

PARKING

Excerpts from Village Specific Plan, Chapters VII and Appendix D (approved August 6, 2012)

Parking is critical to the success of the Village. An adequate supply of accessible parking must be readily available for patrons. Residential units must be appropriately parked on-site. Employees should be able to ride transit, carpool or park within a reasonable walking distance of their place of business or ride a reliable shuttle service from a remote location. Adjacent neighborhoods should be protected from the intrusion of commercial and employee parking. At the same time, parking should be well utilized and without extraneous parking that is unavailable or access-restricted. The amount of paved parking areas should be limited to the amount needed in order to prevent pavement heat islands, interruptions to natural water infiltration and aesthetic impacts. In short, finding the right balance of parking is critical to Village success.

Parking is currently provided on-street, in public parking lots and within parking lots on private property. There are approximately 1,196 parking stalls (323 public, 873 private) in the Village Specific Plan area between 9th and 15th Streets.

During public workshops, many members of the community, including the business community expressed concern for parking and the impact on the quality of life. Concerns included: inadequate parking to support the businesses, concern that many on-site parking places were vacant but restricted; the concern that stringent parking requirements prohibit revitalization or changes of use; and the fear of impacts from the commercial zone on adjoining residential districts. Key findings identified on-street, public parking on Camino del Mar in the northern end is fully occupied throughout most times while off-street parking in the southern end is under-utilized, even during peak times and that private parking is only approximately 62% utilized, even at its highest peak.



Streetscape improvements to Camino del Mar allows for an increase in on-street parking with 30 new parking stalls. A public parking structure will provide additional off-street parking.

Recognizing that, while there is adequate parking in terms of overall capacity (number of stalls) within the Village, but inadequate distribution and inefficient utilization, the Village Specific Plan provides a number of strategies that collectively addresses parking need and utilization, without creating extensive, underutilized parking lots.

To maintain a reasonable parking supply within the Village and minimize impacts on surrounding neighborhood streets, improvements to parking management will be necessary with or without the projected Village development. The Village Specific Plan proposes two formulas to meet parking demand: 1) status quo maintaining Del Mar Municipal Code parking requirements, with all parking provided based on land use for each individual use (1,927 parking stalls on properties at buildout; and 2) a 'Park-Once' strategy that maximizes its efficient use by developing a supply of publicly available parking that can be shared by all uses (1,352 parking stalls on properties at buildout). The 'Park-Once' strategy allows the various Village uses to share parking which results in a more efficient use of the available parking (Figure

The above text is excerpted from the Village Specific Plan. For a complete discussion of Parking strategies and regulations please see the adopted Village Specific Plan document located at: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>

VII-I, Del Mar ‘Park-Once’ Strategy). The strategy also encourages customers to park in one location and to walk between establishments, thereby expanding their exposure to different businesses. In addition, the strategy also reduces vehicle trips within the Village, reduces the large areas of parking, which in turn reduces the impervious areas and heat-island effects created by parking lots.

Implementation of a ‘Park-Once’ strategy would, over time, develop a pool of publicly available parking that can be shared by non-residential uses. It would open up strategically located pockets of parking on private parcels and be supplemented by a public parking structure and curbside parking within the public right-of-way. The ‘Park-Once’ strategy would encourage existing private property owners to convert their parking to publicly available stalls.

A ‘Park-Once’ strategy of shared parking will actually reduce the number of parking stalls needed when compared to the DMMC required number of stalls. This is because peak parking needs for different land uses occur at different times of the day and the mix of uses in the Village allows one use to utilize the available public parking during reduced demand periods of other types of uses. It also allows weekday/weekend fluctuations, as some uses need more parking on weekdays while others have their peak demand on weekends. Even when two uses need parking at the same time, the shared parking is often used by shared patrons.

Future publicly available parking would be provided by developments as well as parking related projects sponsored by the City. The number of stalls estimated in the category of “Private Parking on Private Parcels” in Table VII-5 will increase or decrease to satisfy the required parking ratio in the DMMC in proportion to the property owners that elect to not participate in the ‘Park-Once’ strategy. It is anticipated that, at build-out, the total amount of public parking will be provided per the following table.

Total Build-out Parking Provided (Table VII-5, VSP)

Parking Provision	Parking Stalls
Existing Public Parking along CDM, side streets and at L'Auberge	265
Potential Increase with CDM improvements	30
Public Parking Structure (includes 109 stalls for Civic uses)	200
Public Parking on Private Parcels (excluding Civic uses)	1,243
Private Parking on Private Parcels (estimate)	100
Total Parking:	1,838

Additional Strategies

- Prepare and implement a Citywide Parking Management Plan
- Prepare a Parking Monitoring Program as part of the Citywide Parking Management Plan.
- Consider and implement a Village Parking Benefit District, and enable annual assessment of any parking fees for public parking facilities.
- Consider, design and implement a parking structure at the City Hall site to create a reservoir of public parking.
- Encourage and pursue public/private partnerships to increase public parking structures.