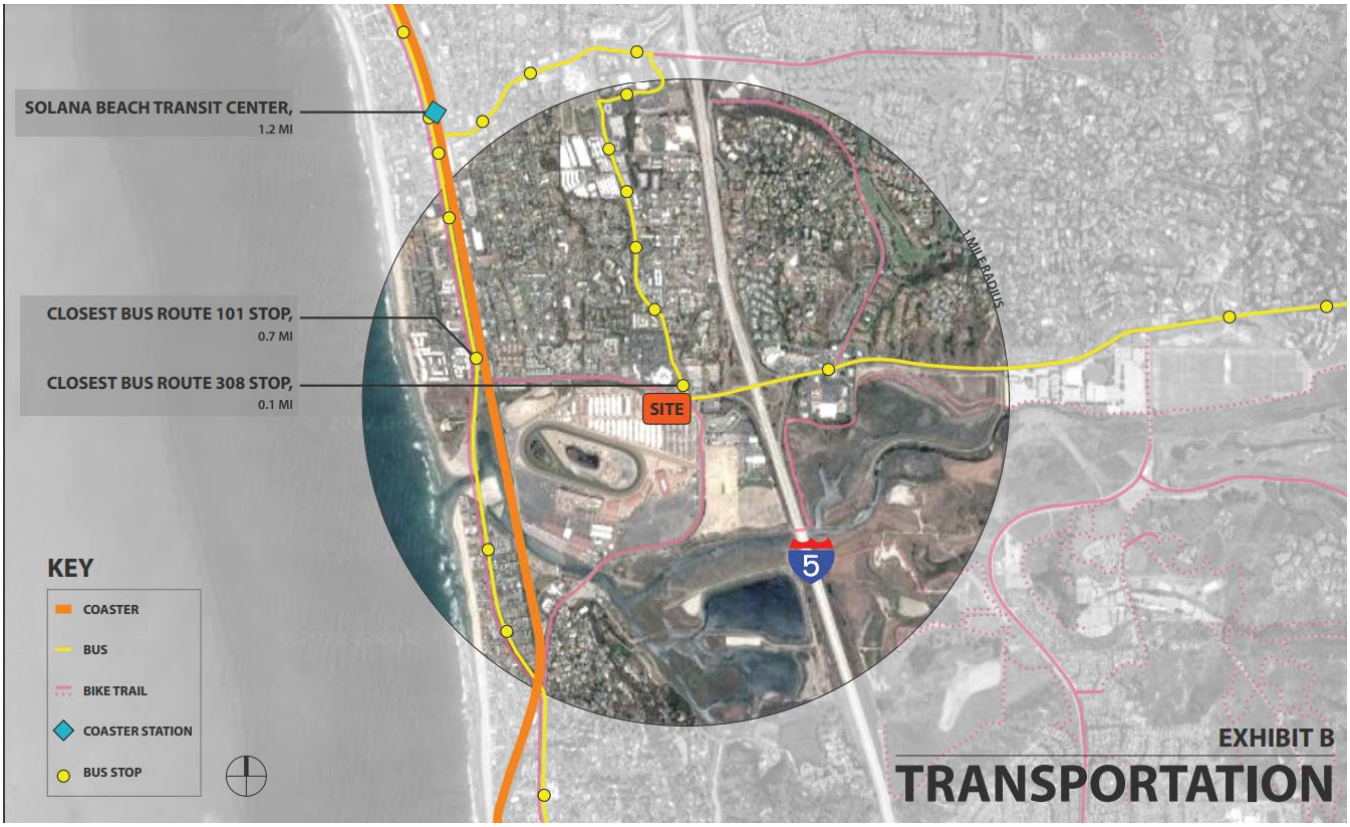
Source: Stephen Dalton Architects

Figure B-9 demonstrates that the lower income sites identified in the sites inventory are similarly situated to other housing locations in Del Mar (all income levels). The lower income sites are connected to jobs, groceries, shopping, transit, and a variety of recreational and open space amenities. The main north-south roadway/transit connections in Del Mar are via Camino del Mar and Jimmy Durante Boulevard and the main east-west roadway connections to Del Mar are Via de la Valle (north) and Del Mar Heights Road (south).

Del Mar residents are able to access small retail and commercial services within Del Mar's commercial district along Camino del Mar (Highway 101) and similar small specialty retail and commercial services in the Solana Beach business district located to the north along Highway 101. The greatest variety of commercial services and shopping in the surrounding area is accessible within the City of San Diego, which is the largest jurisdiction in the region and borders the cities of Del Mar and Solana Beach to the east.

A weekly Farmers Market is held at the City of Del Mar Civic Center. The market supports certified farmers and helps to sustain farming in the San Diego region. It was established in 1986 and is the second oldest Farmers Market in the region. Del Mar residents have access to multiple grocery stores within one mile near the I-5 freeway as shown on **Figure B-9**. Grocery stores along Via de la Valle (in the City of San Diego) are located closest to the northerly boundary of the City and grocery stores along Del Mar Heights Road (in the City of San Diego) are located closest to the southerly boundary of the City.

Figure B-10: Fairgrounds – Connection to Transportation



Source: Stephen Dalton Architects

Figure B-10 shows that the State Fairgrounds sites are located in proximity to multiple options for transportation. There are two bus stops within less than on mile including the Bus stop (Route 308) within 0.1 mile and Bus stop (Route 101) located within 0.7 miles. The Solana Beach Transit Center (including Coaster station) is a regional mobility hub that is located within 1.2 miles.

The SANDAG 2021 Regional Plan identifies the Fairgrounds as a mobility hub. A regional rail stop is planned for this location, which would facilitate regional transit access within less than one half mile.

As previously stated, existing pedestrian, bicycle, and vehicular access provides for ease of mobility between the Fairgrounds, Del Mar's downtown village, public facilities, services, and amenities such as the public beach, parks, and trails. The Jimmy Durante Blvd and Via de la Valle roadways provide sidewalk access that connects the Fairgrounds to coastal trails and beach access.

Figure B-11: Fairgrounds – Range of High Quality Schools in the Area

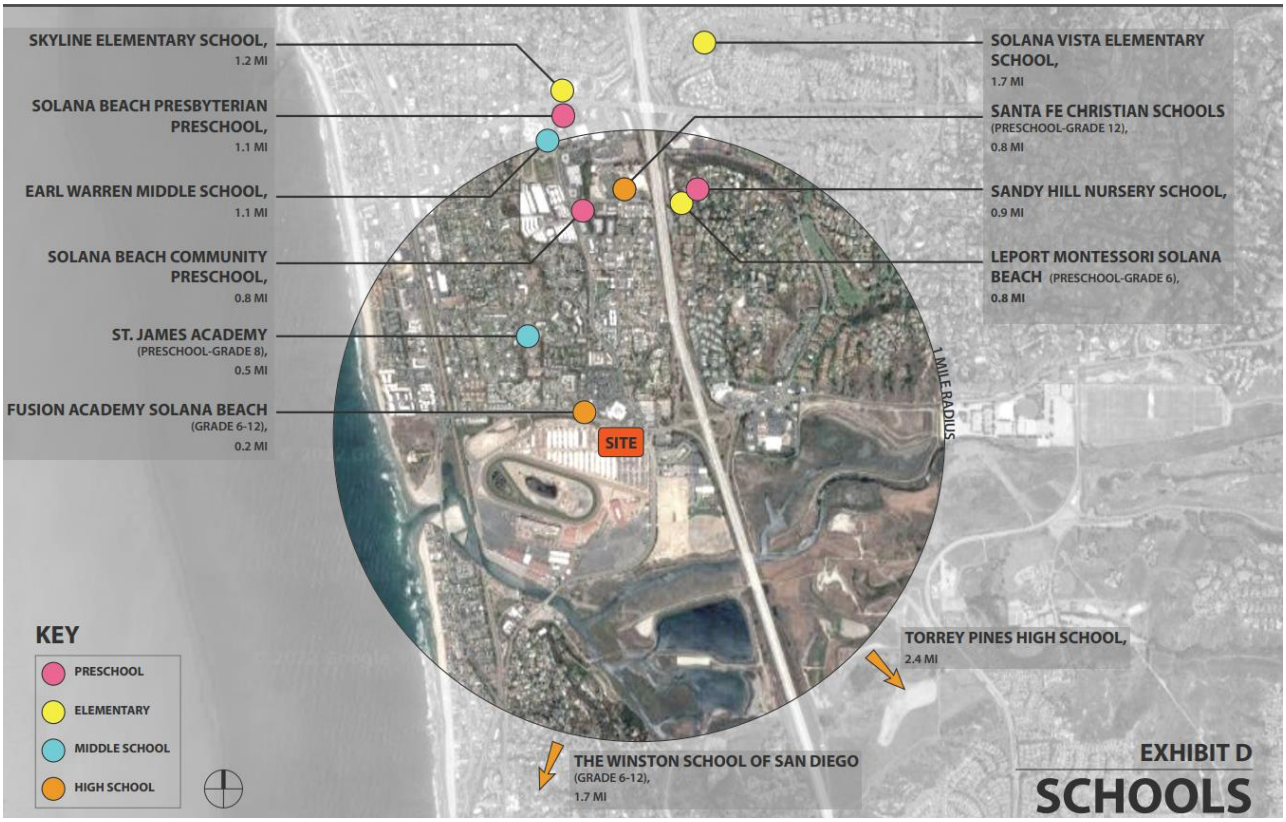


Figure B-11 demonstrates there is a range of high quality schools in the area that provide education and childcare for children from preschool through high school.

Del Mar is a high opportunity location with extensive quality of life benefits for residents. The adjacent communities in the City of Solana Beach, City of San Diego, and County of San Diego are also identified as high opportunity areas. (See UC Davis regional opportunity index study findings cited in the Housing Element Chapter 3 AFFH analysis).

Del Mar residents living in housing at the Fairgrounds will have access to the same quality public schools that are attended by children living in Del Mar and the adjacent high resource opportunity communities.

Figure B-12: Fairgrounds – Connection to Health and Governmental Services

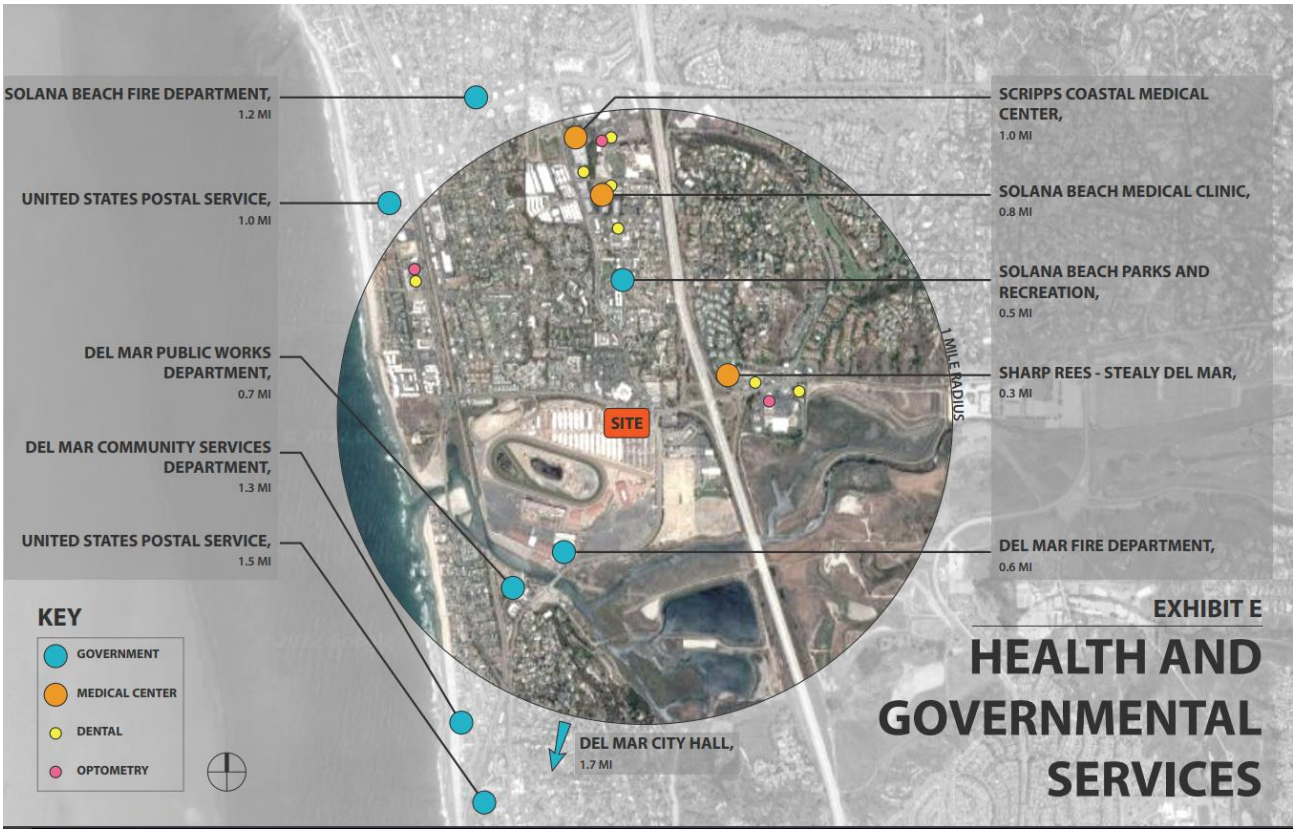


Figure B-12 identifies that the future housing at the Fairgrounds would be well connected to a variety of medical offices and other health services as well as governmental services within a one mile to 1.5 mile distance. As shown in **Figure B-10**, the Fairgrounds location is also well connected to transit, which makes this site to accessible to a greater range of specialty health and governmental services (i.e., services provided by the County of San Diego) in locations throughout the region.

Table B-7: Low and Very Low-Income Sites											
APN	**Address**	**Gross Parcel Acreage**	**Net Parcel Acreage**	**Description (Existing Use)**	**Parcel Specific Comments**	**Ownership**	**Zone Designation**	**Overlay**	**Density**	**Potential Lower Income Units**	**Existing Use**
Overlay Zones: Bluff, Slope and Canyon (BSC), Coastal Bluff (CB), Housing Element Implementation (HEI), Floodplain (FP), Lagoon (LG), Open Space (OS), Wildland Urban Interface (WUI)											
3002213300	941 Camino del Mar	0.59	0.59	Paved lot (vacant)	Pending project	DM Asset Recovery LP	941SP	N/A	4.4-10.9	2	Privately-owned land with paved lot
3010100100	Stratford Ct	1.00	0.90	Staver Family "estate property". PEIR Candidate site 98B	Existing private open space area. (Vacant)	Torrey Pacific Group	R1-40	BSC, HEI (Proposed)	20-25	4-5	Privately-owned vacant land
3010100200	Stratford Ct	1.80	1.62	Staver Family "estate property". PEIR Candidate site 98C	Existing private open space area. (Vacant)	Torrey Pacific Group	R1-40	BSC, HEI (Proposed)	20-25	7-9	Privately-owned vacant land with tennis court
3003211400	Stratford Ct	2.14	1.87	Staver Family "estate property". PEIR Candidate site 98A	Existing private open space area. (Vacant)	Torrey Pacific Group	R1-40	BSC, HEI (Proposed)	20-25	8-11	Privately-owned vacant land
2982410600	Border Ave	1.90	1.88	Collection of vacant parcels adjacent to the coast. (Coastal Bluff Overlay Zone) PEIR Candidate Site 1E	Vacant coastal bluff	Stensrud Lazier Holding Trust	R1-40	BSC, CB, HEI (Proposed)	20-25	8-10	Privately-owned vacant land with storage shed
2982410700	929 Border Ave	3.52	3.49	Nonvacant parcel in collection of identified vacant parcels adjacent to the coast. (Coastal Bluff Overlay Zone)	Single-family residential parcel on a large lot	Stensrud Lazier Holding Trust	R1-40	BSC, CB, HEI (Proposed)	20-25	19-24	Privately-owned vacant land with storage shed and driveway

Table B-7: Low and Very Low-Income Sites											
APN	**Address**	**Gross Parcel Acreage**	**Net Parcel Acreage**	**Description (Existing Use)**	**Parcel Specific Comments**	**Ownership**	**Zone Designation**	**Overlay**	**Density**	**Potential Lower Income Units**	**Existing Use**
				PEIR Candidate Site 1F							
2982412900	Camino Del Mar	0.63	0.63	Collection of vacant parcels adjacent to the coast. PEIR Candidate Site 1B	Vacant lot	Delfina Mar Development C	R1-14	BSC, HEI (Proposed)	20-25	2-3	Privately-owned vacant land
2982413400	Border Ave	2.46	2.00	Collection of vacant parcels adjacent to the coast. (Coastal Bluff Overlay Zone) PEIR Candidate Site 1A	Vacant coastal bluff	Delfina Mar Development C	R1-14	BSC, CB, HEI (Proposed)	20-25	9-12	Privately-owned vacant land
2982413500	Border Ave	1.21	0.98	Collection of vacant parcels adjacent to the coast. (Coastal Bluff Overlay Zone) PEIR Candidate Site 1C	Vacant coastal bluff	Delfina Mar Development C	R1-40	BSC, CB, HEI (Proposed)	20-25	4-6	Privately-owned vacant land
2982413600	Camino Del Mar	1.24	1.24	Collection of vacant parcels adjacent to the coast. PEIR Candidate Site 1D	Vacant lot	Delfina Mar Development C	R1-40	BSC, HEI (Proposed)	20-25	5-6	Privately-owned vacant land
North Commercial Parcels											
2991002800	2126 Jimmy Durante Blvd	0.51	0.51	Light industrial uses	Existing warehouse buildings	Read Family LLC	NC	FP, LG	20	2	Construction storage/warehouse building

Table B-7: Low and Very Low-Income Sites											
APN	**Address**	**Gross Parcel Acreage**	**Net Parcel Acreage**	**Description (Existing Use)**	**Parcel Specific Comments**	**Ownership**	**Zone Designation**	**Overlay**	**Density**	**Potential Lower Income Units**	**Existing Use**
2991002700	2120 Jimmy Durante Blvd	0.90	0.90	Office/Light industrial uses	Four existing offices buildings	Knorr Donna M Trust 06-24-92	NC	FP, LG	20	4	Office buildings with associated parking
2990710600	2010 Jimmy Durante Blvd	2.12	2.12	Office uses	Existing office complex	Bungalows Del Mar LLC	NC	FP, LG	20	8	Office building complex with associated parking
2990710700	2002 Jimmy Durante Blvd	1.42	1.42	Commercial/Office uses	Tradewinds Village Retail Center	Hinds Investments LP	NC	FP, LG	20	6	Office building complex
2991004800	Jimmy Durante Blvd	1.55	1.55	Vacant Parcel	Vacant Parcel	Watermark D M LP	NC	BSC, FP, LG	20	6	Privately-owned vacant land
2991004700	Jimmy Durante Blvd	1.13	1.13	Vacant Parcel	Vacant Parcel	Watermark D M LP	NC	BSC	20	4	Privately-owned vacant land
2991004900	2236 Jimmy Durante Blvd	0.42	0.42	Vacant Parcel	Vacant Parcel	Marten R T	NC	FP, LG	20	1	Privately-owned vacant land
2991003000	2148 Jimmy Durante Blvd	0.38	0.38	Commercial/ Office Uses	Small office business with surface parking lot	Matthews Erin M Separate Property Trust 11-23-16 Marten R T	NC	FP, LG	20	1	Small commercial beauty salon/office with associated surface parking
Professional Commercial Parcels											
3002223100	853 Camino Del Mar	0.56	0.56	Commercial/ Office uses	Existing office complex	Del Mar Building Group LLC	PC	N/A	20	2	Commercial/office building with associated surface parking lot

Table B-7: Low and Very Low-Income Sites											
APN	**Address**	**Gross Parcel Acreage**	**Net Parcel Acreage**	**Description (Existing Use)**	**Parcel Specific Comments**	**Ownership**	**Zone Designation**	**Overlay**	**Density**	**Potential Lower Income Units**	**Existing Use**
3002223300	807 Camino Del Mar	0.30	0.30	Commercial/ Office uses	Existing commercial /office center with surface parking	Wuotan A LLC	PC	N/A	20	1	Office building with associated surface parking lot
City-Owned Parcels											
2990301200	28th Street	0.06	0.06	Vacant Parcel	Vacant Parcel	City of Del Mar	RME	FP, LG	10.9	3	City-owned vacant land
3000931700	10th Street	0.1	0.1	Vacant Parcel Vacant Parcel Adjacent to City Hall Parking	City Hall Expansion Area C (Vacant)	City of Del Mar	PF	N/A	N/A	4	City-owned vacant land (part of overall City Hall complex)
State-Owned Parcels											
2982603500	2586 Jimmy Durante Blvd	12.32	12.32	Commercial/Fair ground uses	Multiple horse stables and related buildings	State of California	FR	FP, LG	N/A	27	State-owned Horse stables for Del Mar Racetrack
2982710300	2587 Jimmy Durante Blvd	10.31	10.31	Commercial/Fair ground uses	Parking lot and multiple horse stables and related buildings	State of California	FR	FP, LG	N/A	27	State-owned East main stable Parking lot and horse stables for the Del Mar Racetrack

D. MODERATE/ABOVE MODERATE-INCOME SITES ANALYSIS

This section contains a description and listing of the sites identified to meet the City of Del Mar's moderate and above moderate income RHNA need. The City must accommodate 175 new units, including 37 very low income, 76 low income, 31 moderate income, and 31 above moderate income units. The City has sufficient capacity to accommodate these units.

1. CALCULATION OF UNIT CAPACITY

Site capacity was initially determined by multiplying the parcel size by the maximum achievable density for the respective zoning designation and rounding down to the nearest whole dwelling unit. Where information is known, acreage has been netted out for potential constraints to development.

2. SELECTION OF SITES

This section of Appendix B identifies sites that are most likely to be developed for moderate and above-moderate income housing. It is important to note that in addition to the sites identified below, production of above moderate income and moderate income units is also anticipated to occur as part of projects on the sites identified as suitable for lower income housing. Following is a listing of the applicable zones by income level for each site listed in the sites inventory for the moderate/above moderate income categories:

Above moderate

R1-40, Very Low Density Residential

R1-14, Modified Low Density Residential

R1-10, Low Density Residential

R1-10B, Low Density Residential - Beach

Moderate

R1-5, Medium Density Single-Family Residential

R1-5B, Medium Density Single-Family Residential - Beach

RME, Medium Density Mixed-Use - East

RMW, Medium Density Mixed-Use - West

RMC, Medium Density Mixed-Use - Central

RMS, Medium Density Mixed-Use - South

R2, High Density

Due to the primarily developed nature of Del Mar's neighborhoods, sites with a capacity to develop at least one additional unit through redevelopment were considered within the analysis. In most instances, additional units are achievable through the subdivision of an existing property and addition of dwelling units.

The capacity for ADUs on each site was not factored into the site capacity identified in the tables below. There is potential for new ADU production in any zone that allows residential use, which represents additional capacity for units to meet the City's above moderate and moderate income RHNA as further described below (following the sites tables).

Figure B-13: Map of Moderate/Above Moderate Sites

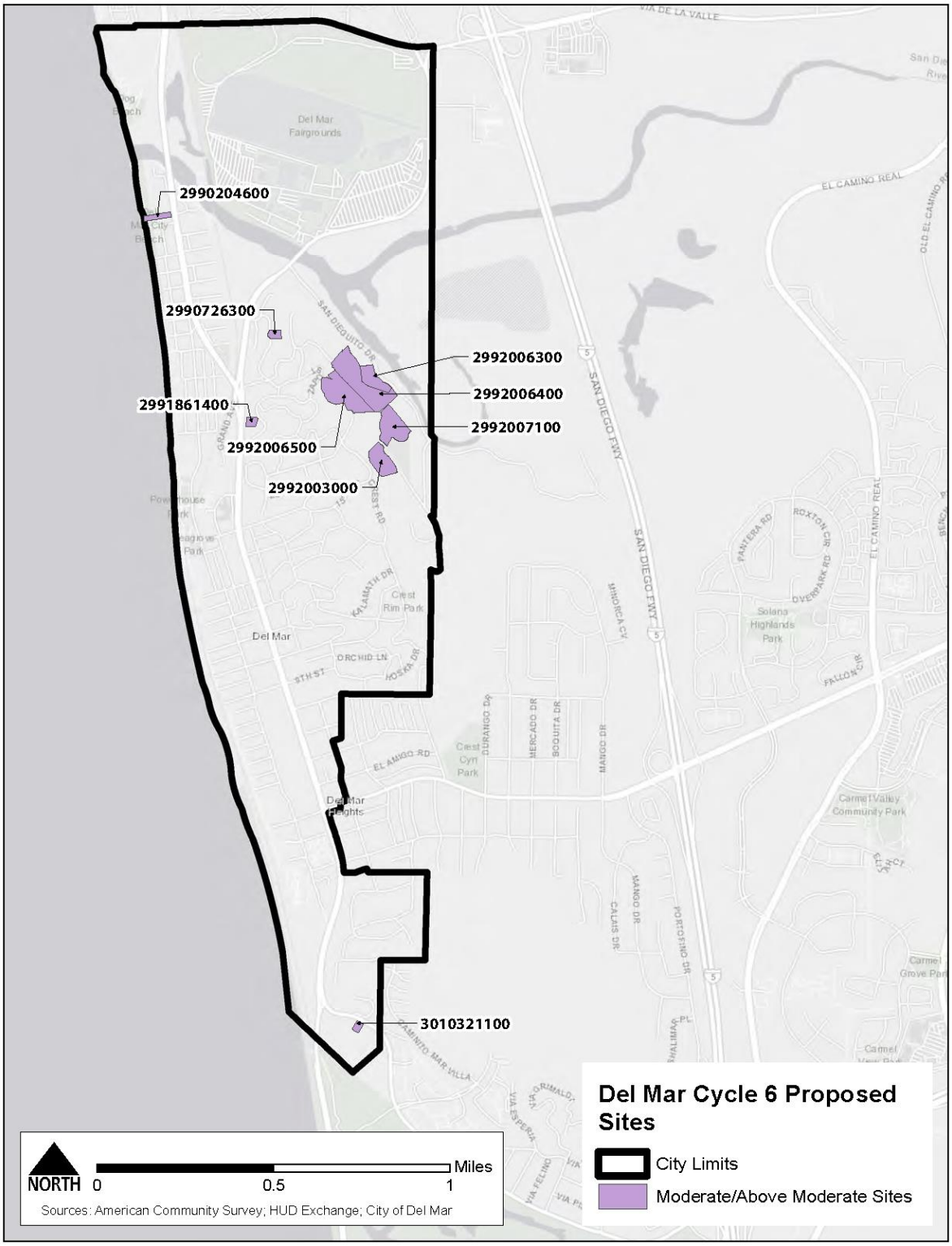


Table B-8: Above Moderate Sites									
APN	**Address**	**Parcel Size (AC)**	**Description**	**Parcel Specific Comments**	**Zone Designation**	**Overlay Zone**	**Density**	**Potential Units**	**Existing Use**
Overlay Zones: Bluff, Slope and Canyon (BSC), Floodplain (FP), Lagoon (LG), Open Space (OS), Urban/Wildland Interface (WUI)									
2990726300	2069 SEAVIEW AVE	0.57	Vacant	Part of residential single family but mostly vacant large lot	R1-10	N/A	4.3	1	Mostly vacant elevated parcel with driveway
2991861400	SEAVIEW AVE	0.50	Vacant	Part of residential single family but mostly large lot	R1-10	N/A	4.3	2	Vacant
2990204600	2920 CAMINO DEL MAR	0.71	Residential Single Family	Backyard of Residential Single Family	R1-10B	FP	4.3	1	Vacant
3010321100	155 CARMEL VALLEY RD	0.38	Non-conforming Commercial	Non-conforming autobody repair shop with rear parking	R1-14	BSC, LG, OS, WUI	3.1	1	Car repair shop with associated parking
2992006500	690 SERPENTINE DR	5.53	Residential Single Family	Residential Single Family with Large lot	R1-40	BSC, OS, WUI	1	1	Single-family residential homes with elevated roads leading to driveway
2992006300	SAN DIEGUITO DR	2.14	Vacant	Large lot with structure on it	R1-40	BSC, LG, OS, WUI	1	1	Large lot with small structure on it
2992007100	1810 SAN DIEGUITO DR	3.91	Residential Single Family	Residential Single Family with Large lot	R1-40	BSC, WUI	1	1	Residential Single-Family Home with large lot
2992003000	AVENIDA PRIMAVERA	2.79	Vacant	Large vacant lot	R1-40	BSC, WUI	1	2	Vacant
2992006400	2100 GATUN ST	6.95	Residential Single Family	Residential Single Family with Large lot	R1-40	BSC, LG, OS, WUI	1	1	Residential Single Family with Large lot

Table B-9: Moderate Sites									
APN	**Address**	**Parcel Size (AC)**	**Description (Existing Use)**	**Parcel Specific Comments**	**Zone Designation**	**Overlay Zone**	**Density**	**Potential Units**	**Existing Use**
Overlay Zones: Bluff, Slope and Canyon (BSC), Floodplain (FP), Lagoon (LG), Open Space (OS), Urban/Wildland Interface (WUI)									
2990212000	2810 CAMINO DEL MAR	0.31	Residential	Tennis Court	R1-5B	FP	8.7	2	Tennis court near residential uses
3000910400	SEA ORBIT LANE/12TH STREET	0.18	Vacant	Vacant lot with existing trees and landscaping	R2	N/A	12.5	2	Backyard/storage use of neighboring residential parcels
3001740200	SHIPPEY LANE/9TH STREET	0.18	Vacant	Vacant lot with existing trees and landscaping	R2	N/A	12.5	2	Vacant
3003910800	1230 LUNETA DR	0.24	Single Family Residential	Single Family Residential with Yard	RMC	N/A	12.5	2	Single Family Residential with Yard
2991421100	1935 SANTA FE AVE	0.29	Single Family Residential	Single Family Residential with Yard	RMW	FP	17.6	4	Single-Family Residential with yard
2991421300	1923 SANTA FE AVE	0.35	Single Family Residential	Single Family Residential with Yard	RMW	FP	17.6	5	Single-Family Residential with yard

3. ADDITIONAL CAPACITY VIA ADU PRODUCTION

It is anticipated that 100 total ADU units will be developed within Del Mar over the 6th Cycle planning period. This includes 15 ADUs at lower income affordable rates, which will be facilitated through incentives in order to meet a target of 15 low income ADUs.

As shown in **Table B-2**, at least 85 units are anticipated to develop at moderate or above moderate-income levels, which is in line with current ADU production rates. More specifically the City projected 45 moderate income ADUs and 40 above moderate income ADUs. The latest count as of November 10, 2022, is that 54 building permits have been issued for ADUs and 14 additional ADU applications are in the process of building permit approval. This demonstrates the City has sufficient capacity to produce the RHNA units assigned for these income categories (31 moderate income and 31 above moderate income units).