



City of Del Mar Staff Report



TO: Honorable Mayor and City Council Members

FROM: Kathleen A. Garcia, Planning and Community Development Director
Via Scott W. Huth, City Manager
Prepared by Joseph Smith, AICP, Senior Planner

DATE: January 4, 2016

SUBJECT: Adoption of a Resolution Approving a *Design Review Permit* (DRB15-017), *Coastal Development Permit* (CDP15-010), *Land Conservation Permit* (LC15-0108), and *Tree Removal Permit* (TRP15-014) for the City Hall/Town Hall/Plaza Project located at 1050 Camino del Mar in the Public Facilities Zone

REQUESTED ACTION/RECOMMENDATION:

Review the recommendations by the Design Review Board (DRB) and staff, confirm the project description, and adopt the proposed resolution to approve DRB15-017, CDP15-010, LC15-008, and TRP15-014 for the City Hall/Town Hall/Plaza Project (Attachment A).

EXECUTIVE SUMMARY:

The project would redevelopment the existing City Hall site at 1050 Camino del Mar with new public buildings and amenities, including a 8,722 sq. ft. City Hall, 3,172 sq. ft. Town Hall, 956 sq. ft. Breezeway, 15,000 sq.ft. public plaza, up to 160 parking stalls in a partially below grade structure and surface lot, landscaping, grading, and associated site improvements. The project site is located at 1050 Camino del Mar in the Public Facilities (PF) Zone. The project was first initiated by the City Council on June 17, 2013 and most recently reviewed by the Design Review Board (DRB) on December 16, 2015.

The DRB recommended conditional approval of the associated entitlements subject to the incorporation of design modifications to reduce neighborhood impacts associated with privacy, traffic circulation, and exterior lighting (Attachment B). The modifications were considered necessary by the DRB in order to establish conformance with Regulatory Conclusions of the City's Design Review Ordinance (DRO) in Del Mar Municipal Code (DMMC) Chapter 23.08. The DRB's design modifications are shown on

City Council Action:

an amended site plan included as Attachment C and as a plan sheet in the project plans.

In order to confirm the project description and adopt the proposed resolution approving the associated entitlements, staff recommends that the City Council:

- 1) Review the recommendations made by the DRB and staff for the project with an emphasis on the project's consistency with the DRO;
- 2) Consider past community feedback received during the expanded Citizens' Participation Program (CPP) and included in the CPP report (Attachment D); and
- 3) Consider the analysis contained in the Final Environmental Impact Report (EIR) prepared for the project (Attachment E).

The proposed resolution includes the necessary findings for the associated entitlements and includes staff's recommended conditions of approval to be included in any approval of a project.

Note that suggested condition SC-18 in the proposed resolution would require the City Council to appoint two Council Members to serve in the role as the Determination of Substantial Conformance (DSC) reviewing body on this project for any post-approval revisions deemed minor enough to qualify under the City's DSC process. In the event a post-approval revision did not qualify for the DSC process, it would either be noticed for a 10-day public review as an Administrative Modification (AMOD) to the DRB permit, or would require a public hearing with the City Council as a Modification (MOD) to the DRB permit.

Being that the City Hall/Town Hall Project is a City-sponsored project and of potential interest to all residents, extensive community outreach has been completed to-date including 42 City Council meetings (this being the 42nd), four community workshops, two community open houses, a community poll and survey, and three reviews with the DRB as further described in this report and in Attachment C.

SETTING AND SURROUNDING USES:

The project is located on the site of the existing City administration buildings (City Hall) located at 1050 Camino del Mar (APNs 300-093-02 and -03). The property occupies the approximately 1.5-acre eastern half of the city block bounded by residential properties and Stratford Court to the west, 10th Street to the south, 11th Street to the north, and fronting Camino del Mar to the east. Existing development on the project site consists of approximately 11,900 sq. ft. of development comprised of the following: 1) two City Administration buildings on the upper pad near the corner of Camino del Mar and 11th Street (total of 6,800 sq. ft.); 2) a small building in the lower pad near 10th Street used for the TV Studios, City Council meetings and a conference room (2,636 sq. ft.); 3) two trailers: a) the Annex Trailer used for Ranger/staff offices, storage, Emergency Operations Center and meeting rooms (2,160 sq. ft.) and b) an IT trailer

(300 sq. ft.); 4) and surface parking lots on both the upper and lower pads (57 stalls). Attachment F provides a comprehensive summary of the existing facilities at the project site, including current gross square footage, usable space, uses, and summary information.

Surrounding land use is a combination of mixed use—commercial along the Camino del Mar corridor, and residential developments (R2 Zone) immediately beyond that corridor, and adjacent to the project site to the west, southwest, and northwest. Two vacant commercial lots and a small boutique hotel are located immediately south of the project site and an office building is located immediately north (CC Zone).

Land Use and Zoning Designation:

PF is designed for publicly owned land set aside, or in use, to support public schools and governmental offices and facilities and their ancillary uses.

DISCUSSION/ANALYSIS:

Project Objectives:

As established by the City Council, the following are the primary objectives of the project:

1. Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities; and
2. Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together; and
3. Develop public outdoor areas within the project site for various passive and active uses; and
4. Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act (ADA) compliant access and connections for pedestrians; and
5. Create sufficient parking for City staff and public use during the day, and for planned events outside of normal business hours; and
6. Maintain significant view locations for neighboring properties and view corridors associated with public spaces; and
7. Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

Project Description (with the recommendations by the DRB and staff in *italics* where applicable):

The project includes the construction of the following components: 1) new City administration facilities (City Hall) to accommodate the existing civic functions within a 8,722 square-foot City Hall facility; 2) a 3,172 square-foot Town Hall that can accommodate up to 150 persons with an expansion ability up to 250 persons into a 956 square-foot breezeway; 3) an approximately 15,000-square-foot outdoor public plaza; 4) parking for up to 160 parking spaces divided between a surface parking lot (up to 52 spaces) and partially-subterranean garage (up to 108 spaces). Offsite street improvements would consist of new curb and gutter, sidewalk, and planter areas on all three street frontages (Attachment G). In order to accommodate the reconstruction, two existing single-story and two existing two-story structures are proposed to be demolished.

The Town Hall would accommodate the City Council chambers, community meeting space, storage, and the Del Mar TV studio offices. An outdoor, public viewing deck would be provided on the roof of the TV studio with westerly views of the Pacific Ocean (Town Hall Overlook). The uses for the Town Hall would be generally consistent with the existing uses, however, the increase in meeting space would allow for civic events of up to 150 people, when seated within the Town Hall building (or up to 250 people when the seating area is expanded into the adjacent breezeway). The proposed Town Hall would also provide for more frequent use of the civic facilities by the community for public meetings and workshops.

As recommended by the DRB to establish conformance with DRO Section 23.08.072(D)—privacy, the western edge of the Town Hall Overlook’s publically accessible area should be realigned approximately five feet to the east to restrict pedestrian access to the westerly edge. Additional recommendations for vegetative screening and site walls were also made and noted later in this summary.

Staff recommends maintaining the Town Hall Overlook as originally designed due to the fact that the property immediately to the west of the project at 220 10th Street is protected by the 10-foot solid wall and landscape screening to a height of elevation 142’ parallel to the west property line. Further, other properties along 10th Street are currently viewed from the Project site and the public rights-of-way and there is no change in the existing condition (i.e., these properties currently do not have privacy).

The City Hall would accommodate administrative offices, a public lobby and counter areas to conduct City business, conference rooms, public and staff restrooms, support space and a catering kitchen. No increase in staffing is proposed, nor are other departments proposed to be relocated to the replacement City Hall as part of this project. The departments of Public Works, Fire Services, and Community Services will

continue to be located in their respective facilities; all located at other City properties. The project would also include a second public viewing area on the south side of City Hall with westerly views of the Pacific Ocean (Town Hall Terrace).

As recommended by the DRB to establish conformance with DRO Section 23.08.072(D)—privacy, the Town Hall Terrace should be reduced to 300 square feet with an access walkway to City Hall, and a planted buffer comprising the remainder of the terrace. The DRB did not find that the City should restrict access to the reduced terrace by way of a gate and fence.

Staff concurs with the DRB recommendations with the exception that staff believes there is a benefit to the gate and fence as a means to control after-hour access to the Town Hall Terrace.

A 15,000 outdoor plaza is designed to be an open area with flexible space to support uses such as performances, art exhibits, community gatherings, and Farmers Market space, as well as seating areas and public viewing areas of the Pacific Ocean. Uses in this area may utilize outdoor amplified sound systems and lighting, oriented and focused toward the event and attendees. The plaza will be a combination of hardscape paving, permeable paving and landscaped areas. Plantings would be primarily planted in native soil, with a small section placed in aboveground planters located above the parking garage.

The proposed parking facilities would be located in a surface parking lot along the western property boundary with ingress/egress into the lot from 11th Street, and within a partially-subterranean parking garage that would be located immediately beneath the City Hall and a majority of the outdoor plaza. Ingress to the parking garage would be from both 10th and 11th Streets, with egress being restricted to 11th Street exclusively. In emergency events, egress to 10th Street would be possible. The parking onsite would support up to 160 single occupancy vehicles, of which there would be Americans with Disabilities Act (ADA) accessible spaces in the surface lot and parking garage, and electric vehicle charging stations included. Onsite parking would be available for City staff and customers as well as community meetings and the general public. As currently exists, onsite parking during the daytime has been used by members of the public in a generally unrestricted manner. For those hours outside of the normal City business hours, parking would be available for unrestricted public use; however, overnight parking would continue to be prohibited.

As recommended by the DRB to establish conformance with DRO Section 23.08.074(B)—traffic/parking, the following design modifications should be incorporated into the project: 1) a locking gate to control the times of vehicular access from 11th Street to the surface parking lot; 2) creation of a connection drive aisle between the parking garage and surface parking; 3) installation of right-turn only signage at the 11th Street exit point of the parking garage; and 4) reduction in associated parking spaces to

accommodate the drive aisle connection and increase of Expansion Area C to 4,500 sq. ft. with associated landscaping. The DRB added that in addition to the installation of the referenced right-turn-only signs, the project should include additional design modifications, such as the installation of "hard" traffic control measures, to force vehicle egress from the 11th Street access/egress point of the parking garage eastbound onto 11th Street.

Staff concurs with the DRB's recommendations.

Bicycle access along Camino del Mar would be maintained during construction, and following construction, located in the current right-of-way for the roadway as presently accommodated. Onsite bike storage and a repair station, which includes air inflation facilities, would be provided as part of the project, and would be accessible to both employees and the public. Pedestrian access throughout the project site would be ADA compliant, with transitional ramps and/or elevators as necessary.

With respect to the sustainability measures proposed for this project, all buildings would be compliant with the current Title 24 California Building Code, which includes a green building code, requirements for charging station, and water reduction measures. The project would also incorporate energy-star appliances and high efficiency lights and sensors. CalGreen Tier 1 sustainable goals are proposed at this time, which is a higher standard than the minimum Title 24 requirements and an equivalent to a LEED Silver rating. The project also includes the ability for flush-mounted photovoltaic panel installation on the south portion of the proposed City Hall roof. The project further meets all of the goals on the City's Sustainability Checklist (Attachment H).

The project would include an extensive landscaping that would incorporate a range of native plantings onsite and in the public right-of-way. The native plantings would include a mix of streetscape, ornamental, accent, and bio-retention plantings. The project would also include an extensive mix of screening plants in order to provide vegetative screening of the proposed buildings, parking garage, surface lot, as well as create a privacy buffer to the westerly neighbors from the proposed public viewing areas and buildings. In addition, the project would include the establishment of two new Torrey Pines and 3 Monterey Cypress, including a mix of shade and accent trees around the site. All onsite landscaping would have drip irrigation to ensure water conservation techniques can be implemented (i.e., focused watering, wet weather controls) and conform to the City's Water Efficient Landscapes ordinance.

As recommended by the DRB to establish conformance with DRO Section 23.08.072(D)—privacy, the following design modifications should be incorporated into the landscape plan to adequately provide visual screening and privacy to the westerly neighbors: 1) at minimum, vegetation screening should reach an elevation of +140' (142' preferred) within the 10-foot setback along the west property line, with exception to the southerly portion of the site near the residence at 220 11th Street, where the

vegetation screening should increase to elevation up to +145', but not at the expense of blocking westerly public views of the Pacific Ocean from the Town Hall Overlook; 2) the landscape material to be installed should be of a variety that will provide screening on a year-round, versus a seasonal basis, and that the planting sizes of the vegetation to be installed be sufficient in size to provide the intended visual screening within a reasonable period of time; and 3) remove a parking stall at the base of the existing eucalyptus (to remain) at the northwest portion of the surface lot to promote tree health.

Staff concurs with the DRB's recommendations with the exception that the maximum height of the landscape screening should not be increased to elevation +145'. Pursuant to the Final EIR, staff recommends that the landscape screening should not exceed elevation +142' so that public views of the Pacific Ocean are maintained from the Town Hall Overlook.

The project would include a solid, eight-foot site wall (as measured on the inside face) parallel to the west property line in order to reduce noise and lighting impacts from the parking area. In addition the project would include an outdoor lighting scheme that utilizes downward-directed and shielded fixtures of low intensity and dark-sky compliant. All exterior fixtures would utilize LED technology and would avoid the placement of any pole-mounted lighting in the surface parking lot.

As recommended by the DRB to establish conformance with DRO Section 23.08.077(F) and (K)—lighting and noise, the following design modifications should be incorporated into the project to provide adequate relief from lighting and noise impacts associated with the parking lot and lighting plan: 1) increase the height of the solid wall to 10 feet (as measured from the inside face); 2) extend the length of the solid wall further south to 20 feet from the south property line to correspond with the front yard setback in the R2 Zone; 3) add a 36-inch tall wood picket fence and gate to surround the remainder of Expansion Area C; 4) extend the solid wall to the east to enclose the south portion of the surface parking lot with a wall height of 6 feet (with a wrought-iron pedestrian gate in the wall for access to 10th Street; 5) extend the solid wall to the east to enclose the north portion of the surface parking lot with a wall height of 6 to 8 feet (with exception to the vehicle driveway gate previously-discussed); 6) the color of exterior lighting should be controlled such that each of the external lighting fixtures be limited in color to a maximum of 3,000 kelvins without increasing the number of exterior fixtures proposed, but not at the expense that it would come at the expense of providing minimum public safety on the site; 7) all exterior lighting be dimmable and installed in controlled lighting zones; and 8) that the proposed bollard style fixture should be modified to one that is compatible in style with the other architectural designs and quality of material of the project's building components.

Staff concurs with the DRB's recommendations.

Also included in the project, as evaluated by an Environmental Impact Report (EIR) prepared for the project (Environmental Assessment 15-002 / SCH#2015051067), are three future expansion areas for added public facilities (up to an additional 20,000 square feet). Currently, these expansion areas are not defined for specific use other than to support public facilities in the PF Zone as consistent with the City's Zoning ordinance. It may include future expansion of the Town Hall, City Hall and/or plaza, inclusion of the Alvarado House, or additional uses as allowed in the PF zone but there is no timeline or plans for this potential. The project provides for the development of facilities consistent with the PF zoning of the site. Any development of the future expansion area would need to be reviewed for compliance with the existing land use and zoning as well as the analysis contained within the project's EIR. In addition, any future development of the expansion area would be subject to the receipt of separate entitlements including DRB permit(s) and be subject to additional California Environmental Quality Act (CEQA) analysis as appropriate. Any proposal which is not consistent with existing land use and zoning would require separate analysis under the CEQA and consideration of land use or zoning amendments as applicable.

Demolition of existing facilities, site preparation, and construction are included as part of the overall project, which is anticipated to take approximately 18 to 24 months. Demolition activities would be conducted in a manner consistent with state law for the containment of materials, both airborne and physical, to ensure no hazardous materials are emitted or could result in harmful effects on people or the environment. Excavation of onsite soils is anticipated and export of excess materials would be required as discussed below under "LAND CONSERVATION PERMIT." Based on initial geotechnical analysis, no blasting would be necessary for the project. No pile drilling or driving is anticipated. Foundation systems will consist of perimeter grade beams and spread footings at interior column locations.

During the approximately 18-24 month construction period, the City administrative operations that currently exist onsite, including the Town Hall public functions and City Council and other committee hearings, would be moved to a separate location. However, the off-site relocation is not part of the requested entitlements before the City Council at this time.

Summary of the Proposed Floor Area:

The following table summarizes the associated square footage proposed for the City Hall, Town Hall, breezeway, and parking structure.

PROPOSED STRUCTURE	PROPOSED FLOOR AREA
City Hall (combined)	8,722 sq. ft.
- <i>Administrative space, circulation, and storage</i>	5,724 sq. ft.
- <i>Public and staff bathrooms</i>	1,235 sq. ft.
- <i>Conference/meeting rooms</i>	717 sq. ft.
- <i>Catering kitchen/breakroom</i>	525 sq. ft.

- Public lobby	418 sq. ft.
- Elevator	103 sq. ft.
Town Hall (combined)	3,172 sq. ft.
- Town Hall room	1,917 sq. ft.
- Storage	668 sq. ft.
- TV studio production and office	587 sq. ft.
Breezeway	956 sq. ft.
Parking – upper level, ½ internal ramp	22,530 sq. ft.
Parking – lower level, ½ internal ramp (FAR exempt)	22,091 sq. ft. (FAR exempt)
Gross Project FAR (including exempt FAR)	57,471 sq. ft.
Net Project FAR	35,380 sq. ft. (55.3% FAR)

Description of Potential Future Expansion Areas:

As described in the project EIR and noted on plan sheet G-002 (Project Summary), the project includes three “expansion” areas that are under consideration for potential, future public facility use. If these were to be built-out in the future, the conceptual footprint for these potential areas would include the following: 4,500 sq. ft. for Expansion Area A (northeast corner of the site); 2,700 sq. ft. for Expansion Area B (south of City Hall); and 4,500 sq. ft. for Expansion Area C (southwest corner of the site). Note that in the event any of these areas were actually considered for development, the associated project would be subject to all required permits, environmental review, and consistency with the DRO, PF zoning standards, Land Conservation ordinance, and the Local Coastal Program.

Summary of the Project’s Consistency with the PF Zone Development Standards:

The project would comply with Del Mar Municipal Code (DMMC) requirements for site development within the PF Zone (DMMC Chapter 30.31), which includes two maximum height allowances for the site. The first and prevailing height allowance is a maximum 14-foot limit above the continuous curb elevation along Camino del Mar. The second height allowance is the City’s standard 26-foot height limit as measured by the three methodologies in DMMC §30.04.080.A. The site is also subject to a maximum two-story limit (DMMC §30.86.110.A.1). Note that the proposed fully subterranean level of the parking garage meets the definition of *basement* (DMMC §30.04.020.C) and is not considered a story as defined in DMMC §30.04.180.I. The PF Zone does not require front, side, or rear yard setbacks; however, for public facility sites that are immediately adjacent to a residentially-zoned property, a minimum 10-foot required setback is applied (DMMC §30.31.070.1). As a result, the project site does not place any buildings within the continuous 10-foot, interior side-yard setback along the entire west property line between 10th Street and 11th Street. The DMMC also requires a minimum 20-foot setback from the intersection of 10th and Camino del Mar and 11th and Camino del Mar for street corner sight distance (DMMC §30.86.150). The project is also subject to the

standard onsite utility undergrounding requirement per DMMC §30.86.210 and all applicable supplemental regulations in DMMC Chapter 30.86.

The following table summarizes the project’s consistency with the development standards of the PF zone.

STANDARDS	PF ZONE REQ/LIMIT	PROJECT INFO
Minimum Lot Size	None	68,000 sq.ft. (gross) 64,000 sq. ft (net)
Front Yard Setback (10th Street)	None	3 ft., 9 in. (to garage wall)
Front Yard Setback (11th Street)*	None	2 ft., 8 in. (to garage wall)
Street Side Yard Setback (CDM)	None	1 ft., 3 in. (to partition wall)
Interior Side Yard Setback (west)	10 ft. (residential zone)	10 ft. (to site wall)
Maximum FAR	None	36,763 sq. ft. (55.3%)
Maximum Lot Coverage	None	25,247 sq. ft. (39.4%)
Maximum Height	14 ft. above CDM curb 26 ft. remaining site	14 ft. 25 ft. 9 in.
Stories	2 + subterranean level	2 + subterranean garage
Parking (onsite)	81 spaces - City Hall 1:300 = 29 - Town Hall 1:5 = 50 - TV studio 1:300 = 2	Up to 160 spaces - Up to 52 spaces in surface lot w/3 ADA + 1 motorcycle - Up to 108 spaces in the garage w/3 ADA and 1 micro-vehicle

*Project site is considered a “through-lot” per DMMC §30.04.120(X)

Story Poles:

Story poles and string lines were placed on the site on November 23, 2015 to delineate the proposed Town Hall, City Hall, TV studio, breezeway, elevator shaft, and parking garage/west plazas. Pink ribbons represent the rooflines of the proposed structures, while blue ribbons represent the top of the parking garage/plaza (sited at the top of the 18-inch planter wall proposed along the west edge). Note that the story poles do not depict the proposed roof eaves around the structures or proposed trellis in the plaza. The current story pole plan and certification is included as Attachment I.

Exterior Materials:

Proposed exterior materials for the site would consist of the following (Attachment J):

- Horizontal redwood siding on structure walls
- Plaster stucco, medium sand finish on structure walls
- Redwood trim
- Aluminum door and window frames, bronze finish
- Wood pivot doors into the breezeway

- Glass-fiber reinforced concrete panels (screening louvers) along the west garage wall
- Fiberglass sunshades over the west windows at City Hall
- Architectural concrete with sandblast finish for site wall along east and south faces of City Hall
- Dimensional asphalt shingles for roofing
- Wood deck pavers at terraces south of Town Hall and on Ocean View Terrace
- Five color palette to complement local, natural sandstone bluffs ranging from brown to light tan

Exterior Lighting:

**See "PROJECT DESCRIPTION" above for related DRB and staff recommendations.*

An exterior Lighting Plan was provided by the applicant and included in the project plan set (see sheet E-100 – Electrical Site Plan). The lighting plan and specification sheets for the proposed fixtures are included as Attachment K.

The project includes an outdoor lighting scheme that utilizes downward-directed and shielded fixtures of low intensity and dark-sky compliant. All exterior fixtures would utilize LED technology.

The following types of exterior lighting are proposed as part of the project:

- 40-watt LED, 10 ft. high pole lights (6 poles in the public plaza only)
- 39-watt LED, 42-inch high bollards (17 fixtures distributed in the plaza, driveway entrances, and east side of the surface parking lot).
- 36-watt LED wall sconce downlight (5 fixtures mounted on the west site wall at 7'6" along the west side of the surface parking lot)
- 29-watt LED surface mounted downlights (26 fixtures mounted in plaza overhangs and trellis areas)
- 24-watt LED wall-mounted downlights (3 fixtures mounted on City Hall)
- 7-watt LED step lights (distributed around the site, along walkways and plaza areas)

The project architect has included the following note on the lighting plan:

"Standard industry practice dictated to provide an average of one footcandle on pedestrian walking areas, such as the proposed civic plaza and parking lot. The

minimum acceptable light levels for these types of areas is typically 0.5 footcandle average. Based on the DRB Ordinance, as well as input from community and City staff, the design team has received direction to provide very low illumination levels for site lighting on the project. Be aware that there are some areas in the parking lot that will be below the recommended minimum 0.5-1.0 footcandle average.”

Landscaping and Hardscape:

**See “PROJECT DESCRIPTION” above for related DRB and staff recommendations.*

Landscape and hardscape plans were provided by the applicant and are included in the project plan set (see plan sheets L-301 through L-306 for proposed landscaping and plan sheets C-712 and L-101 through L-104 for proposed pervious and impervious hardscape).

The project includes an extensive landscaping plan that would incorporate a range of planting both onsite and in the public right of way. As further described under “PROJECT’S CONSISTENCY WITH THE TREE ORDINANCE / TREE REMOVAL PERMIT,” the project would introduce new Torrey Pines and Monterey Cypress to the area, in addition to a mix of shade and accent trees. The project also includes a mix of streetscape, ornamental, accent, and bio-retention plantings. The project also includes an extensive mix of screening plants in order to provide vegetative screening of the proposed buildings, parking garage, surface lot, as well as a privacy buffer to the westerly neighbors. All irrigation will utilize a high-efficient drip irrigation system consistent with the City’s Water Efficient Landscapes ordinance in DMMC Chapter 23.60 and the State of California mandate. Consistent with City and State requirements, the Estimated Total Water Use (ETWU) for the project (306,016 gallons per year) would be less than the Maximum Applied Water Allowance (MAWA) for the site (443,330 gallons per year).

The following tables summarize the proposed onsite pervious and impervious areas as shown on plan sheet C-712. However, note that the tabulations on plan sheet C-712 include both onsite and offsite improvements (in the public right-of-way).

PERVIOUS SURFACE (PROPOSED ONSITE)	PROPOSED SQ. FT.
Landscaped area	17,044 sq. ft.
Pervious concrete pavement	11,376 sq. ft.
Infiltration basin (planter)	1,062 sq. ft.
Total Impervious Surface	29,482 sq. ft. (43.3% of the site)

Existing onsite impervious area totals 48,583 sq. ft. As reflected in the table below, the project proposes to reduce this amount by 10,298 sq. ft. through the incorporation of landscaped areas, pervious concrete pavement, and infiltration basins.

IMPERVIOUS SURFACE (PROPOSED ONSITE)	PROPOSED SQ. FT.
Building roof	11,247 sq. ft.
Concrete paving, integral color	11,734 sq. ft.
Concrete paving, exposed aggregate finish	4,938 sq. ft.
Concrete pavement, standard	4,567 sq. ft.
Wood deck (over structure)	2,059 sq. ft.
Synthetic turf	1,465 sq. ft.
Flagstone paving	1,345 sq. ft.
Decomposed granite paving	1,200 sq. ft.
Total Impervious Surface	38,555 sq. ft. (56.7% of the site)

CITIZENS' PARTICIPATION PROGRAM:

The project is subject to the City's Citizen's Participation Program (CPP) set forth in DMMC Sections 23.08.065-068. The intent of the CPP is to make neighbors aware of a development proposal early in its design phase and also to give them an opportunity to meet with the project applicant and discuss concerns before the City holds public hearings on the requested applications. Under the CPP, applicants and/or their representatives, are required to follow a set of steps set forth in the CPP Ordinance and then prepare a report on how the CPP for the project was conducted and the results of the neighborhood outreach. The CPP report for the project is included in Attachment D.

The project was initiated by the City Council on June 17, 2013 with a series of workshops, a survey, and polling to gain community input and opinion on the project components and parameters. On January 5, 2015, the City Council directed staff to proceed with a community input process that would function as an "expanded CPP" due to the magnitude of the project and its importance to the community. Being that the City Hall is a City-sponsored project and of potential interest to all residents, the expanded CPP was designed to ensure the maximum amount of community participation is included in the project review. A list of past community participation and outreach activities associated with the expanded CPP is summarized below under "BACKGROUND."

Following public workshops and discussions with the immediately adjacent residential neighbors, a formal CPP meeting was held onsite at the Del Mar Communications Center at 240 Tenth Street on November 19, 2015 from 6:30 to 8 p.m. for the purpose of presenting the concept design, describing design iterations, and options explored based on past community and City Council feedback, and obtaining any new neighborhood comment on the concept project plans. The meeting was broadcast live on Del Mar TV and via the City's website. A video recording of the meeting is archived and can be viewed at <http://delmar.12milesout.com>.

Eleven community members were in attendance, including nearby residents. Three City Council Members observed, but did not participate in the discussion. Following the presentation by the architectural team, there was an open dialogue with the attendees. Neighbors were able to ask questions of the design team and provide input on the design concept before the plans are finalized for consideration by the Board and City Council. Written comments were also received. Attachment C to the CPP report includes the written comments, the list of attendees, and the responses to comments raised at the CPP meeting.

Summary of Neighbor and Community Comments Noted at the CPP Meeting:

1. Traffic circulation

- a. Safety concerns with the proposed vehicle ingress/egress from the parking garage and surface lot onto 11th Street; privacy and noise concerns to northwest neighbors as a result of two driveways proposed on 11th Street; request to delete surface lot ingress/egress from 11th Street and relocate to either 10th Street and/or a connection to the surface lot exclusively via the parking garage; and the desire to maintain 10th Street as ingress only due to topography and intersection configurations.

2. Farmer's Market

- a. Concerns about how the areas proposed to accommodate a Farmer's Market compare to the existing areas being used, as well as concerns for pedestrian connectivity between the proposed areas and vehicle accessibility to the public plaza.

3. Site programming, future events, and activation of outdoor space

- a. Concerns for privacy and noise impacts to west and southwest neighbors due to future use of the outdoor areas; requested an explanation of anticipated programming of the site and how the outdoor space is being activated; request to remove the two outdoor overlook areas on the south end (10th Street) of the project, known as Town Hall Terrace (west terrace) and Town Hall Overlook (east, upper terrace); comment in support of multi-purpose outdoor space of varying types and locations; emphasizes that multi-purpose space to be used for events is a community need and is desired.

4. Lighting

- a. Concerns regarding lighting impacts to southwest, west, and northwest neighbors resulting from the outdoor areas (including the two south overlook areas).

5. Landscaping along the west property line

- a. Concerns regarding the type and extent of the proposed plantings within the 10-foot setback area along the west property line.

6. Solid wall near the west property line

- a. Concerns that the proposed eight-foot high wall parallel to the west property line (minimum wall height required by the Draft EIR) will not be tall enough to provide for adequate noise, light and privacy to west neighbors, in addition to concerns that the wall should have a full extension to the south property line and run east to provide additional privacy to west and southwest neighbors.

7. View impacts

- a. Potential concerns associated with private and public view blockage of the ocean due to proposed structures.

8. Overall design

- a. Concern of the distance between the catering kitchen and the Town Hall. Positive comments on the overall design and support for the project, changes that have been made to-date to respond to earlier comments, and the amenities that are proposed as part of the project, including the design detail of Town Hall.

Project Design Changes in Response to CPP Comments Received:

The following provides a summary of design changes made prior to and following the November 19, 2015 CPP meeting.

Earlier Design Revisions Prior to the November 2015 CPP Meeting

Since this project includes an expanded CPP process, Attachment D of the CPP report includes past notes and summaries from earlier citizen participation activities that occurred prior to the November 2015 CPP meeting. These are provided for reference and as a supplement to the information contained in the CPP report. As presented in

the attached material, the project has continually evolved in response to past community feedback and City Council input since the project first commenced in June 2013.

Earlier designs of the project included the following components which have since been eliminated due to earlier community feedback and Council input:

1. Placement of structures closer to the west property line
 - a. Early options for siting the buildings explored a full parking podium with City administrative offices on the western setback line. These options were eliminated through public discussions in 2014 and early 2015 due to height and privacy concerns. As a result, structures have been relocated closer to Camino del Mar and further away from the west residences, thereby providing a +75-foot building setback in lieu of the PF zone required 10-foot side yard setback between the footprint of the parking garage/City Hall and the west property line. Following release of the Draft EIR for the project, the buffer was amended to include a minimum 8-foot tall solid wall as a mitigation measure identified in the Draft EIR (as measured on the inside face) to mitigate noise and lighting impacts and an additional 10-foot wide vegetated screening buffer between the wall and the west property line. The vegetated buffer was improved to include screening plants to enhance privacy to westerly residences and to further reduce noise and lighting impacts to west residences. The wall was extended to the limits of the surface parking lot and the vegetated buffer generally extended from the north property line to the south property line.
2. Additional bulk and mass to Town Hall and City Hall with greater structure height and minimal articulation
 - a. Structures had been redesigned to remove unnecessary bulk and mass, reshaped to provide further articulation of building walls; rooflines had been angled and redesigned to reduce the boxy appearance of structures; and footprints had been lowered into the site and shifted closer to Camino del Mar.
3. Façade and building designs that did not embrace the historic nature of Del Mar and community character along Camino del Mar
 - a. Several design modifications were made to the project design to replicate historic design elements in the city, including roofline forms that resemble the character of other buildings on Camino del Mar and Ocean Avenue, exterior materials typical of community character, native landscaping palettes, and outdoor amenities such as public viewing areas, seating and

trellis details resembling other public areas in the city. In addition, the project also incorporated an exterior lighting scheme that would utilize LED fixtures with full cut-off performance and a general site design to reduce lighting to the maximum extent feasible. Lighting was designed to function on controlled circuits to provide automated shut-off when the site is not in use, with override nighttime security circuits to keep a minimal number of low intensity lights on for security. In addition, pole lights were no longer considered for the west surface parking lot.

4. Limited onsite public amenities including public viewing areas, open space, and areas to accommodate a Farmers Market
 - a. Site layout had been redesigned to accommodate new public areas to the maximum extent, including several new outdoor public viewing areas, outdoor seating areas and open space arrangements throughout the site. The site layout was also redesigned with flexible space of adequate size to accommodate a Farmers Market in the public plaza as well as the surface parking lot and with a pedestrian connection between the two spaces via a stairway along the north property line.

5. Multi-purpose use of the Town Hall and public plaza
 - a. Building and design had been amended to provide for several options for multi-purpose public/cultural events. For example, the Town Hall was designed with the ability to expand from 100 seats to 250 seats for larger events, as well as having the ability to be segregated into space to accommodate smaller events. The outdoor breezeway was designed to function as a central lobby into City Hall/Town Hall, but also to function as a spill-over area for larger indoor events if needed. City Hall conference rooms were placed opposite the breezeway to allow for shared use. The public plaza (referred to as the Town Hall Commons) had been redesigned to allow for use typical of public facilities with options to also accommodate an outdoor Market, community events or as a new open space amenity for the public to enjoy. The surface parking lot has been designed to accommodate the Farmer's Market.

Design Revisions After the November 2015 CPP Meeting

A summary of comments, concerns, and issues heard from attendees at the CPP meeting is included as a matrix in the CPP report. The matrix also summarizes the steps taken by the design team to address the items heard and provides brief explanations for items that were still under consideration or could not be addressed at the time the CPP responses were prepared on November 19, 2015. Written comments

were also submitted from attendees and neighbors and are included as Attachment B to the CPP report.

As part of the CPP meeting, several concerns were raised that presented design questions for the project requiring direction from the City Council. Since the City is the applicant for this project, some design questions could not be answered until the City Council, as elected representatives for the community, had a chance to review the issues and provide direction accordingly. On December 7, 2015, the City Council reviewed the CPP report and comments received, and preliminarily directed the following design changes to be considered in the project design (design changes are shown in *italics* below each issue area presented to the City Council).

1. Issue Area 1: Design of Expansion Area B/Town Hall Terrace (south of the City Hall building fronting 10th Street)

Council preliminary direction on 12/7/15: To eliminate the neighbors' privacy, noise and glare concerns, eliminate the Town Hall Terrace as a community gathering place and a location for special events. Reduce the useable size of the outdoor area from 2,700 sq. ft. to approximately 300 sq. ft. plus walkways for building access; include additional landscaping around the perimeter of the former Terrace to serve as a screen along the south side of the parking structure, and terrace planter border; incorporate a locking gate to the terrace to control access during non-City Hall business hours; limit the use of the terrace to City employees; and limit the use of the terrace to City Hall hours.

2. Issue Area 2: Design and use of Expansion Area C (southwestern corner on the lower level fronting 10th Street)

Council input on 12/7/15: Maintain the Expansion area at 4,500 sq. ft. as initially intended; consideration to landscape the area to complement the residential neighborhood and avoid leaving the area as a dirt lot; consideration for incorporating the Alvarado House at this location; consideration to extend the solid west wall around the south end of the surface parking lot and design it in a manner to complement the residential neighborhood; and consideration to remove a portion of the parking spaces in this area.

3. Issue Area 3: Quantity of parking spaces provided

Council input on 12/7/15: The City Council indicated that a range of 140 to 160 spaces could be acceptable.

4. Issue Area 4: Traffic circulation/ingress and egress from parking areas

Council preliminary direction on 12/7/15: Additional evaluation was requested to understand traffic circulation/ingress and egress from the parking area; the two City Council liaisons will evaluate Alternatives 4A and 4C presented at the meeting in order to understand traffic circulation/ingress and egress from the parking area and consider a direct connection between the garage and the surface parking lot (Alt. 4A: 10th Street with surface lot ingress/egress and 11th Street with garage ingress/egress, possible internal connection; Alt. 4C: 10th Street with garage ingress/egress and 11th Street with garage and surface lot ingress/egress, possible internal connection).

BACKGROUND:

As previously discussed, the project was initiated by the City Council on June 17, 2013 with a series of workshops, public outreach, community forums, a survey, and polling to gain community input and opinion on the project components and parameters. A complete list can be found as Attachment D to the CPP Report. In addition, concept project designs were brought to the DRB for preliminary review and feedback on August 26, 2015 and November 18, 2015, with a third formal review of the project by the DRB on December 16, 2015.

As further described in the CPP report, on January 5, 2015, the City Council directed staff to proceed with a community input process that would function as an “expanded CPP” due to the magnitude of the project and its importance to the community. The expanded CPP was intended to significantly enhance the community participation and outreach activities above and beyond the minimum requirements found in Del Mar Municipal Code (DMMC) sections 23.08.065 through 23.08.068.

While a formal CPP meeting occurred on November 19, 2015, as further described under “CITIZENS’ PARTICIPATION PROGRAM” and in Attachment D, additional community participation and outreach activities have included the following:

1. Ongoing information communicated to the public via the following services:
 - a. Mailed notices to property owners within 300 feet of the project site and all interested parties who have requested mailed notices
 - b. Legal ads and meeting notifications published in the Del Mar Times newspaper
 - c. Updates posted to the City’s website news feed
 - d. Updates posted on the project’s webpage at www.delmar.ca.us/cityhall
 - e. Announcements sent via the City’s e-mail notification service
2. Four (4) City Council-sponsored community workshops were held on:
 - a. December 2, 2013

- b. June 9, 2014
 - c. October 27, 2014
 - d. September 28, 2015
3. Two (2) open house events with the project architect were held on:
 - a. May 4, 2015
 - b. June 1, 2015
4. Forty two (42) City Council meetings have been held since June 2013 on various facets of the project including an ongoing, dedicated agenda item for any public input, as part of an open community forum (see Attachment D of the CPP report for detail)
5. Direct outreach to immediately adjacent, residential properties to discuss project concepts, understand sensitivities, and to evaluate potential DRO impacts. These meetings included the project design team as well as meetings with the City Manager
6. Evaluation of upslope (east) residential views to evaluate potential private view concerns as part of the EIR process and evaluation of adjacent residential views for privacy impacts
7. One (1) community survey, conducted in January 2014
8. One (1) community poll, conducted in February 2015
9. Two (2) preliminary meetings with the DRB held on:
 - a. August 26, 2015
 - b. November 18, 2015
10. One (1) meeting with the DRB held on December 16, 2015 to formally review the project and provide recommendations to the City Council on design modifications and the associated entitlements

Past DRB Review:

As indicated above, the DRB held two preliminary meetings to review schematic project designs on August 26, 2015 and November 18, 2015, and a formal review of the project on December 16, 2015. The first two meetings were intended to present the latest schematic designs available at that time and to obtain early feedback from the public and DRB members themselves relative to the project's conformance with the pertinent standards of review, the Regulatory Conclusions of the DRO. The third meeting was intended to review the project's consistency with the applicable provisions of the DRO, PF zoning requirements, Land Conservation and Tree Protection ordinances, and the

applicable policies and standards of the LCP, and forward any related recommendations on the requested permits to the City Council for their consideration. The staff reports for those meetings, including archived video recordings can be viewed at www.delmar.ca.us/AgendaCenter.

As further discussed under “*PROJECT’S CONSISTENCY WITH THE DESIGN REVIEW ORDINANCE*,” the following issues related to the DRO provisions listed below were raised at the two preliminary DRB meetings:

- §23.08.074.B, F, H: Traffic flow at 10th Street and 11th Street
- §23.08.077.D2 and G: Unreasonable bulk and mass of Town Hall on south elevation with TV Studio
- §23.08.077.D4, 5: Unreasonable massing if designed as a box-like structure
- §23.08.077.K, F: Unreasonable amount of sound, light and noise pollution
- §23.08.072.A: Community Plan character, reinforcing vibrant downtown and historic character
- §23.08.077.A: Impacts to public views of the ocean from public streets by buildings and future expansion spaces

As further described above under “*PROJECT DESCRIPTION*” and in Attachment B, the DRB recommended conditional approval of the associated entitlements subject to the incorporation of design modifications to reduce neighborhood impacts associated with privacy, traffic circulation, and exterior lighting (Attachment B). The modifications were considered necessary by the DRB in order to establish conformance with Regulatory Conclusions of the DRO. The DRB’s design modifications are shown on an amended site plan included as Attachment C and as a plan sheet in the project plans.

In addition to the recommendations noted herein, the DRB had one additional recommendation to the City Council that was not related to a DRO standard of review.

The DRB recommended the City Council address the use of the site for non-City events, including the indoor and outdoor spaces proposed as part of the Project. [Staff note: the DRB reached consensus that the City Council should address the use of the site, but did not reach consensus as to the specifics of such use].

PROJECT’S CONSISTENCY WITH THE DESIGN REVIEW ORDINANCE:

Given the unique nature of this public project and its potential interest to all of the City’s residents, ensuring conformance with the City’s DRO has been a component part of the project since its initiation in June 2013. As previously-discussed, the project has continually evolved in response to earlier community feedback and City Council input since the project first commenced in June 2013. As previously-described under “*CITIZENS’ PARTICIPATION PROGRAM*,” during the course of past community workshops and meetings, including two reviews by the DRB, several issues related to

the DRO have been raised and responded to in the current design (in addition to further revisions considered by the City Council at the December 7, 2015 meeting).

The following Regulatory Conclusions of the DRO had been raised during the course of project development and, as previously-discussed, the project has included numerous design modifications to reduce and/or eliminate potential violations of the DRO. Staff recommends that the City Council review the latest proposal relative to the provisions of the DRO, the design modifications as recommended by the DRB on December 16, 2015, and past design modifications that have been incorporated to-date. Should any component(s) of the proposed design appear to be inconsistent with one or more Regulatory Conclusions of the DRO, staff recommends that the City Council cite the corresponding DRO section(s) and provide a design recommendation(s) to establish consistency with the DRO.

DMMC §23.08.072 – General Conclusions

(A) The design is inconsistent with the Community Plan, General Plan, or Zoning Ordinance, including the Design Review standards contained within the Zoning Chapter of the underlying zone.

Comments were received that the project should embrace the vision of the Community Plan by utilizing an inspirational design that facilitates in the creation of a vibrant downtown, in addition to protecting the City's historic character. The design team has incorporated a redesign of the buildings' façades and rooflines to incorporate hip roofs, exposed trusses, solid foundation and other elements to blend with the many styles observed in the City's downtown area. In addition, the project has been redesigned to respect historic roof forms in the City in order to reinforce a vibrant downtown and historic character.

(D) The design will create an unreasonable invasion of the privacy of neighboring properties; and,

(J) The proposed development locates structures so as to unreasonably, adversely impact upon outdoor areas on adjacent properties.

Comments were received that components of the project design would result in an unreasonable invasion of privacy of neighboring properties, both indoor and outdoor spaces, to the west and southwest of the project site. Prior to the DRB's December 2015 meeting, privacy issues were largely associated with the Town Hall Terrace, located south of the City Hall building fronting 10th Street. At the DRB's December 2015 meeting, additional privacy issues were associated with the Town Hall Overlook, located south of Town Hall fronting 10th Street and Camino del Mar.

In order to further alleviate privacy and public use concerns associated with Town Hall Terrace, the City Council provided preliminary direction to the design team on December 7, 2015 to reduce the area of the terrace to approximately 15% of the original size, reducing it to approximately 300 sq. ft. plus a walkway; to include additional landscaping around the perimeter of the former Town Hall Terrace; to incorporate a locking gate to the terrace to control access during non-City Hall business hours; to limit the use of the terrace to City employees; and to limit the use of the terrace to City Hall hours. In addition, the project includes a 10-foot wide planter strip along the west property line that would provide a privacy buffer to the westerly neighbors.

DRB and Staff Recommendations

As recommended by the DRB to establish conformance with the DRO Section 23.08.072(D)—privacy, the Town Hall Terrace should be reduced to 300 square feet with an access walkway to City Hall, and a planted buffer comprising the remainder of the terrace. The DRB did not find that the City should restrict access to the reduced terrace by way of a gate and fence.

Staff concurs with the DRB recommendations with the exception that staff believes there is a benefit to the gate and fence as a means to control after-hour access to the Town Hall Terrace.

As recommended by the DRB to establish conformance with DRO Section 23.08.072(D)—privacy, the western edge of the Town Hall Overlook’s publically accessible area should be realigned approximately five feet to the east to restrict pedestrian access to the westerly edge. Additional recommendations for vegetative screening and site walls were also made and noted later in this summary.

Staff recommends maintaining the Town Hall Overlook as originally designed due to the fact that the property immediately to the west of the project at 220 10th Street is protected by the 10-foot solid wall and landscape screening to a height of elevation 142-feet parallel to the west property line. Further, other properties along 10th Street are currently viewed from the Project site and the public rights-of-way and there is no change in the existing condition (i.e., these properties currently do not have privacy). Staff’s recommendations for vegetative screening are noted later in this summary.

(E) The design will cause the surrounding neighborhood to depreciate materially in appearance or value.

Comments were received that components of the project design would result in the surrounding neighborhood (i.e., the R2 zoned neighborhood along 10th Street) to diminish in property values, including historic value, as a result of the proposed

development and particularly the Town Hall Terrace, located south of the City Hall building fronting 10th Street. As previously-described, the project team received preliminary direction from the City Council to revise the Town Hall Terrace and to incorporate additional landscaping around the southwest portion of the site.

DMMC §23.08.074 – Traffic, Parking and Pedestrian Circulation

(B) The design's traffic ingress, egress or internal traffic circulation will have an adverse effect on traffic conditions on abutting streets, and,

(F) The circulation systems will cause conflicts among vehicular, bicycle, or pedestrian traffic, and,

(H) The proposed development interferes with off-site circulation safety or efficiency.

The current design includes two driveways onto 11th Street; one westerly driveway allows ingress/egress to the surface lot and the other easterly driveway allows ingress/egress directly to the garage. The current design also includes a one-way only driveway on 10th Street that would primarily serve as an ingress point to the garage. The proposed design would allow flexibility in an emergency situation to also serve as an emergency exit, using traffic control.

The EIR review has not identified any traffic impact or safety risk with this parking ingress and egress plan or traffic circulation to the site and in the surrounding neighborhood.

A number of factors have resulted in the current design, including:

- The majority of the access to the Project site (92%) comes via Camino del Mar.
- The majority of access to the parking areas is designed from 11th Street because of the existing controlled, four-way stop intersection at 11th Street allows more flexibility for motorists to return to northbound or southbound Camino del Mar, whereas the intersection at 10th Street and Camino del Mar presents challenges to motorists entering Camino del Mar from 10th Street (i.e., grades, sites lines, and through-traffic at an uncontrolled intersection).
- The prohibition of north-bound Camino Del Mar vehicles turning left onto 11th Street at the four-way stop between 3:00-6:00 PM. This means that vehicles traveling to City Hall/Town Hall from northbound Camino Del Mar during that timeframe will need to make a U-turn at 11th Street onto southbound Camino Del Mar to turn right onto 10th Street to enter the parking.

- Due to the steep grade of 10th Street, this driveway is proposed as ingress only. Setting this driveway as egress only from the garage would require that between 3:00-6:00 PM, vehicles travelling to City Hall would need to turn right onto 10th Street from Camino Del Mar, then right onto Stratford, and right onto 11th Street. In considering the concerns of neighbors, this does not appear to be a preferable alternative.
- Needing the surface lot to accommodate entry by high-profile vehicles, such as access by the Fire Department and delivery vehicles for the Farmers Market.

DRB and Staff Recommendations

As recommended by the DRB to establish conformance with DRO Section 23.08.074(B)—traffic/parking, the following design modifications should be incorporated into the project: 1) a locking gate to control the times of vehicular access from 11th Street to the surface parking lot; 2) creation of a connection drive aisle between the parking garage and surface parking; 3) installation of right-turn only signage at the 11th Street exit point of the parking garage; and 4) reduction in associated parking spaces to accommodate the drive aisle connection and increase of Expansion Area C to 4,500 sq. ft. with associated landscaping. The DRB added that in addition to the installation of the referenced right-turn-only signs, the project should include additional design modifications, such as the installation of “hard” traffic control measures, to force vehicle egress from the 11th Street access/egress point of the parking garage eastbound onto 11th Street.

Staff concurs with the DRB’s recommendations.

DMMC §23.08.077 – Relationship to Neighborhood

(A) The design unreasonably blocks significant public coastal views.

Comments were received regarding potential impacts to public views of the ocean from public streets by buildings and future expansion spaces. The Draft EIR analyzed the potential view blockage from Camino del Mar. As a result of the Draft EIR analysis, the design team had increased public viewing areas onsite, including the Ocean View Terrace and the Town Hall Overlook, which create new public vantage points. The roofline of City Hall had been sloped to the west to minimize its profile and open up more views (public and private) over the roof from upslope. The Town Hall roof had been lowered with a hip roof/cupola rather than a shed roof and the TV Studio portion of Town Hall has been lowered into the slope, so the roof can be used as an overlook slightly above the grade of Camino del Mar. Proposed shade trees were placed based upon existing trees and their view shadows and in

many cases, small trees were utilized to minimize view blockage. The proposed development has been designed to fully comply with the City LCP Land Use Plan (LUP) required 14-foot height limit for development along the west side of the Camino del Mar curb level in order to preserve views of the ocean as required by LUP Policy IV-24. A major factor in all these design considerations was that the removal of the existing City Hall buildings will open up expansive views from existing public areas and will also create the new public viewing areas noted above.

(D)(2) The design is not harmonious with or is functionally incompatible with the surrounding neighborhood in one or more of the following respects: 2. Structural siting on the lot; and,

(G) The proposed development unreasonably fails to screen from the view from neighboring properties and public places, unattractive features such as storage areas, trash enclosures, transformers, service yards, loading docks and ramps, utility buildings, or other design elements of the project which adversely impact upon the visual quality of the neighborhood; by failing to use setbacks, landscaping, fencing, siting or structures.

Comments were received during the concept design regarding an unreasonable amount of bulk and mass of the Town Hall structure when viewed on its south elevation with the TV Studio. The design team had revised the Town Hall, placing the TV Studio and storage portion of Town Hall into the slope so it appears to be underground from Camino del Mar, with a rooftop plaza, slightly above the Camino del Mar grade and open to the public for views towards the ocean.

(D)(4) The design is not harmonious with or is functionally incompatible with the surrounding neighborhood in one or more of the following respects: 4. Architectural features and ornaments; and,

(D)(5) The design is not harmonious with or is functionally incompatible with the surrounding neighborhood in one or more of the following respects: 5. Type and quality of material.

Comments were received during the concept design, regarding an unreasonable amount of massing if the structures were designed as in a box-like form. The design team had revised the design of both Town Hall and City Hall to eliminate this effect presented in the earlier iterations of the design. In addition, City Hall had reduced in square feet by approximately 8%, removing approximately 700 square feet from the building through the use of shared use and efficiencies in the interior layout, which expands the publicly accessible Ocean View Terrace. The building façade was articulated to emphasize the entry, and substantial changes were made to the roof, including articulation and a low pitched hip with clearstory windows for natural ventilation. Town Hall increased in capacity while remaining approximately

the same size of footprint by utilizing the breezeway for expansion. The design team also buried a portion of the structure in order to decrease the observed bulk and mass. The shed roofline was substantially changed to a hip roof with a cupola and is maintained within the height limit restrictions of 14 feet along the curb elevation of Camino del Mar. These design changes were presented to the community at the November 2, 2015 City Council meeting and met approval of those who commented.

(F) The design would adversely affect the lighting or noise quality of the local neighborhood; and,

(K) The exterior lighting is not functional, subtle or architecturally integrated with the building's style, materials, or colors.

Comments were received that the project could result in an unreasonable amount of sound, light and noise pollution to neighbors. The Draft EIR analyzed the sound, noise and light spill potential from construction activities, normal operations of City Hall and Town Hall as well as special events and stipulated mitigations to reduce the impacts below significant and below the requirements of the DMMC. The design team placed the mechanical room for the complex in the garage and included louvers on the western wall openings to block sound and glare. In addition, the Draft EIR identified a minimum 8-foot solid wall to be installed along the western setback line to block noise and glare from the surface parking lot (measured from the inside face). Further refinement of the design as part of the CPP process has increased this wall to 10 feet, with stepped down returns to surround and screen the surface parking lot. Screening shrubs and landscaping along the southern edge of the parking lot were incorporated to further reduce lighting and visual impacts to neighbors. A wrap-around wall is also proposed at the southern edge of the surface parking lot adjacent to Expansion Area C, which will buffer noise and light from the surface parking lot. The wrap-around wall is proposed just south of the surface parking lot as a perpendicular tee off the wall on the western edge of the property. Additional design and operational changes to the Town Hall Terrace were previously-discussed under §23.08.072(D) above.

DRB and Staff Recommendations

As recommended by the DRB to establish conformance with DRO Section 23.08.072(D)—privacy, the following design modifications should be incorporated into the landscape plan to adequately provide visual screening and privacy to the westerly neighbors: 1) at minimum, vegetation screening should reach an elevation of +140' (142' preferred) within the 10-foot setback along the west property line, with exception to the southerly portion of the site near the residence at 220 11th Street, where the vegetation screening should increase to elevation up to +145', but not at the expense of blocking westerly public views of the Pacific Ocean from the Town Hall Overlook; 2) the

landscape material to be installed should be of a variety that will provide screening on a year-round, versus a seasonal basis, and that the planting sizes of the vegetation to be installed be sufficient in size to provide the intended visual screening within a reasonable period of time; and 3) remove a parking stall at the base of the existing eucalyptus (to remain) at the northwest portion of the surface lot to promote tree health. As recommended by the DRB to establish conformance with DRO Section 23.08.077(F) and (K)—lighting and noise, the following design modifications should be incorporated into the project to provide adequate relief from lighting and noise impacts associated with the parking lot and lighting plan: 1) increase the height of the solid wall to 10 feet (as measured from the inside face); 2) extend the length of the solid wall further south to 20 feet from the south property line to correspond with the front yard setback in the R2 Zone; 3) add a 36-inch tall wood picket fence and gate to surround the remainder of Expansion Area C; 4) extend the solid wall to the east to enclose the south portion of the surface parking lot with a wall height of 6 feet (with a wrought-iron pedestrian gate in the wall for access to 10th Street; 5) extend the solid wall to the east to enclose the north portion of the surface parking lot with a wall height of 6 to 8 feet (with exception to the vehicle driveway gate previously-discussed); 6) the color of exterior lighting should be controlled such that each of the external lighting fixtures be limited in color to a maximum of 3,000 kelvins without increasing the number of exterior fixtures proposed, but not at the expense that it would come at the expense of providing minimum public safety on the site; 7) all exterior lighting be dimmable and installed in controlled lighting zones; and 8) that the proposed bollard style fixture should be modified to one that is compatible in style with the other architectural designs and quality of material of the project's building components.

Staff concurs with the DRB's recommendations with the exception that the maximum height of the landscape screening should not be increased to elevation +145'. Pursuant to the Final EIR, staff recommends that the landscape screening should not exceed elevation +142' so that public views of the Pacific Ocean are maintained from the Town Hall Overlook.

PROJECT'S CONSISTENCY WITH DESIGN REQUIREMENTS OF THE PF ZONE:

In addition to the Regulatory Conclusions of the DRO (DMMC §23.08.072 through 23.08.079), the PF Zone applies additional Design Review considerations in DMMC §30.31.060. This language is shown below:

All development in the PF Zone shall be subject to design review by the Design Review Board pursuant to the provisions of this Code. The design, scale, height, bulk, coverage, and exterior appearance of all structures shall be in harmony with neighborhood character and development on nearby lots. Design considerations shall include the preservation of privacy on neighboring residential properties. In reviewing development proposals in the PF Zone, the Design Review

Board shall also consider a project's potential impact on the preservation of views to the ocean from both public and private lands.

Staff recommends that the City Council review the proposed project for consistency with the additional design requirements of the PF Zone and consider the design modifications for the project as recommended by the DRB.

PROJECT'S CONSISTENCY WITH THE LAND CONSERVATION ORDINANCE / LAND CONSERVATION PERMIT:

The provisions of the Land Conservation Ordinance, DMMC Chapter 23.33, require that a Land Conservation Permit be obtained if a development includes grading outside the footprint of any structure that exceeds 25 cubic-yards of cut or fill, and results in an alteration in the existing or natural grade elevation in excess of 18 inches. The purpose of this Chapter is to insure that development: 1) results in minimum disturbances of existing or natural terrain and vegetation; and 2) does not create soil erosion, silting of lower slopes, slide damage, flooding problems, severe cutting or scarring.

A Land Conservation Permit is associated with this development project and a preliminary Grading Plan was submitted illustrating the areas for proposed cut/fill grading and drainage. The project would include an approximate cut of 10,715 cubic yards (9,005 cubic yards associated with understructure and garage) and an approximate fill of 1,512 cubic yards. No soil is proposed for import. Approximately 9,202 cubic yards of export is proposed. The majority of the proposed cut is necessary for the proposed parking garage. While the maximum cut height is 16.1 feet and maximum fill height is 7.8 feet, these are integral to the structure and predominantly associated with the proposed parking garage. The maximum exposed retaining wall height is 2.6 feet.

The entire project site has been previously-disturbed and modified to accommodate two surface parking lots and public buildings. The site will be regraded to underground a subterranean parking garage with remaining areas reworked to conform to the existing topography which descends from Camino del Mar to the west. The project is held to a maximum 14-foot height elevation along the Camino del Mar curb and the majority of proposed rooflines and building forms have been lowered and set into the existing site to the maximum extent feasible. The project is being designed and conditioned to meet 2016 stormwater management and Best Management Practices (BMP) requirements and will maintain existing drainage patterns.

On December 16, 2015, the DRB recommended the City Council approve the associated LC permit. Staff recommends that the City Council review the proposed grading for consistency with the regulatory provisions of DMMC Chapter 23.33.

PROJECT'S CONSISTENCY WITH THE LOCAL COASTAL PROGRAM / COASTAL DEVELOPMENT PERMIT:

As with all properties in the City, the project site is located entirely within the California Coastal Zone and, given the scope of development proposed, requires approval of a Coastal Development Permit (CDP). The applicant submitted a CDP application which is packaged with the subject DRB permit request. The standards of review for a CDP are the regulatory ordinances found in the Implementing Ordinances of the City's Local Coastal Program (LCP).

Staff has reviewed the application for its consistency with the applicable provisions of the LCP, specifically the standards related to resource protection, avoidance of hazards, public views, and public access. On December 16, 2015, the DRB recommended the City Council approve the associated CDP. Staff recommends that the City Council review the proposed development for consistency with the regulatory provisions of the LCP including the public view protection policies of Land Use Plan (LUP) IV-22 through 28.

Based on the DRB and staff's review of the project, the proposed use is consistent with the uses allowed for the underlying PF zone and land use designation. In addition, the proposed development appears to be consistent with and implements the public view protection policies of LUP IV-22 through 28 as follows:

- LUP Policies IV-22 and 23: These findings are not applicable as the project site is not located along or near bluff-top areas.
- LUP Policy IV-24: The proposed development has been designed to fully comply with the LUP required 14-foot height limit for development along the west side of the Camino del Mar curb level in order to preserve views of the Pacific Ocean, as stated in this finding. In addition, the project includes the provision of new public viewing areas of the Pacific Ocean from outdoor plazas at the south and north ends of the site, and indoor public space at City Hall.
- LUP Policy IV-25: This finding is not applicable as the project site is not located along or near Carmel Valley Road.
- LUP Policy IV-26: This finding is not applicable as the project site is not located along or near the San Dieguito Lagoon, San Dieguito Drive, or Jimmy Durante Boulevard.
- LUP Policy IV-27: The project is subject to the City's Design Review process and is being evaluated for consistency with provisions related to public and private (residential) view protection and "enhance[ing] the small-town village atmosphere of Del Mar."

- LUP Policy IV-28: The project does not include any roof-top or pole-mounted signage. The project would include monument signage that will be kept to a maximum height of three-feet. While the project site is not commercial or residential in nature pursuant to the standards associated with this finding, nonetheless the project would include a landscaped area of 25.1% of the lot area (26.6% when including planted infiltration basins).

Given the project site's location near Camino del Mar, there will be no adverse effects to coastal hazards. Based on the existence of steep fragile coastal bluffs in the area, no opportunities for new public access to the coast are available. However, as previously noted, the project includes new public areas providing views of the Pacific Ocean as well as new outdoor open spaces on the site.

Pursuant to the procedural regulations of the LCP, the City's action on the CDP would be reported to the California Coastal Commission (CCC). However, the City's action on the CDP would not be appealable the CCC since the project: 1) is not located between the sea and first public road; 2) is not located within the Lagoon Overlay Zone or the Bluff, Slope and Canyon Overlay Zone; and 3) is not located or near a wetland, beach, coastal bluff, or substantial steep slope.

PROJECT'S CONSISTENCY WITH THE TREE ORDINANCE / TREE REMOVAL PERMIT:

Pursuant to DMMC §23.50.070, the deciding body on a DRB permit application shall be responsible for administering and enforcing the provisions of the Tree Ordinance when a request to remove a protected tree(s) is a direct result of a development permit application. The frequent application of the City's Tree Ordinance has to do with the proposed removal of a Torrey pine or Monterey cypress, both of which are considered protected trees pursuant to the code. However, pursuant to DMMC §23.50.020(E), a protected tree also includes a tree of any species within the Central Commercial zone, Open Space overlay zone, within public right-of-way, or on public or City-owned property. Given that the project site is a City-owned property, the Tree Ordinance applies and is a component part of the City Council's review.

The project proposes the removal of 35 trees on and offsite as follows:

- 23 Australian willow
- 5 Afghan pine
- 3 Jacaranda
- 3 Carrotwood
- 1 Canary Island date palm

Trunk circumferences of the trees to be removed range in size from 6 to 30-inches and their heights range from 20 to 50 feet. No Torrey pines or Monterey cypress would be removed as part of the project as none exist on or offsite within the project area. The existing pines located near the TV Studio are Afghan pines (*Pinus elderica*) as verified by the project landscape architect. Note that the existing mature eucalyptus tree located at the northwest corner of the property along 11th Street would remain.

As shown on plan sheets L-301 and L-302, the project includes a mix of 25 new trees to be planted on and offsite, including the establishment of new Torrey Pines and Monterey Cypress in the following areas:

- Onsite (all 48-inch box):
 - 1 Torrey pine in the public plaza
 - 1 Monterey cypress in the public plaza
 - 1 Monterey cypress in the southeast corner of the site near 10th Street and Camino del Mar
- Offsite (all 48-inch box):
 - 1 Torrey pine in the 11th Street right-of-way near the northeast area of the site
 - 1 Monterey cypress in the 10th Street right-of-way in the mid-point of the site

The project also proposes a mix of other shade and accent trees including the following:

- 8 shade trees consisting of Australian willow, California sycamore, Yew plum pine, and Brisbane box (all 36-inch box)
- 12 accent trees consisting of Western redbud, Crape myrtle, and Trumpet trees (all 36-inch box)

On December 16, 2015, the DRB recommended the City Council approve the associated TRP. Staff recommends that the City Council review the proposed tree removal and replanting for consistency with the Tree Ordinance.

CORRESPONDENCE:

Items received for the December 16, 2015 DRB meeting have been included for the City Council's reference (Attachment L). No additional correspondence has been received on the associated entitlements by staff since the December 16, 2015 DRB meeting or as of the writing of this report. Should staff receive any future correspondence on this project prior to the City Council meeting, it will be sent under separate cover and uploaded to the City's website at www.delmar.ca.us/AgendaCenter (scroll to City Council).

FISCAL IMPACT:

The City Hall project efforts to date, including design and EIR, are funded in the adopted FY 2015 - 2016 and 2016 – 2017 Operating and Capital Budget. The construction budget of \$12,946,828 may need to be increased based on the increased mitigation measures.

ENVIRONMENTAL REVIEW:

A Final Environmental Impact Report (EIR) for the project was prepared by RECON Environmental, Inc. (State Clearinghouse SCH#2015051067; reference City Environmental Assessment EA15-002) and made available to the public for review on December 16, 2015. Certification of the Final EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP) will be considered by the City Council on January 4, 2016.

A Draft EIR was distributed for a 45-day public review period from September 7, 2015 to October 22, 2015 and 15 comment letters were received. The comments were analyzed and responses to comments have been made available as part of the Final EIR. A Notice of Preparation (NOP) for the EIR was circulated for public review from May 21, 2015 through June 22, 2015, and a public scoping meeting was held on June 1, 2015. All components of the project have been analyzed within the EIR prepared for the project, including demolition, construction and operation of the proposed new City Hall/Town Hall; and proposed improvements; placement/removal, utility connects, and uses of temporary relocation facilities. A copy of the Final EIR can be viewed and downloaded at www.delmar.ca.us/cityhall.

PRIOR CITY COUNCIL REVIEW:

On June 17, 2013, the City Council initiated the process for the project/facility planning. On April 6, 2015, the City Council initiated the design phase of work for the City Hall project and on June 15, 2015, the City Council directed the design team to pursue the recommended concept plan for the schematic design phase. Following review, the City Council initiated the design development phase of work on July 20, 2015. On November 2, 2015, the City Council recommended the design direction for the entitlement process. On December 7, 2015, the City Council reviewed the CPP report and comments received, and preliminarily directed design changes in the project prior to the DRB's meeting on December 16, 2015.

ATTACHMENTS:

- Attachment A – Proposed Resolution of Approval
- Attachment B – Design Review Board Resolution Recommending Conditional Approval
- Attachment C – Site Plan Illustrating the DRB’s Recommendations
- Attachment D – Citizens’ Participation Program (CPP) Report (including expanded CPP content)
- Attachment E – Final EIR (www.delmar.ca.us/cityhall)
- Attachment F – Summary of Existing Facilities and Site Photos
- Attachment G – Project Renderings
- Attachment H – Sustainability Checklist
- Attachment I – Story Pole Plan and Certification
- Attachment J – Exterior Materials and Colors
- Attachment K – Lighting Plan and Exterior Lighting Fixtures
- Attachment L – Correspondence (from the December 16, 2015 DRB meeting)

Attachment A - Proposed Resolution

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA APPROVING A *DESIGN REVIEW PERMIT* (DRB15-017), *COASTAL DEVELOPMENT PERMIT* (CDP15-010), *LAND CONSERVATION PERMIT* (LC15-0108), AND *TREE REMOVAL PERMIT* (TRP15-014) FOR THE CITY HALL/TOWN HALL/PLAZA PROJECT WITHIN THE PUBLIC FACILITIES ZONE AT 1050 CAMINO DEL MAR, DEL MAR, CALIFORNIA

APN: 300-093-02; 300-093-03

WHEREAS, on June 17, 2013, the City Council of the City of Del Mar initiated the City Hall/Town Hall/Plaza Project (“Project”) and directed staff to conduct a series of public workshops, outreach, community forums, a survey, and polling in order to gain extensive community input and opinion on the Project components and parameters; and

WHEREAS, as established by the City Council, the primary objectives of the Project are to:

- a. Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities.
- b. Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together.
- c. Develop public outdoor areas within the project site for various passive and active uses.
- d. Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act (ADA) compliant access and connections for pedestrians.
- e. Create sufficient parking for City staff and public use during the day, and for the general public and planned events outside of normal business hours.
- f. Maintain significant view locations for neighboring properties and view corridors associated with public spaces.
- g. Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

WHEREAS, between June 2013 and December 2015, forty one (41) City Council meetings have been held on various facets of the Project including an ongoing, dedicated agenda item for any public input, as part of an open community forum; and

WHEREAS, between December 2014 and September 2015, a variety of community participation and outreach activities were completed, including:

- a. Four (4) City Council-sponsored community workshops held on December 2, 2013; June 9, 2014; October 27, 2014; and September 28, 2015
- b. Two (2) open house events with the project architect held on May 4, 2015 and June 1, 2015
- c. One (1) Citizens' Participation Program (CPP) Meeting, held on November 19, 2015
- d. One (1) community survey conducted in January 2014
- e. One (1) community poll, conducted in February 2015
- f. Ongoing information communicated to the public via the following services: mailed notices to property owners within 300 feet of the project site and all interested parties who have requested mailed notices; legal ads and meeting notifications published in the Del Mar Times newspaper; updates posted to the City's website news feed; updates posted on the project's webpage at www.delmar.ca.us/cityhall; and announcements sent via the City's e-mail notification service
- g. Direct outreach to immediately adjacent, residential properties to discuss project concepts, understand sensitivities, and to evaluate potential impacts to the City's Design Review Ordinance (DRO) in DMMC Chapter 23.08; and

WHEREAS, on January 5, 2015, the City Council directed staff to proceed with a community input process that would function as an expanded Citizens' Participation Program (CPP) due to the magnitude of the project and its importance to the community. The expanded CPP was intended to significantly enhance the community participation and outreach activities above and beyond the minimum requirements found in Del Mar Municipal Code (DMMC) Sections 23.08.065 through 23.08.068; and

WHEREAS, on August 26, 2015 and November 18, 2015, the Design Review Board ("Board") held two preliminary meetings to review schematic project designs. The meetings were intended to present the latest schematic designs available at that time and to obtain early feedback from the public and Board members themselves relative to the project's conformance with the pertinent standards of review, the Regulatory Conclusions of the DRO. At the meetings, the following Regulatory Conclusions of the DRO were raised:

- a. §23.08.074.B, F, H: Traffic flow at 10th Street and 11th Street
- b. §23.08.077.D2 and G: Unreasonable bulk and mass of Town Hall on south elevation with TV Studio
- c. §23.08.077.D4, 5: Unreasonable massing if designed as a box-like structure
- d. §23.08.077.K, F: Unreasonable amount of sound, light and noise pollution
- e. §23.08.072.A: Community Plan character, reinforcing vibrant downtown and historic character

- f. §23.08.077.A: Impacts to public views of the ocean from public streets by buildings and future expansion spaces

WHEREAS, on November 19, 2015, a formal CPP meeting was held onsite at the Del Mar Communications Center at 240 Tenth Street on Thursday, November 19, 2015 from 6:30 to 8 p.m. for the purpose of presenting the concept design, describing design iterations, and options explored based on past community and City Council feedback, and obtaining any new neighborhood comment on the concept project plans; and

WHEREAS, the project has continually evolved in response to feedback from the community, Board, and the City Council input since the project first commenced by the City Council in June 2013; and

WHEREAS, on December 7, 2015, the Miller-Hull Partnership, on behalf of the property owner, the City of Del Mar (herein referred to as "Applicant"), applied for a Design Review Board Permit (DRB15-017), a Coastal Development Permit (CDP15-010), a Land Conservation Permit (LC15-008), and a Tree Removal Permit (TRP15-014) ("Applications") associated with development of a City Hall/Town Hall/Plaza Project consisting of new public buildings, including an 8,722 sq. ft. City Hall, 3,172 sq. ft. Town Hall, 956 sq. ft. breezeway, 15,000 sq.ft. public plaza, up to 160 parking stalls in a two-level partially below grade structure and surface lot, landscaping, grading, and associated site improvements and amenities. This project is located in the Public Facilities (PF) Zone at 1050 Camino del Mar, Del Mar, California ("Project Site"); and

WHEREAS, on December 16, 2015, the Design Review Board ("Board") of the City of Del Mar, functioning as a recommending body to the City Council (the issuing authority on the associated entitlements), held a public hearing on applications DRB15-017, CDP15-010, LC15-008, and TRP15-014 which hearing was duly noticed, and at which time all persons desiring to be heard were heard; and

WHEREAS, evidence was submitted and considered to include without limitation:

- a. Plans submitted by the Applicant;
- b. Written information submitted with the application;
- c. Oral testimony from staff, the Applicant, and the public;
- d. Staff report, dated December 16, 2015, which is incorporated by reference as though fully set forth herein; and
- e. Additional information submitted during the hearing.

WHEREAS, at the December 16, 2015 meeting, the Board adopted DRB Resolution 2015-37 recommending that the City Council conditionally approve applications DRB15-017, CDP15-010, LC15-008, and TRP15-014 subject to the design modifications and findings included in the DRB resolution; and

WHEREAS, on January 4, 2016, the City Council of the City of Del Mar, functioning as a the issuing authority on the associated entitlements, held a public hearing on applications DRB15-017, CDP15-010, LC15-008, and TRP15-014 which hearing was duly noticed, and at which time all persons desiring to be heard were heard; and

WHEREAS, evidence was submitted and considered to include without limitation:

- a. Plans submitted by the Applicant;
- b. Written information submitted with the application;
- c. Oral testimony from staff, the Applicant, and the public;
- d. Staff report, dated January 4, 2016, which is incorporated by reference as though fully set forth herein; and
- e. Additional information submitted during the hearing; and

WHEREAS, a Final Environmental Impact Report was prepared for the Project (State Clearinghouse SCH#2015051067; reference City Environmental Assessment EA15-002); and

WHEREAS, on January 4, 2016, the City Council certified the Final EIR and adopted a Mitigation Monitoring and Reporting Program (MMRP) for the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Del Mar, as follows:

Section 1: Design Review Board Permit (DRB15-017)

Standards of Review:

1. The standards of review for an application for a Design Review Board Permit are found in Chapter 23.08 (Design Review) of the City of Del Mar Municipal Code (DMMC).

Conclusions:

***COUNCIL OPTION 1: IF RECOMMENDING APPROVAL, AS PROPOSED, USE THE LANGUAGE BELOW:**

1. The Project, as proposed and conditioned, will not be detrimental to the Community based on the Regulatory Conclusions Sections of DMMC Chapter 23.08 (Design Review); and

***COUNCIL OPTION 2: IF RECOMMENDING APPROVAL SUBJECT TO DESIGN MODIFICATIONS, USE THE LANGUAGE BELOW:**

1. The Project, as proposed and conditioned with the following design modifications, will not be detrimental to the Community based on the identified Regulatory Conclusions Sections of DMMC Chapters 23.08 (Design Review).

Section 2: Coastal Development Permit (CDP15-010)

Standards of Review:

1. The standards of review for an application for a Coastal Development Permit are found in Chapter 30.75 of the City of Del Mar Local Coastal Program Land Use Plan and Implementing Ordinances.

Findings:

1. The use for which the Coastal Development Permit (CDP) is requested, public buildings and amenities, is permitted within the PF Zone in which the Project Site is located. The Project Site is not located in any Local Coastal Program (LCP) - designated overlay zones; and
2. The Project is found to meet the criteria of the applicable chapters of the Del Mar Zoning Code, specifically Chapters 30.31 (PF Zone); and
3. The requested CDP is found to conform to the LCP in that the proposed use is consistent with the uses allowed for the underlying PF zone and land use designation, is not located within LCP-designated overlay zones, and is consistent with the required findings in LCP Implementing Ordinances (IO) §30.75.140; and
4. The project site is not located within the Appealable Jurisdiction as it is located on the inland side of the first public road (Stratford Court). Given the project site's location near Camino del Mar, no adverse effects to coastal hazards are found. Based on the existence of steep fragile coastal bluffs immediately adjacent to the shoreline in the area, no opportunities for new public access to the shoreline are available. However, as previously noted, the project includes new public areas providing views of the Pacific Ocean as well as new outdoor open spaces on the site; and
5. The project does not involve the construction or placement of a shoreline protection device. Therefore, this finding is not applicable; and
6. The project is found to be consistent with and implements the provisions of public view protection policies of the LCP, including Policies IV-22 through IV-27 of the LCP Land Use Plan (LUP) as follows:

- a. LUP Policies IV-22 and IV-23: These findings are not applicable as the project site is not located along or near bluff-top areas.
 - b. LUP Policy IV-24: The proposed development, as designed, is found to fully comply with the LUP required 14-foot height limit for development along the west side of the Camino del Mar curb level in order to preserve views of the Pacific Ocean, as stated in this finding. In addition, the project includes the creation of new public viewing areas of the Pacific Ocean from outdoor plazas at the south and north ends of the Project Site, and indoor public space at City Hall.
 - c. LUP Policy IV-25: This finding is not applicable as the project site is not located along or near Carmel Valley Road.
 - d. LUP Policy IV-26: This finding is not applicable as the project site is not located along or near the San Dieguito Lagoon, San Dieguito Drive, or Jimmy Durante Boulevard.
 - e. LUP Policy IV-27: The project is subject to the City's Design Review process and is found to be consistent with the Design Review provisions related to public and private (residential) view protection and "enhance[ing] the small-town village atmosphere of Del Mar."
 - f. LUP Policy IV-28: The project does not include any roof-top or pole-mounted signage. The project would include monument signage that will be kept to a maximum height of three-feet. While the project site is not commercial or residential in nature pursuant to the standards associated with this finding, nonetheless the project would include a landscaped area of 25.1% of the lot area (26.6% when including planted infiltration basins); and
7. The project site does not contain any wetland resources and is not located within the Lagoon Overlay Zone, Beach Overlay Zone or Bluff, Slope and Canyon Overlay Zone. Therefore, this finding is not applicable.

Conclusion:

1. The Project, as proposed in Coastal Development Permit application CDP15-010 and as conditioned is consistent with the standards of review contained in the Del Mar LCP.

Section 3: Land Conservation Permit (LC15-008)

Standards of Review:

The standards of review for an application for a Land Conservation Permit are found in DMMC Chapter 23.33.

Findings:

1. The project would include an approximate cut of 10,715 cubic yards (9,005 cubic yards associated with understructure and garage) and an approximate fill of 1,512 cubic yards. No soil is proposed for import. Approximately 9,202 cubic yards of export is proposed. The majority of the proposed cut is necessary for the proposed parking garage. While the maximum cut height is 16.1 feet and maximum fill height is 7.8 feet, these are integral to the structure and predominantly associated with the proposed parking garage. The maximum exposed retaining wall height is 2.6 feet; and
2. The entire project site has been previously-disturbed and modified to accommodate two surface parking lots and public buildings. The site will be regraded to underground a subterranean parking garage with remaining areas reworked to conform to the existing topography which descends from Camino del Mar to the west. The project is held to a maximum 14-foot height elevation along the Camino del Mar curb and the majority of proposed rooflines and building forms have been lowered and set into the existing site to the maximum extent feasible. The project is being designed and conditioned to meet 2016 stormwater management and Best Management Practices (BMP) requirements, will maintain existing drainage patterns, and is subject to the review and approval by the City Engineer.

Conclusion:

1. The Project, as proposed in Land Conservation Permit application LC15-008 and as conditioned, is consistent with the standards of review contained in the DMMC Chapter 23.33.

Section 4: Tree Removal Permit (TRP15-014)

Standards of Review:

1. The standards of review for an application for a Tree Removal Permit are found in DMMC Chapter 23.50.

Findings:

1. The Project includes the removal of 35 trees, on and offsite, as follows:
 - a. 23 Australian willow
 - b. 5 Afghan pine
 - c. 3 Jacaranda
 - d. 3 Carrotwood
 - e. 1 Canary Island date palm
2. Trunk circumferences of the trees to be removed range in size from 6 to 30-inches and their heights range from 20 to 50 feet. No Torrey pines or Monterey cypress would be removed as part of the project as none exist on or offsite within the project area. The existing pines located near the TV Studio are Afghan pines (*Pinus elderica*) as verified by the project landscape architect. Note that the existing mature eucalyptus tree located at the northwest corner of the property along 11th Street would remain.
3. As proposed, the Project includes a mix of 25 new trees to be planted on and offsite, including the establishment of new Torrey Pines and Monterey Cypress in the following areas:
 - a. Onsite (all 48-inch box):
 - b. 1 Torrey pine in the public plaza
 - c. 1 Monterey cypress in the public plaza
 - d. 1 Monterey cypress in the southeast corner of the site near 10th Street and Camino del Mar
4. Offsite (all 48-inch box):
 - a. 1 Torrey pine in the 11th Street right-of-way near the northeast area of the site
 - b. 1 Monterey cypress in the 10th Street right-of-way in the mid-point of the site
5. The project also proposes a mix of other shade and accent trees including the following:
 - a. 8 shade trees consisting of Australian willow, California sycamore, Yew plum pine, and Brisbane box or similar (all 36-inch box)
 - b. 12 accent trees consisting of Western redbud, Crape myrtle, and Trumpet trees or similar (all 36-inch box).

Conclusion:

1. The Project, as proposed in Tree Removal Permit application TRP15-014, and as conditioned, is consistent with the standards of review contained in the DMMC Chapter 23.50.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Del Mar that, based on the above findings and conclusions, applications of **DRB15-017, CDP15-010, LC15-008, and TRP15-014** are hereby approved subject to the following conditions:

[Note: The conditions listed below may have intentional gaps in numbering or lettering.]

General Conditions:

G-1 *[Business License]*

Prior to commencement of any work on site, all contractors and subcontractors shall obtain a valid City Business License. The general contractor shall be responsible for ensuring that all subcontractors obtain required business license and shall retain copies of said permits on site for verification by City staff.

G-2 *[Utility Undergrounding Threshold]*

If the total cost of new construction exceeds \$7,500 (as determined by the Building Department), all new utility service connections shall be placed underground consistent with the provisions of DMMC Section 30.86.210.

G-3 *[Development Authorization Limited to Plan Set]*

This permit is granted based on submitted plans dated **December 7, 2015**, and so identified by Planning and Community Development staff. Revisions to these plans and/or any proposals for modification shall require review and prior authorization from appropriate City entities.

G-5 *[Requirement for Building Permits]*

Prior to commencement of work, the applicant or agent shall obtain all required Building Permits.

G-6 *[Trash Removal and Recycling]*

All work associated with the project shall be done in conformance with the City of Del Mar's Mandatory Recycling Ordinance (No. 590). Additionally, any service relating to the collection of solid waste and/or designated recyclable materials shall be provided by the City's licensed trash removal franchise Waste Management, unless the materials are directly removed by the contractor. Waste Management can be reached at (858) 452-9810.

G-7 *[Code Compliance]*

Approval of this application shall not waive the requirement for compliance with the provisions of the DMMC or other applicable City regulations in effect at the time of Building Permit issuance, unless specifically waived in this Permit authorization.

G-8 *[Height and Setback Certifications prior to Framing Sign-off]*

A framing inspection by the Planning and Community Development shall be required at the completion of framing. Prior to sign off, the applicant shall provide a survey from a licensed surveyor or registered civil engineer certifying that the building height and setbacks are in compliance with approved plans. Surveys shall be made using approved elevation benchmarks or reference points.

G-10 *[Story Pole Removal]*

Story poles shall be removed from the property within ten days following the final date of the City's action on the project application.

G-11 *[Plan for Construction-phase Impacts]*

Prior to issuance of Building Permits or commencement of project implementation, (whichever comes first) the applicant shall provide a plan for construction-phase parking and equipment/materials storage for the project. The intent of this condition is to ensure that the construction phase impacts of the project, such as contractor and subcontractor parking and storage of materials and equipment, have been planned and will be implemented so as to minimize the impact on surrounding streets and uses. The plan shall also include the identification of a haul route for delivery to or removal of materials from the project site. The plan required herein shall be subject to the review and written approval of the Planning and Community Development Director.

G-12 *[Receipt of Demolition Permit]*

Prior to the complete removal of any structures on the project site, the applicant shall apply for and gain approval for a Demolition Permit, as required pursuant to the DMMC.

G-13 *[Permit Expiration]*

This permit shall expire three years from the date of approval, **expiring on January 4, 2019**, unless a Building Permit has been issued and substantial construction has been accomplished in reliance upon the Permit. Pursuant to the DMMC, substantial construction is defined as the completion of a minimum of 10 percent of the total amount of construction authorized by the Permit, based on the monetary value of construction costs including grading, site preparation and construction but specifically excluding all costs associated with the acquisition of interest in the project site and all costs associated with the preparation and processing of permits or plans.

G-14 *[Preconstruction Meeting]*

Prior to any demolition, construction, and/or land disturbances occurring onsite, a pre-construction meeting shall be held. Attendees to this meeting shall include representatives from the Planning and Community Development Department, the Public Works Department, the City Engineer, the City Manager, the project contractor/superintendent, the project architect, the project engineer, and any others essential for the proper implementation and completion of this project. At a minimum, the following issues shall be reviewed at this meeting:

- a. City inspection requirements.
- b. Process for requests for plan modification and determinations of substantial conformance.
- c. Discretionary permit conditions and requirements.
- d. Construction hour limitations and noise standards.
- e. Construction access and parking including equipment/materials storage and maintenance.
- f. Work within public rights-of-way and/or easements.
- g. Stormwater Best Management Practices (BMPs).
- h. Tree-preservation requirements.
- i. Signage requirements/limitations.
- j. Neighborhood impact issues.
- k. Key contact information.
- l. Business license requirements.
- m. Any other pertinent construction related activities and or information.

G-16 *[Compliance with City Noise Regulations]*

The applicant and all parties involved with implementation of the project shall comply with the regulations of the DMMC with regard to construction noise. The regulations stipulate that all construction activities are limited to the following periods: between 7:00 a.m. and 7:00 p.m. on Monday through Friday and between 9:00 a.m. and 7:00 p.m. on Saturdays. Construction activities are prohibited during other hours, on Sundays and on City Holidays. The City's noise ordinance, DMMC Chapter 9.20, includes the dates of City Holidays and can be viewed on the City's web page at www.delmar.ca.us.

G-17 *[Dig Alert]*

Prior to excavation or trenching, the applicant shall call Underground Service Alert of Southern California (Dig Alert at 800-227-2600) for a mark out of service utilities.

G-18 *[Rules for Construction-related Signage]*

All construction-related signage posted at the project site shall comply with DMMC Chapter 30.84 (Signs). The pertinent sections of the sign chapter allow installation of a total 5.5 square feet of temporary signage on a residential property (that is cumulative of all signs posted). Such signs may be posted for a

maximum of 60 days per calendar year. The restrictions noted above do not apply to the “Development Pending”, “Construction Noise Notice”, and Building Permit signs required by the City as part of the project review process. All construction related signage, including City-required signs, shall be removed prior to final approval of the project.

Engineering Conditions:

E-2 *[Separate Permits for Off-site Work]*

All improvements to off-site facilities, including the provision of access road and/or utility lines as proposed or required pursuant to the conditions of this Permit, shall be subject to the receipt of separate City permits, as applicable.

E-5 *[Installation of Public Improvements]*

E-5B The applicant shall construct street repairs/improvements for one half the road width on that portion of Camino Del Mar, 10th Street and 11th Street that abuts the corresponding frontage of the property. The required repairs/improvements shall include dig-out and replacement of deteriorated sections of the roadway and shall include all transitions, drainage facilities, and other improvements as deemed necessary by the City Engineer. Improvements also included curb, gutter, sidewalk, and driveway improvements. Said improvements shall be subject to inspection and approval by the City Engineer.

E-6 *[Private Drains]*

Unless specifically authorized in permit plans, drains in landscape areas discharging to public rights-of-way shall not be allowed. Drains discharging into public rights-of-way may be authorized, subject to review by the City Engineer and only if warranted by unique site conditions. In such cases, design elements shall be incorporated into the plans which reduce the potential for stormwater pollution and nuisance drainage to the maximum extent practicable. The project engineer’s evaluation shall include, but not be limited to, consideration of the potential effect of proposed construction on site groundwater and moisture conditions. All hardscape drains, roof drains, wall drains and other private drains shall be shown in detail on improvement plans. Site drainage shall be designed such that, in the event of plugged or overloaded inlets/outlets, storm flows will be conveyed in a manner that is not detrimental (including flooding and erosion) to the site or other properties.

E-7 *[Grading Calculations and Requirements for a Grading Permit]*

Prior to the issuance of Building Permits, the applicant shall provide grading calculations, including cross sections, and other supporting documentation, to verify the quantity of earthwork proposed outside the building footprint(s). If over 200 cubic yards, or five (5) vertical feet of earthwork is proposed, the applicant shall obtain a Grading Permit. Additionally, a Land Conservation (LC) permit

may be required, pursuant to the provisions of the Del Mar Municipal Code (DMMC).

E-9 *[Grading]*

The grading for the project shall be performed under the observation of a Registered Civil Engineer whose responsibility shall be to coordinate site inspection and testing to ensure compliance with the approved Grading Plan. The project Engineer shall submit reports to the City Engineer to verify compliance, as deemed necessary.

E-10 *[Grading Plan]*

Prior to issuance of Building Permits, the applicant shall obtain a Grading Permit from the City. A Grading Plan shall be prepared in accordance with the latest edition of City's "Applicant's Guide to Procedures for a Grading Permit." The Grading Plan shall be prepared to the satisfaction of the City Engineer and shall:

E-10A Be prepared in accordance with the City's "Applicant's Guide to Procedures for a Grading Permit," latest edition. In addition, a topographic map shall be prepared by a Registered Civil Engineer or a Licensed Land Surveyor. The topographic map shall indicate property lines, topographic features and existing and/or proposed structures. Said map shall include two-foot contour lines and/or sufficient spot elevations to clearly represent existing and proposed topographical features, and existing and proposed drainage patterns. Survey shall extend minimum 25 feet beyond limits of work. Said map shall also show entire property boundary including any assumed found monuments, and bearings and distances based on record information;

E-10B Depict the location of property lines and topographic features of the site that adequately address how private storm water is to be collected, conveyed, and discharged on or across the subject site with respect to the proposed project;

E-10C Include a grading cost estimate for review, based on the City of San Diego's Unit Price List;

E-10D Depict the limits of grading;

E-10E Include provisions to collect, convey, and discharge storm water in an appropriate manner, considering the added impact of impervious surface area to the site;

E-10F Include provisions to ensure that storm water will not be concentrated and discharged across adjacent properties;

- E-10G Include a Hydrology/Hydraulic Report prepared by a Registered Engineer that addresses how storm water will be adequately collected and conveyed on and across the subject property. The Report shall also address the tributary area for run-off directed to and across the subject property. The Report shall include calculations and details demonstrating that if proposed inlets/outlets, etc. are plugged or overloaded, the site is capable of conveying storm flows in a manner that is not detrimental (including flooding and erosion) to surrounding properties. The Report shall address both existing and proposed conditions;
- E-10H Incorporate all recommendations pursuant to the Hydrology/Hydraulic Report prepared for the project;
- E-10I Include mitigation measures and project modifications as recommended in the required Geotechnical Report prepared for the project;
- E-10J Depict the location of existing or proposed easements within the property boundary;
- E-10K Depict the existing sewer and water mains and laterals serving the residence;
- E-10L Depict the location of erosion control devices to be implemented in the event of rainfall;
- E-10M The methods for providing temporary erosion control during the construction phase of the project, complete with the inclusion of standard grading and erosion control notes on the plans;
- E-10N Include methods to ensure retaining wall sub-drains and sump pumps will not discharge onto City streets, as they contribute to nuisance water. Sub-drains and sump pumps shall discharge on private property to allow percolation back into the soil;
- E-10O Ensure existing or proposed private pipe outlets will not convey or discharge nuisance water (i.e., from irrigation, pool/spa/water feature/patio hardscape splash run-off, planter area drains, French drains, etc.) onto adjacent streets or into the public right-of-way. The applicant shall provide methods to eliminate the discharge of nuisance water;
- E-10P Ensure that the development will minimize the amount of impervious surface area and maximize the on-site dissipation of storm water run-off;

- E-10Q Include storm drain run-off "Best Management Practices" that minimize the volumes of urban run-off discharge to City rights-of-way, as acceptable to the City Engineer;
- E-10R Provide elevations and slope call-outs to clarify how water will drain around the proposed pool/spa/water feature/patio hardscape, with assurances the runoff will not be conveyed over sensitive topographic features;
- E-10S Include a five (5) foot wide buffer zone to be maintained along the edge of pavement along the street frontage. No obstructions (i.e., walls, trees, benches, etc.) shall be permitted within this area;
- E-10T Include landscaping plans with characteristics that maximize infiltration, provide retention, reduce irrigation and storm water run-off, use efficient irrigation, and minimize the use of fertilizers, herbicides and pesticides;
- E-10U Include plans showing source control BMPs in place with an accompanying certified letter noting the implementation plans for said BMPs;
- E-10V Include a buffer zone, shown on the site plan, for natural water bodies. The buffer zone shall be subject to review and approval by the City;
- E-10W Ensure that the grading and other construction activities meet the provisions specified in the California Regional Water Quality Control Board (RWQCB), San Diego Region, Order R9-2007-0001, NPDES No. CAS0108758 – Section D.2 and subsequent orders;
- E-10Y The proposed driveway leading to 10th Street must include any necessary pavement transitions to create a ridge for the proposed driveway(s) that raises a minimum of 6-inches from the edge-of-pavement or flow line to ensure street drainage is not discharged onto the site. Provide spot grades and/or contours to substantiate design.

AND

The proposed driveway leading to 11th Street must intercept of run-off from the proposed driveway to preclude direct flow to the adjacent streets right-of-way. This may be accomplished by incorporation of pervious driving surfaces, diversion to landscaped areas using swales or grates, etc. The project Engineer's evaluation shall include, but not be limited to, consideration of the potential effect of proposed construction on site groundwater and moisture conditions. Provide spot grades and/or contours to substantiate design;

- E-10Z The following note shall be added to the plans if shoring is required:
“Unless a shorter duration is recommended by the geotechnical engineer, the proposed temporary shoring shall remain for no longer than 60 calendar days. At the conclusion of the originally allotted time, 30-day extensions may be obtained if acceptable to the City Engineer, Director of Public Works and the project geotechnical consultant. At the conclusion of the permitted time period, the temporary shoring shall be replaced with an approved permanent structure in accordance with the structural and geotechnical engineer’s recommendation.”;
- E-10AA Following construction completion, the project designer shall inspect as-built improvements. Significant discrepancies, if any, between the approved plans and as-built conditions shall be brought to the attention of the Planning and Community Development Department and City Engineer. An as-built plan prepared by the project designer will be required. Prior to final sign-off by the City Engineer, the project designer shall sign the as-built plan indicating that the project was completed in accordance with said plan;
- E-10AB Prior to issuance of Building Permits, the applicant shall post a security in an amount approved by the City Engineer for the proposed grading. Said security shall be in a form acceptable to the City and shall remain in place until completion of the grading and final approval by the City. The amount shall be based on 25% of the approved grading cost estimate prepared as a part of the Grading Permit.
- E-11 *[Geotechnical Report Requirement]*
Prior to issuance of Building Permits, the applicant shall provide a Geotechnical Report for the project. The Report shall be prepared, signed and sealed by a Certified Engineering Geologist and a Geotechnical Engineer or Registered Civil Engineer. This Report shall be subject to review and approval by the City Engineer, City Building Department, and if deemed necessary, a third-party with expertise in geotechnical issues. The report required herein shall:
- E-11A Include all standard information as required by the City’s Grading Ordinance;
- E-11B Evaluate existing site constraints;
- E-11C Evaluate potential effect of proposed construction on nearby slopes, sensitive topographic features and neighboring properties;
- E-11D Include a geotechnical evaluation of the long term stability of adjacent slopes;
- E-11E Provide any mitigation measures as necessary;

E-11F Provide recommendations for any special construction methods as necessary;

E-11G Include the preparation of field tests to be performed at the site during construction, so as to ensure that field conditions are suitable for the approved construction. The results of such tests may necessitate revisions to the project with such revisions subject to review by the appropriate City entities;

E-11H If retaining walls are required, give recommendations for back-cuts for the construction of retaining walls. These recommendations shall include a time limit that the back-cuts can remain in place without either creating a stable backfill, or completing construction of the approved retaining walls. If the recommended time deadlines are not met, the applicant, by signing these conditions, grants the City permission to work on their private property to secure the back-cuts, and use the cash security to perform the work;

E-11I If temporary shoring is required, the geotechnical consultant shall provide necessary geotechnical parameters and recommendations, including maximum cuts and time limits;

E-11J Address the feasibility of long term infiltration of stormwater runoff onsite, and if subdrains will be required for any proposed infiltration BMPs;

E-11K Address the presence of groundwater and the need to provide subdrains for groundwater extraction. If extracted groundwater is discharged to surface waters, the project must comply with State RWQCB Order No. R9-2008-0002.

E-12 *[Authorization for Off-site Work]*

E-12A Prior to the issuance of Building Permits, the applicant shall obtain letters of permission from affected property owners if construction or construction access is required across property lines; and

E-12B The following note shall be included on the plans for the Permit: “No grading shall occur outside the limits of the approved grading plan unless prior written authorization is obtained from the City and the owners of any other affected properties.”

E-13 *[Grading – Separate Permits for Borrow or Disposal Site]*

A separate Grading Plan shall be submitted and approved and a separate Grading Permit issued for any off-site borrow or disposal site, if located within City limits. An Encroachment Permit will be required to identify the haul route proposed for this purpose. If the borrow or disposal site is located outside of the

City, the applicant shall provide evidence of receipt of required permits/authorizations.

E-15 *[Storm Water Mitigation Plan (SWMP or equivalent)]*

Prior to issuance of Development Permits, the applicant shall submit a SWMP or equivalent for City review and approval that addresses the following:

E-15A Control the post-development peak storm water run-off discharge rates and velocities to maintain or reduce pre-development downstream erosion;

E-15B Conserve natural areas;

E-15C Minimize pollutants of concern from urban runoff through implementation of source control BMPs;

E-15D Remove pollutants of concern from urban runoff through implementation of structural BMPs;

E-15E Avoid directly connected impervious areas where feasible;

E-15F Protect slopes and channels from eroding;

E-15G Include storm drain stenciling and signage;

E-15H Include properly designed outdoor material storage areas;

E-15I Include properly designed trash storage areas; and

E-15J Ensure that post-development runoff does not contain pollutant loads which have not been reduced to the maximum extent practicable.

E-15K Comply with the City Standard Urban Stormwater Mitigation Plan (SUSMP or equivalent);

E-15L Include a detailed Operations and Maintenance Plan (O&M Plan) for all treatment control BMPs, that includes a minimum, the designated responsible parties to manage the stormwater BMPs, employee training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of any additional required permits; cost estimate for implementation of the O&M Plan;

E-15M Demonstrate the funding mechanism to ensure ongoing long-term maintenance of all structural post construction Best Management Practices (BMPs);

E-15N Identify affected receiving water bodies; and

E-15O Include an exhibit that clearly shows the limits and quantities of impervious area in both the pre and post development conditions.

The structural BMPs required herein shall be designed so as to filter or treat the volume or flow outlined in the numeric sizing criteria outlined below:

Volume

Volume-based BMPs shall be designed to filter or treat the volume of runoff produced from a 24-hour 85th percentile storm event, as determined from the local historical rainfall record; or

Flow

Flow-based BMPs shall be designed to filter or treat the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour.

E-16 *[BMP details]*

Prior to issuance of Development Permits, all post construction BMPs shall be shown in detail on the construction plans and submitted to the City for review and approval. For all post-construction treatment control BMPs, submit an operation and maintenance manual detailing requirements for the property owner to maintain BMPs into perpetuity. An easement shall be granted to the City for inspection of post-construction treatment control BMPs as needed. The project shall comply with the existing and subsequent Del Mar Jurisdictional Urban Runoff Management Plan and the State of California and National Pollutant Discharge Elimination System (NPDES).

E-17 *[SWPPP Requirement]*

Prior to issuance of Development Permits, the applicant shall submit for City review and approval and implement a Storm Water Pollution Prevention Plan (SWPPP), to manage storm water and non-storm water discharges from the site at all times. The SWPPP shall describe all BMPs to be implemented year round. Specific BMP implementation may be dependent upon wet or dry season operations. The SWPPP shall also emphasize that erosion prevention is the most important measure for keeping sediment on-site during construction. The applicant shall provide evidence of existing coverage under the State of California's statewide General NPDES Permit for Storm Water Discharges Associated with Construction Activities at all times.

E-18 *[Soil Stabilization]*

The applicant shall utilize sediment controls only as a supplement to erosion prevention for keeping sediment on-site during construction – NEVER as a single or primary method.

E-18A The applicant shall clear and grade only the areas on the project site that are necessary for construction. These areas shall be clearly denoted on the plans;

E-18B The applicant shall minimize exposure time of disturbed soil areas;

E-18C The applicant shall submit a schedule to the City for review and approval, with proposed dates, demonstrating the minimization of grading during the wet season and coinciding the grading with dry weather periods, permanent revegetation and landscaping as early as feasible, temporary stabilization and reseeding of disturbed soil areas as early as feasible; and

E-18D The applicant shall stabilize all slopes per City approved method.

E-19 *[Required Backflow Prevention]*

If the project authorized by this permit will involve installation or retention of any plumbing drainage fixtures at a level below that of the PUBLIC sewer main serving the project site, the applicant shall install a private backflow prevention device on their private lateral per the requirements shown below.

The plans shall be submitted prior to the issuance of Building Permits and shall be according to the Uniform Plumbing Code and subject to the review and written approval of the Planning and Community Development Director and City Engineer. Once installed, the private backflow prevention device(s) shall be subject to inspection by the City Engineer prior to final sign off for the project.

E-20 *[Access to Water Meters]*

Access to proposed or existing water meters located on or immediately adjacent to the property shall remain open and unobstructed at all times. Prior to the issuance of Building Permits, the applicant shall demonstrate that no structure or vegetation is proposed so as to restrict access to the water meter. In the event access is blocked by project implementation, the applicant shall be responsible for the removal any obstruction at his/her expense or shall pay for the cost of relocating the water meter to allocation acceptable to the Public Works Department.

E-21 *[Updated Title Report]*

Prior to the issuance of Building Permits, the applicant shall prepare an updated title report for the property.

E-22 *[Compliance with City of Del Mar JURMP]*

This project shall conform to the construction component in the latest edition of the City's Jurisdictional Urban Runoff Management Program (JURMP).

E-24 *[Design of Inlets/outlets]*

Site drainage shall be designed such that, in the event of plugged or overloaded inlets/outlets, storm flows will be conveyed in a manner that is not detrimental to the site or other properties.

E-25 *[Sewer Service]*

The sewer connection to the public main must be a gravity connection. If a pump is required in order to service the residence, it must transition to gravity flow prior to connection to the public system. A sewer backflow prevention device will also be required if a pump is proposed.

E-27 *[Sight Distance Analysis]*

Due to the change in driveway location, a sight distance analysis will be required at the point of entry to public street traffic. The analysis (exhibit) will require review and approval prior to issuance of Building Permit. The sight distance exhibit should be revised to demonstrate 150' minimum corner sight in both directions from each driveway.

E-28 *[Stormwater Compliance]*

Stormwater compliance requirements are subject to change based on adoption of revisions to state and local regulations. Recent changes to the regulations include the following: revised Priority Development Project definitions, additional/revised hydromodification mitigation requirements, and increased emphasis on on-site retention/re-use. These changes could significantly impact the design, type, and size of BMPs necessary for compliance. The new regional MS4 Permit (Order No. R9-2013-0001) was adopted May 8, 2013

Fire Conditions:

F-1 *[Roofing Materials]*

All structures shall be provided with a Class "A" roof covering to the satisfaction of the California Building and Fire Code. No wood shake shingles are allowed.

F-3 *[Wet Standpipe System]*

A Class I or Class III wet standpipe system is required for all buildings three levels or more in height and large commercial floor areas and underground parking structures. Standpipe system shall be designed and installed per NFPA 14 and Del Mar Municipal Code 10.04. Fire Department Connections (FDC) for Standpipes shall be interconnected to the fire sprinkler system. FDC mounting height shall be 36 to 42 inches above finished grade maximum.

F-10 *[Address Numbers]*

Approved numbers and/or addresses shall be placed on all new and existing buildings and at appropriate additional locations as to be plainly visible and legible from the street or roadway fronting the property from either direction of

approach. Said numbers shall contrast with their background, and shall meet the following minimum standards as to size: four-inch high with a 3/8-inch stroke for residential buildings. Additional numbers may be required at rear access doors, building corners, or where deemed necessary by the Fire Marshal.

F-12 *[Automatic Fire Sprinkler System]*

All structures shall be protected by an automatic fire sprinkler system designed and installed to the satisfaction of the California Fire Code and DMMC Chapter 10.04. Plans for the automatic fire sprinkler system shall be submitted prior to start of construction and approved by the City designated fire plans examiner prior to any on site building construction inspection (other than slab and/or grading inspection) by a building official.

Fire Department Connections (FDC) for fire sprinkler and standpipe systems shall meet the following requirements: shall be mounted at the following height(s): 36 to 42 inches above finished grade, to the top of connection.

- If FDC is installed separate from the Backflow/Double Detector Check (DDC), it shall be located a minimum of five feet from the Backflow/DDC valve.
- When an FDC is attached to Backflow/DDC, the FDC mounting height shall still be 36 to 42 inches max above finished grade.
- If the Backflow/DDC is installed without an FDC, both OS&Y valve handles shall be mounted 36 to 42 inches above finished grade.
- Bushes, trees and similar foliage shall not be located within a radius of five feet of an FDC or Backflow/DDC valve assembly. Ground cover landscape is acceptable.

F-14 *[Occupancy and Area Separations]*

Shall be provided in accordance with current Building and Fire Codes.

F-15 *[Fire Hydrant Maintenance]*

All new and existing fire hydrants on any property shall have a minimum three foot clearance from the hydrant. Hydrants shall not be visually or physically impaired by walls, fences, gates, trees or vegetation.

F-18 *[Obstruction of Roadways during Construction]*

All roadways shall be a minimum of 20 feet in width during construction and maintained free and clear, including the parking of vehicles, in accordance with the California Fire Code and California Vehicle Code.

F-21 *[Solar Photovoltaic Installations - Solar Panels]*

Solar Photovoltaic Systems shall be installed per California State Fire Marshal installation guidelines.

Public Works Conditions:

PW-1 *[Parking Lot Pavement and Tree Root Systems]*

Selection of parking lot trees should consider the interaction of the tree root systems with the parking lot pavement. The City's annual residential roadway paving project will avoid resurfacing of 9th and 10th Street until completion of the City Hall/Town Hall Project.

Special Conditions

S-3 *[Satisfaction of Requirements of Related Alley/Street Vacation]*

Prior to the issuance of Building Permits, the applicant shall provide evidence that the [separate] application for a Street/Alley Vacation for the unimproved, 20-foot wide alley has been approved and that, where required, the pertinent documents have been recorded.

S-4 *[Satisfaction of Requirements for Related Lot-line Adjustment]*

Prior to the issuance of Building Permits, the applicant shall provide evidence that the [separate] application for a lot line adjustment of the lots which comprise the project site has been approved and that, where required, that the pertinent documents have been recorded.

SC-10 *[Mitigation Monitoring and Reporting Program]*

The applicant shall implement all mitigation measures that are specified in the adopted Mitigation Monitoring and Reporting Program (MMRP) included in the certified Final Environmental Impact Report (EA15-002/SCH#2015051067) for this project.

SC-18 *[Determination of Substantial Conformance]*

Minor plan revisions that qualify for review under the City's Determination of Substantial Conformance (DSC) process shall be subject to the review and written approval of the Planning and Community Development Director working in association with the designated City Council subcommittee consisting of **[APPOINT TWO COUNCIL MEMBERS]**.

PASSED AND ADOPTED by the City Council of the City of Del Mar, this 4th day of January 2016 by the following vote:

SHERRYL PARKS, MAYOR
City of Del Mar

APPROVED AS TO FORM:

Leslie E. Devaney
City Attorney

ATTEST AND CERTIFICATION:
STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
CITY OF DEL MAR

I, Andrew Potter, Administrative Services Director/City Clerk of the City of Del Mar, California DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Resolution No. 2016-____, adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the 4th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Andrew Potter, Administrative Services Director/City Clerk
City of Del Mar

RESOLUTION NO. DRB-2015-37

A RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF DEL MAR RECOMMENDING THAT THE CITY COUNCIL (THE ISSUING AUTHORITY) APPROVE, SUBJECT TO DESIGN MODIFICATIONS, APPLICATIONS *DESIGN REVIEW (DRB15-017)*, *COASTAL DEVELOPMENT (CDP15-010)*, *LAND CONSERVATION (LC15-008)*, AND *TREE REMOVAL (TRP15-014)*, EACH ASSOCIATED WITH THE DEVELOPMENT OF A CITY HALL/TOWN HALL/PLAZA PROJECT CONSISTING OF NEW PUBLIC BUILDINGS, INCLUDING A CITY HALL, TOWN HALL, BREEZEWAY, PUBLIC PLAZA, PARKING STALLS IN A PARTIALLY BELOW GRADE STRUCTURE AND SURFACE LOT, LANDSCAPING, GRADING, AND ASSOCIATED SITE IMPROVEMENTS AND AMENITIES ON A SITE IN THE PUBLIC FACILITIES ZONE LOCATED AT 1050 CAMINO DEL MAR, DEL MAR, CALIFORNIA

APN: 300-093-02; 300-093-03

WHEREAS, on June 17, 2013, the City Council of the City of Del Mar initiated the City Hall/Town Hall/Plaza Project (“Project”) and directed staff to conduct a series of public workshops, outreach, community forums, a survey, and polling in order to gain extensive community input and opinion on the Project components and parameters; and

WHEREAS, as established by the City Council, the primary objectives of the Project are to:

- a. Create an activated civic facility with adequate space for existing administrative functions, with public meeting spaces and facilities.
- b. Provide a flexible hearing and meeting space that could allow for indoor and outdoor uses to come together.
- c. Develop public outdoor areas within the project site for various passive and active uses.
- d. Maintain multi-modal access to the site, including parking for cars and facilities for bicycles, and Americans with Disabilities Act (ADA) compliant access and connections for pedestrians.
- e. Create sufficient parking for City staff and public use during the day, and for the general public and planned events outside of normal business hours.
- f. Maintain significant view locations for neighboring properties and view corridors associated with public spaces.
- g. Provide for future expansion areas within the project site consistent with the existing land use and zoning regulations.

WHEREAS, between June 2013 and December 2015, forty one (41) City Council meetings have been held on various facets of the Project including an ongoing, dedicated agenda item for any public input, as part of an open community forum; and

WHEREAS, between December 2014 and September 2015, a variety of community participation and outreach activities were completed, including:

- a. Four (4) City Council-sponsored community workshops held on December 2, 2013; June 9, 2014; October 27, 2014; and September 28, 2015
- b. Two (2) open house events with the project architect held on May 4, 2015 and June 1, 2015
- c. One (1) Citizens' Participation Program (CPP) Meeting, held on November 19, 2015
- d. One (1) community survey conducted on January 6, 2014
- e. One (1) community poll, conducted on February 2, 2015
- f. Ongoing information communicated to the public via the following services: mailed notices to property owners within 300 feet of the project site and all interested parties who have requested mailed notices; legal ads and meeting notifications published in the Del Mar Times newspaper; updates posted to the City's website news feed; updates posted on the project's webpage at www.delmar.ca.us/cityhall; and announcements sent via the City's e-mail notification service
- g. Direct outreach to immediately adjacent, residential properties to discuss project concepts, understand sensitivities, and to evaluate potential impacts to the City's Design Review Ordinance (DRO) in DMMC Chapter 23.08; and

WHEREAS, on January 5, 2015, the City Council directed staff to proceed with a community input process that would function as an expanded Citizens' Participation Program (CPP) due to the magnitude of the project and its importance to the community. The expanded CPP was intended to significantly enhance the community participation and outreach activities above and beyond the minimum requirements found in Del Mar Municipal Code (DMMC) Sections 23.08.065 through 23.08.068; and

WHEREAS, on August 26, 2015 and November 18, 2015, the Design Review Board ("Board") held two preliminary meetings to review schematic project designs. The meetings were intended to present the latest schematic designs available at that time and to obtain early feedback from the public and Board members themselves relative to the project's conformance with the pertinent standards of review, the Regulatory Conclusions of the DRO. At the meetings, the following Regulatory Conclusions of the DRO were raised:

- a. §23.08.074.B, F, H: Traffic flow at 10th Street and 11th Street
- b. §23.08.077.D2 and G: Unreasonable bulk and mass of Town Hall on south elevation with TV Studio
- c. §23.08.077.D4, 5: Unreasonable massing if designed as a box-like structure
- d. §23.08.077.K, F: Unreasonable amount of sound, light and noise pollution
- e. §23.08.072.A: Community Plan character, reinforcing vibrant downtown and historic character
- f. §23.08.077.A: Impacts to public views of the ocean from public streets by buildings and future expansion spaces

WHEREAS, on November 19, 2015, a formal CPP meeting was held onsite at the Del Mar Communications Center at 240 Tenth Street on Thursday, November 19, 2015 from 6:30 to 8 p.m. for the purpose of presenting the concept design, describing design iterations, and options

explored based on past community and City Council feedback, and obtaining any new neighborhood comment on the concept project plans; and

WHEREAS, the project has continually evolved in response to feedback from the community, Board, and the City Council input since the project first commenced by the City Council in June 2013; and

WHEREAS, on December 7, 2015, the Miller-Hull Partnership, on behalf of the property owner, the City of Del Mar (herein referred to as “Applicant”), applied for a Design Review Board Permit (DRB15-017), a Coastal Development Permit (CDP15-010), a Land Conservation Permit (LC15-008), and a Tree Removal Permit (TRP15-014) (“Applications”) associated with development of a City Hall/Town Hall/Plaza Project consisting of new public buildings, including an 8,722 sq. ft. City Hall, 3,172 sq. ft. Town Hall, 956 sq. ft. breezeway, 15,000 sq.ft. public plaza, 160 parking stalls in a two-level partially below grade structure and surface lot, landscaping, grading, and associated site improvements and amenities. This project is located in the Public Facilities (PF) Zone at 1050 Camino del Mar, Del Mar, California (“Project Site”); and

WHEREAS, on December 16, 2015, the Design Review Board (“Board”) of the City of Del Mar, functioning as a recommending body to the City Council (the issuing authority), held a public hearing on Applications DRB15-017, CDP15-010, LC15-008, and TRP15-014 which hearing was duly noticed, and at which time all persons desiring to be heard were heard; and

WHEREAS, evidence was submitted and considered to include without limitation:

- a. Plans submitted by the Applicant;
- b. Written information submitted with the application;
- c. Oral testimony from staff, the Applicant, and the public;
- d. Staff report, dated December 16, 2015, which is incorporated by reference as though fully set forth herein; and
- e. Additional information submitted during the hearing.

NOW, THEREFORE, BE IT RESOLVED that the Design Review Board of the City of Del Mar makes the following findings:

Section 1: Design Review Board Permit (DRB15-017)

City of Del Mar Design Review Ordinance (DRO) Section 23.08.070 states:

23.08.070 Design Regulations. An application shall be approved unless the Design Review Board makes findings of fact based upon the information presented during the hearing that support one or more of the regulatory conclusions contained in this Chapter.

I. Standards of Review (Privacy)

Section 23.08.072 is one of the regulatory conclusions of the DRO and states, in part:

23.08.072 Regulatory Conclusions - Generally. ...

D. The design will create an unreasonable invasion of the privacy of neighboring properties. ...

Findings:

1. The Project site is located to the east of and in proximity to a number of residentially zone properties in the R2 zone; and
2. The Project includes, as component parts: a Town Hall Overlook (elevation +146.75) and a Town Hall Terrace (elevation +136.5), as shown on submitted plans; and
3. The Project includes, as a component part, the installation of vegetation (trees and shrubs) in a north-south alignment generally 10 feet eastward of the Project site's westerly property line, the intent of which is, in part, to provide visual screening between the westerly public views from the Town Hall Overlook and the residential properties located westerly of the southern portion of Project site, with such vegetative screening called out to achieve a maximum height of elevation +142', relative to the elevation benchmark included in the project plans; and
4. The referenced +142' maximum vegetative screening elevation was established by the Applicant in an attempt to balance a desire to provide the visual screening referenced above and, at the same time to ensure that the visual screening will not achieve a height at which it would block westerly public views of the ocean from the Town Hall Overlook area noted above; and
5. The referenced +142' maximum height elevation could potentially be increased to provide additional visual screening between the Town Hall Overlook and the referenced residential properties located to the west of the Project site; and
6. The DRB further finds that, in order to be effective in providing the intended visual screening, the landscape material to be installed should be of a variety that will provide screening on a year-round, versus a seasonal basis, and that the planting sizes of the vegetation to be installed be sufficient in size to provide the intended visual screening within a reasonable period of time; and
7. The DRB further finds that, in order to be effective to provide the effective screening, the scaled back option of Town Hall Terrace as modified by the Applicant (+300 sq. ft. of patio and an access walkway with a planted buffer comprising the remainder of the Terrace) is sufficient to comply with the referenced DRO section; and

8. The DRB further finds that, as modified by the Applicant, the proposed gate and fence restricting access to the Town Hall Overlook should be removed and was not necessary to establish compliance with the referenced DRO section provided the size reduction of the patio was incorporated; and
9. The DRB further finds that, in order to be effective to provide the effective screening, the western edge of the Town Hall Overlook's publicly accessible area shall be realigned approximately five feet (5'-0") farther to the east to restrict pedestrian access to the westerly edge.

Conclusion:

1. Based on the above, the DRB finds that, absent consideration of an increase in height of the referenced landscape screening landscape component of the project by approximately two to three feet in the referenced southerly segment of the Project site, the project would violate DRO Section 23.08.072-D; and
2. However, the DRB also finds that, after an analysis by the Applicant, such additional height increase should be limited or avoided so that it would not come at the expense of blocking westerly public views of the ocean from the Town Hall Overlook; and
3. Based on the above, the DRB also finds that absent the use of landscape material of an appropriate type and planting size in the area of the Project site referenced above, the project would violate DRO Section 23.08.072-D; and
4. The DRB further finds that the Project, as proposed Design Review Permit application DRB15-017, and as modified in accordance with the parameters noted above, will not be detrimental to the Community based on the identified DRO Regulatory Conclusion Section 23.08.072-D.

[Design Review Board vote on this finding: 6-0-1 (Board Member Ehrenfeld absent)]

II. Standards of Review (Traffic Circulation):

1. Section 23.08.074-B is one of the regulatory conclusions of the Design Review chapter and states, in part:

23.08.074 Regulatory Conclusions - Traffic, Parking and Pedestrian Circulation.

B. The design's traffic ingress, egress or internal traffic circulation will have an adverse effect on traffic conditions on abutting streets. ...

Findings:

1. The Project site is located between 10th Street and 11th Street to the east of and in proximity to a residentially-zoned neighborhood in the R2 zone; and
2. The Project includes, among its component parts: a parking garage with an access/egress point along 11th Street and an access [only] point along 10th Street and a surface parking lot with an access/egress point along 11th Street, each as shown on submitted plans; and
3. The Applicant has included traffic control measures in the Project plans to address concerns expressed by owners of properties in the referenced residentially zoned area to the west of the Project site about impacts of vehicles entering and exiting the referenced parking garage and surface lot, with such measures being:
 - a) A locking gate to control the times of vehicular access from 11th Street to the surface parking lot; and
 - b) Creation of a connection drive aisle between the parking garage and the surface parking; and
 - c) Installation of right-turn-only signage at the 11th Street exit point of the parking garage.

Conclusion:

1. Based on the above, the DRB finds that with inclusion of the referenced traffic control measures included in the Project by the Applicant, the Project will not be detrimental to the Community based on the identified DRO Regulatory Conclusion 23.08.074-B
2. The DRB further recommends to the City Council that in addition to installation of the referenced right-turn-only signs, the Applicant should consider design modifications, such as the installation of “hard” traffic control measures, to force vehicle egress from the 11th Street access/egress point of the parking garage eastbound onto 11th Street.

[Design Review Board vote on this finding: 5-1-1 (Board member MacDonald opposed, Board member Ehrenfeld absent)]

III. Standards of Review (Lighting):

1. Section 23.08.077-K and -F are two of the regulatory conclusions of the Design Review chapter and state, in part:

23.08.077 Regulatory Conclusions - Relationship to Neighborhood.

F. The design would adversely affect the lighting or noise quality of the local neighborhood. ...

K. The exterior lighting is not functional, subtle or architecturally integrated with the building's style, materials, or colors. ...

Findings:

1. The Project site is located between 10th Street and 11th Street to the east of and in proximity to a residentially zoned neighborhood in the R2 zone; and
2. The Project includes a variety of external lighting fixtures; and
3. The DRB finds that, in order to guard against adverse impacts to the local neighborhood, the intensity of lighting should be controlled such that each of the external lighting fixtures be limited in color to a maximum of 3,000 Kelvins without increasing the number of exterior fixtures proposed; and
4. However, the DRB also finds that, after an analysis by the Applicant, such limitation on Kelvins shall be avoided so that it would not come at the expense of providing minimum public safety on the Project site; and
5. That in order to ensure that the proposed lighting fixtures are integrated with the Project's proposed building style, the proposed bollard style shall be modified to one that is compatible in style with the other architectural designs and quality of material of the Project's building components; and
6. The DRB finds that, as proposed by the Applicant, all exterior lighting be dimmable and installed in controlled lighting zones; and
7. Based on the above, the DRB finds that absent limitation on the (Kelvin) color of lighting limit and the use of a modified design for the proposed bollard lights, the project would violate DRO Section 23.08.077-F and K; and
8. The DRB further finds that, with the referenced modifications to the proposed exterior lighting fixtures, application DRB15-017 will not be detrimental to the Community based on the identified Regulatory Conclusion Sections 23.08.077-F and K.

[Design Review Board vote on this finding: 5-1-1 (Board member MacDonald opposed, Board member Ehrenfeld absent)]

IV. Overall Finding on Application DRB15-017

The DRB further finds that the Project, as proposed and as modified in accordance with the above with respect to vegetative landscape screening, modifications to the Town Hall Terrace and Overlook, traffic control measures, and lighting fixtures, will not be detrimental to the Community based on the Regulatory Conclusion of DMMC Chapter 23.08 and is, therefore

recommended for conditional approval by the City Council subject to the design modifications contained herein.

[Design Review Board vote on this finding: 6-0-1 (Board member Ehrenfeld absent)]

V. Additional Recommendation not related to a DRO Standard of Review:

The DRB recommends the City Council address the use of the site for non-City events, including the indoor and outdoor spaces proposed as part of the Project.

[DRB reached consensus that the City Council should address the use of the site, but did not reach consensus as to the specifics of such use]

Section 2: Coastal Development Permit (CDP15-010)

Standards of Review:

1. The standards of review for an application for a Coastal Development Permit are found in Chapter 30.75 of the City of Del Mar Local Coastal Program Land Use Plan and Implementing Ordinances.

Findings:

1. The use for which the Coastal Development Permit (CDP) is requested, public buildings and amenities, is permitted within the PF Zone in which the Project Site is located. The Project Site is not located in any Local Coastal Program (LCP) - designated overlay zones; and
2. The Project is found to meet the criteria of the applicable chapters of the Del Mar Zoning Code, specifically Chapters 30.31 (PF Zone); and
3. The requested CDP is found to conform to the LCP in that the proposed use the proposed use is consistent with the uses allowed for the underlying PF zone and land use designation, is not located within LCP-designated overlay zones, and is consistent with the required findings in LCP Implementing Ordinances (IO) §30.75.140; and
4. The project site is not located within the Appealable Jurisdiction as it is located on the inland side of the first public road (Stratford Court). Given the project site's location near Camino del Mar, no adverse effects to coastal hazards are found. Based on the existence of steep fragile coastal bluffs immediately adjacent to the shoreline in the area, no opportunities for new public access to the shoreline are available. However, as previously noted, the project includes new public areas providing views of the Pacific Ocean as well as new outdoor open spaces on the site; and
5. The project does not involve the construction or placement of a shoreline protection device. Therefore, this finding is not applicable; and

6. The project is found to be consistent with and implement the provisions of public view protection policies of the LCP, including Policies IV-22 through IV-27 of the LCP Land Use Plan (LUP) as follows:
 - a. LUP Policies IV-22 and 23: These findings are not applicable as the project site is not located along or near bluff-top areas.
 - b. LUP Policy IV-24: The proposed development, as designed, is found to fully comply with the LUP required 14-foot height limit for development along the west side of the Camino del Mar curb level in order to preserve views of the Pacific Ocean, as stated in this finding. In addition, the project includes the creation of new public viewing areas of the Pacific Ocean from outdoor plazas at the south and north ends of the Project Site, and indoor public space at City Hall.
 - c. LUP Policy IV-25: This finding is not applicable as the project site is not located along or near Carmel Valley Road.
 - d. LUP Policy IV-26: This finding is not applicable as the project site is not located along or near the San Dieguito Lagoon, San Dieguito Drive, or Jimmy Durante Boulevard.
 - e. LUP Policy IV-27: The project is subject to the City's Design Review process and is found to be consistent with the Design Review provisions related to public and private (residential) view protection and "enhance[ing] the small-town village atmosphere of Del Mar."
 - f. LUP Policy IV-28: The project does not include any roof-top or pole-mounted signage. The project would include monument signage that will be kept to a maximum height of three-feet. While the project site is not commercial or residential in nature pursuant to the standards associated with this finding, nonetheless the project would include a landscaped area of 25.1% of the lot area (26.6% when including planted infiltration basins); and
7. The project site does not contain any wetland resources and is not located within the Lagoon Overlay Zone, Beach Overlay Zone or Bluff, Slope and Canyon Overlay Zone. Therefore, this finding is not applicable.

Conclusion:

1. The Project, as proposed in Coastal Development Permit application CDP15-010 is consistent with the standards of review contained in the Del Mar LCP and is, therefore, recommend for approval by the City Council.

[Design Review Board vote on this finding: 6-0-1 (Board member Ehrenfeld absent)]

Section 3: Land Conservation Permit (LC15-008)

Standards of Review:

The standards of review for an application for a Land Conservation Permit are found in DMMC Chapter 23.33.

Findings:

1. The project would include an approximate cut of 10,715 cubic yards (9,005 cubic yards associated with understructure and garage) and an approximate fill of 1,512 cubic yards. No soil is proposed for import. Approximately 9,202 cubic yards of export is proposed. The majority of the proposed cut is necessary for the proposed parking garage. While the maximum cut height is 16.1 feet and maximum fill height is 7.8 feet, these are integral to the structure and predominantly associated with the proposed parking garage. The maximum exposed retaining wall height is 2.6 feet; and
2. The entire project site has been previously-disturbed and modified to accommodate two surface parking lots and public buildings. The site will be regraded to underground a subterranean parking garage with remaining areas reworked to conform to the existing topography which descends from Camino del Mar to the west. The project is held to a maximum 14-foot height elevation along the Camino del Mar curb and the majority of proposed rooflines and building forms have been lowered and set into the existing site to the maximum extent feasible. The project is being designed to meet 2016 stormwater management and Best Management Practices (BMP) requirements, will maintain existing drainage patterns, and is subject to the review and approval by the City Engineer.

Conclusion:

1. The Project, as proposed in Land Conservation Permit application LC15-008 is consistent with the standards of review contained in the DMMC Chapter 23.33 and is, therefore, recommend for approval by the City Council.

[Design Review Board vote on this finding: 5-1-1 (Board member Levine opposed; Board member Ehrenfeld absent)]

Section 4: Tree Removal Permit (TRP15-014)

Standards of Review:

1. The standards of review for an application for a Land Conservation Permit are found in DMMC Chapter 23.50.

Findings:

1. The Project includes the removal of 35 trees, on and offsite, as follows:

- a. 23 Australian willow
 - b. 5 Afghan pine
 - c. 3 Jacaranda
 - d. 3 Carrotwood
 - e. 1 Canary Island date palm
2. Trunk circumferences of the trees to be removed range in size from 6 to 30-inches and their heights range from 20 to 50 feet. No Torrey pines or Monterey cypress would be removed as part of the project as none exist on or offsite within the project area. The existing pines located near the TV Studio are Afghan pines (*Pinus elderica*) as verified by the project landscape architect. Note that the existing mature eucalyptus tree located at the northwest corner of the property along 11th Street would remain.
 3. As proposed, the Project includes a mix of 25 new trees to be planted on and offsite, including the establishment of new Torrey Pines and Monterey Cypress in the following areas:
 - a. Onsite (all 48-inch box):
 - b. 1 Torrey pine in the public plaza
 - c. 1 Monterey cypress in the public plaza
 - d. 1 Monterey cypress in the southeast corner of the site near 10th Street and Camino del Mar
 4. Offsite (all 48-inch box):
 - a. 1 Torrey pine in the 11th Street right-of-way near the northeast area of the site
 - b. 1 Monterey cypress in the 10th Street right-of-way in the mid-point of the site
 5. The project also proposes a mix of other shade and accent trees including the following:
 - a. 8 shade trees consisting of Australian willow, California sycamore, Yew plum pine, and Brisbane box or similar (all 36-inch box)
 - b. 12 accent trees consisting of Western redbud, Crape myrtle, and Trumpet trees or similar (all 36-inch box).

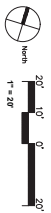
Conclusion:

1. The Project, as proposed in Tree Removal Permit application TRP15-014 is consistent with the standards of review contained in the DMMC Chapter 23.50 and is, therefore, recommend for approval by the City Council.

[Design Review Board vote on this finding: 6-0-1 (Board member Ehrenfeld absent)]

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Design Review Board of the City of Del Mar that, based on the above findings and conclusions, applications of **DRB15-017, CDP15-010, LC15-008, and TRP15-014** are recommended for conditional approval by the Del Mar City Council.

Attachment C - DRB Recommendations



Recommended conditions for approval by Design Review Board Resolution December 16, 2015

REDUCE TOWN HALL OVERLOOK BY APPROX. 5 FEET FROM WESTERN EDGE, CONVERT EDGE TO PLANTER OR OTHER BARRIER

PRIVACY - REDUCE TOWN HALL TERRACE TO APPROXIMATELY 300 SF OF OUTDOOR TERRACE PLUS WALKWAY, LOCATED AT EASTERN SIDE OF TERRACE, FURTHEST FROM RESIDENCES. DRB DOES NOT RECOMMEND FENCE OR GATE AT TERRACE.

CHANGE PAVED PLAZA TO PLANTER AREA, ASSUME 24" H. CONCRETE WALLS WITH SCREEN PLANTING ON PERIMETER TO REACH ELEV. 142

36" HIGH WOOD PICKET FENCE & GATE TO SURROUND EXPANSION AREA C.

LANDSCAPE TO INCLUDE A ROW OF TALL SCREENING PLANTING ON WESTERN EDGE OF PROPERTY AND ON EASTERN SIDE OF WALL TO REACH ELEV. 142 ADJACENT TO 220' 10" STREET WITH THE ABILITY TO GO UP TO ELEV. 145 IF IT DOES NOT INFRINGE ON PUBLIC VIEWS.

EXTEND 10' HIGH CMU WALL TO 20 FEET FROM PROPERTY LINE TO CORRESPOND WITH ADJACENT FRONT YARD SETBACK IN R-2 ZONE

REVISED PARKING SUMMARY:
GARAGE: 105 STALLS (LESS 3 STALLS FROM ORIGINAL SURFACE LOT: 144 STALLS (LESS 8 STALLS FROM ORIGINAL 82: INCLUDES 1 MOTORCYCLE)
TOTAL: 149 STALLS (REDUCED FROM 160)

DEL MAR CIVIC CENTER

1050 CAMINO DEL MAR | DEL MAR, CALIFORNIA 92014

CITY COUNCIL SUBMITTAL -

ENTITLEMENTS -

4 JAN 2016

January 4, 2016

MILLER HULL

The Miller Hull Partnership, LLP
Architectural and Planning
500 West Street, Suite #110
San Diego, California 92101

PERKINS+WILL
ARCHITECTS
300 North Dearborn Street
Chicago, Illinois 60610

NOT FOR CONSTRUCTION

No.	Description	Date

Issue Date: 7 DEC 2015
Drawn: MK
Checked: MK
MHP Project No.: 1507
SHEET NO. 6 OF 11

DRB
12/16/15



Attachment D - CPP Report

(includes expanded CPP content)

December 3, 2015

Citizen Participation Program (CPP) – Final Report

City Hall/Town Hall/Plaza Project

1050 Camino del Mar

I. Project Overview

The City of Del Mar is processing a full redevelopment of the existing City Hall/Town Hall site in order to provide the community with new public facilities and amenities. The project would be located on the existing City administration property at 1050 Camino del Mar (APNs 300-093-02 and 300-093-03). The project site is approximately 1.5 acres and is located between 10th and 11th streets, west of Camino del Mar in the City of Del Mar. The project would replace the City administration offices, parking lots, City Council hearing room, and the Del Mar television studios currently located on the property with new city offices, meeting spaces, hearing room, plaza, outdoor spaces, and parking for up to 160 vehicles, in a partially below grade (tuck-under) parking structure and a surface lot. Also included in the project are future expansion areas for additional on-site facilities (up to an additional 20,000 square feet). All components of the project have been analyzed within a Draft Environmental Impact Report (EIR) prepared for the project, including demolition, construction and operation of the proposed new City Hall/Town Hall; and proposed improvements; placement/removal, utility connects, and uses of temporary relocation facilities.

More information, including design plans, the Draft EIR, previous workshops and City Council meetings, may be found at: www.delmar.ca.us/cityhall

II. Project Background and Past Citizen Participation

The project was initiated by the City Council on June 17, 2013 with a series of workshops, a survey, and polling to gain community input and opinion on the project components and parameters. On January 5, 2015, the City Council directed staff to proceed with a community input process that would function as an “expanded CPP” due to the magnitude of the project and its importance to the community. As described in DMMC Section 23.08.065, the purpose of a CPP is to make neighbors and the public aware of any development proposal early in its design phase and also to give interested parties an opportunity to meet with the project applicant and discuss concerns before the City holds its formal public hearing on the application. Being that the City Hall is a City-sponsored project and of potential interest to all residents, the expanded CPP was designed to ensure the maximum amount of community participation is included in the project review.

While a formal CPP meeting occurred on November 19, 2015, as further described in this report, past community participation and outreach activities include the following:

1. Ongoing information communicated via the City's website and email notification service
2. Public noticing to properties within 300 feet of the project site and Citywide through newspaper and website postings for all applicable workshops and meetings
3. Three (3) City Council-sponsored community workshops on December 2, 2013; June 9, 2014; and October 27, 2014
4. Two (2) open house events with the project architect on May 4, 2015 and June 1, 2015
5. Over forty (40) City Council meetings on various facets of the project including an ongoing, dedicated agenda item for any public input, as part of an open community forum
6. Outreach to immediately adjacent, residential properties to discuss project concepts, understand sensitivities, and to evaluate potential impacts to the Design Review Ordinance (DRO)
7. Evaluation of upslope (east) residential views to evaluate potential private view concerns as part of the EIR process
8. One (1) community survey on January 6, 2014
9. One (1) community poll on February 2, 2015
10. Two (2) preliminary meetings with the Design Review Board (DRB) on September 28, 2015 and November 18, 2015 to obtain early feedback from the public and DRB relative to the project's conformance with the Regulatory Conclusions of the DRO

III. CPP Meeting Overview – November 19, 2015

A formal CPP meeting was held onsite at the Del Mar Communications Center at 240 Tenth Street on Thursday, November 19, 2015 from 6:30 to 8 p.m. for the purpose of presenting the concept design, describing design iterations and options explored based on past community and City Council feedback, and obtaining new neighborhood comment on the schematic project plans. The meeting was broadcast live on Del Mar TV and via the City's website. A video recording of the meeting is archived and can be viewed at <http://delmar.12milesout.com>. Preliminary plans and renderings were available for review at the meeting.

The meeting involved a detailed presentation of the project, its status to-date, and an overview of design considerations included in the concept design. The presentation was made by the project architect, Mike Jobes of Miller-Hull Partnership, and the project landscape architect, Andy Spurlock of Spurlock Poirier. The meeting was facilitated by Planning and Community

Development Director Kathy Garcia. Director Garcia provided an introduction to the evening, overview of the CPP purpose and City review process, and facilitated dialogue between the neighbors and design team. Additional City staff included Senior Planner Joseph Smith and Assistant Planner Shaun McMahon who assisted with the event, shared information with the attendees, and answered questions. Three Council members were also in attendance in an observation role only (none spoke on the project), including Mayor Al Corti and Council members Terry Sinnott and Dwight Worden. Following the presentation, there was an open dialogue with the attendees, and neighbors were able to ask questions of the design team and provide input on the design concept before the plans are finalized for consideration by the Design Review Board and City Council.

IV. CPP Attendees

Eleven (11) members of the public attended the meeting, including the following (Attachment B):

1. Jeffrey Barnouw, Amphitheatre Drive
2. Tanya Blackshaw, 10th Street
3. Phyllis Cardon, 11th Street
4. Bill Demers, 10th Street
5. Suren Dutia, 11th Street
6. Joy Ehrenfeld, 10th Street
7. Rick Ehrenfeld, 10th Street
8. Marc Gittelsohn, 11th Street
9. Mailon Gittlesohn, 11th Street
10. Pat Jacoby, Ocean View
11. Beth Levine, Crest Road

V. Techniques Used to Notify and Involve the Public of the CPP Meeting

A letter was mailed on Tuesday, November 3, 2015 inviting all property owners and occupants within 300 feet of the site to attend the CPP meeting (Attachment A). The letter was also mailed to all interested parties that had requested notification on the project. Additionally, the meeting was advertised on the City's website, verbally announced at City Council and DRB meetings, and included as part of City information e-blasts.

As previously-discussed, on January 3, 2015 the City Council adopted an expanded CPP process for this project which has included several community meetings and workshops, individual meetings with neighbors, and designated open community forums at every City Council meeting since. Past community meetings, Council workshops, and preliminary DRB meetings were advertised on the City website, published in the Del Mar Times, and mailed to interested parties and neighbors within 300 feet of the project site.

VI. CPP Meeting Comments and Responses

Since this project includes an expanded CPP process, Attachment D includes past notes and summaries from earlier citizen participation activities. These are provided for reference and as a supplement to the information contained in this report. As presented in the attached material, the project has continually evolved in response to past community feedback and Council input since the project first commenced.

Earlier designs of the project included the following components which have since been eliminated due to past community feedback and Council input:

1. Placement of structures closer to the west property line
 - a. Early options for siting the buildings explored a full parking podium with city administrative offices on the western setback line. These options were eliminated through public discussions in 2014 and early 2015 due to height and privacy concerns. As a result, structures have been relocated closer to Camino del Mar and further away from the west residences, thereby providing a +75-foot building setback in lieu of the code-required 10-foot side yard setback between the footprint of the parking garage/City Hall and the west property line. The buffer currently includes a minimum 8-foot tall solid wall (as measured on the inside face) to mitigate noise and lighting impacts and an additional 10-foot wide vegetated screening buffer between the wall and the west property line. The vegetated buffer currently include screening plants to enhance privacy to west residences and to further reduce noise and lighting impacts to west residences. The wall extends to the limits of the surface parking lot and the vegetated buffer generally extends from the north property line to the south property line.
2. Additional bulk and mass to Town Hall and City Hall with greater structure height and minimal articulation
 - a. Structures have been redesigned to remove unnecessary bulk and mass, reshaped to provide further articulation of building walls; rooflines have been angled and redesigned to reduce the boxy appearance of structures; and footprints have been lowered into the site and shifted closer to Camino del Mar.
3. Façade and building designs that did not embrace the historic nature of Del Mar and community character along Camino del Mar
 - a. Several design modifications are included in the design that replicate historic design elements in the city, including roofline forms that resemble the character of other buildings on Camino del Mar and Ocean Avenue, exterior materials typical of community character, native landscaping palettes, and outdoor amenities such as public viewing areas, seating and trellis details resembling other public areas in the city. In addition, the project also incorporates an exterior lighting scheme that would utilize LED fixtures with full cut-off performance and a general site design to reduce lighting to the maximum extent feasible. Lighting

would be on controlled circuits to provide automated shut-off when the site is not in use, with override nighttime security circuits to keep a minimal number of low-intensity lights on for security. In addition, pole lights are no longer considered for the west surface parking area.

4. Limited onsite public amenities including public viewing areas, open space, and areas to accommodate a Farmers Market
 - a. Site layout has been redesigned to accommodate new public areas to the maximum extent, including several new outdoor public viewing areas of the ocean and west horizon, outdoor seating areas and open space arrangements throughout the site, and flexible space of adequate size to accommodate a Farmers Market.

5. Multi-purpose use of the Town Hall and public plaza
 - a. Building and design provides several options for multi-purpose events. For example, Town Hall has the ability to expand from 100 seats to 250 seats for larger events, as well as having the ability to be segregated into space to accommodate smaller events. The outdoor breezeway is designed to function as a central lobby into City Hall/Town Hall, but also function as a spill-over area for larger indoor events if needed. The public plaza (Town Hall Commons) has been redesigned to allow for use typical of public facilities with options to also accommodate a Farmers Market, community events or as a new open space amenity for the public to enjoy.

The following table summarizes the comments, concerns, and issues heard from the attendees at the November 19, 2015 CPP meeting. Written comments were also submitted from attendees and neighbors and are included in Attachment B. The table also summarizes the steps taken by the design team to address the items heard. For those items that are still under consideration or could not be addressed at this time, the table also provides a brief explanation why.

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Traffic Circulation		
<p>Safety concerns with the proposed vehicle ingress/egress from the parking garage and surface lot onto 11th Street.</p> <p>Comment that placing the majority of traffic flow onto 11th Street (in lieu of 10th Street as is currently provided at the existing City Hall) is preferred due to unsafe conditions and topography when attempting to make a right-turn onto Camino del Mar from 10th St.</p> <p>Privacy and noise concerns to northwest neighbors as a result of two curb cuts proposed on 11th Street; request to delete surface lot ingress/egress from 11th Street and relocate to either 10th Street or a connection to the surface lot exclusively via the parking garage.</p>	<p>No traffic impacts rising to a level of significance were identified as part of the project EIR that required additional mitigation or redesign of the proposed ingress/egress to the parking garage and surface lot.</p> <p>Note that the design includes ingress-only into the parking garage from 10th Street due to various constraints, including the 10th Street and CDM intersection.</p> <p>Similar comments were received in the Draft EIR, and responses to comments will be provided with the release of the Final EIR, as dictated by the California Environmental Quality Act (CEQA).</p> <p>Reviewed with the EIR traffic engineer as well as the City’s traffic engineer, including the methodologies used in the traffic study and data obtained. Project will provide signage at the exits of the garage and the surface lot to encourage a “right-hand turn only” to direct traffic flow east to Camino del Mar and away from the residential neighborhoods. The City can also provide traffic control for event or emergency situations to allow for efficient egress in a special situation.</p>	<p>The City Council will consider options to modify the circulation (ingress/egress) to the garage and the parking lot at its December 7, 2015 City Council meeting.</p> <p>Egress onto 10th Street from the parking garage has traffic flow constraints with the intersection and slope at Camino del Mar, and the inability to make a left-turn onto Camino del Mar from 10th Street because of the median.</p> <p>Ingress/egress into the surface lot from 10th Street is not currently provided due to a future expansion area space considered in the southwest portion of the site (Expansion Area C).</p> <p>Ingress/egress directly from Camino del Mar is not recommended due to the public plaza space proposed along Camino del Mar and the desire to avoid new curb cuts along Camino del Mar (existing ingress/egress to the site is by 10th and 11th Street).</p>

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
	<p>Currently there is active loading and parking along 11th Street in front of the City Hall and cut-through traffic through the lower parking lot. The Project will eliminate the cut-through traffic and the parking/loading zones will be moved into the garage reducing the activity on 11th Street.</p> <p>Project will also incorporate an 8-foot solid privacy wall along the western property setback line at the surface parking lot to mitigate noise and headlights from the surface lot per the requirements in the EIR.</p> <p>Additionally, the project will preserve the existing eucalyptus tree in the northwest corner of the site and utilize new plant screening to provide a vegetated buffer between the surface lot and west/northwest neighbors.</p>	

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Farmers Market		
<p>Concerns how the areas proposed to accommodate a Farmers Market compare to the existing areas being used, as well as concerns for pedestrian connectivity between the proposed areas and vehicle accessibility to the public plaza.</p>	<p>Two areas have been designed to accommodate a Farmers Market – the surface parking lot and public plaza (Town Commons/Ocean View Terrace). The design incorporates an outdoor staircase between the two areas parallel the north property line, as well as an internal stair and elevator with ADA accessibility. The public plaza has been designed to accommodate food carts, whereas larger trucks could vend in the surface lot area. Emergency and maintenance vehicle access to the public plaza would be possible, but it would be limited to infrequent events due to the quality of the paving materials. Combined, the two areas (Commons & Ocean View Terrace = approximately 15,000 SF and Surface Parking Lot = approximately 16,200 SF) would provide substantially more space than existing conditions (approximately 14,000 SF) to accommodate a Farmers Market.</p>	

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Site Programming, Future Events, and Activation of Outdoor Space		
<p>Concerns for privacy and noise impacts to west and southwest neighbors due to future use of the outdoor areas; requested an explanation of anticipated programming of the site and how the outdoor is being activated; request to remove the two outdoor overlook areas on the south end (10th Street) of the project, known as Town Hall Terrace and Town Hall Overlook.</p> <p>Comment in support of multi-purpose outdoor space of varying types and locations; emphasizes that multi-purpose space to be used for events is a community need and is desired.</p>	<p>Town Hall Overlook: Town Hall Overlook is at the southeastern corner of the property and was provided at the request of previous community meetings to increase the public view westerly to the ocean. The elevation is slightly above the sidewalk elevation at Camino del Mar and the overlook is very small (approximately 625 SF). Its only access is from Camino del Mar sidewalk. It is not functional for a Special Event and is not envisioned to be used as such.</p> <p>Town Hall Terrace: Town Hall Terrace is located at the southern end of the City Hall, is approximately 2,500 SF and is identified as Expansion Area B. The purpose in the interim is to use it during the daytime for staff outdoor use and managed activity associated with some events in the Town Hall. A City staff person would be available whenever the Terrace was used after regular business hours and would be a point of contact for any noise complaints.</p> <p>A gate can close off Town Hall Terrace after City Hall business hours, when there is no managed activity.</p> <p>Gathering on the Town Hall</p>	<p>The City Council will consider options to address the activities and associated design at the outdoor spaces at its December 7, 2015 City Council meeting.</p> <p>The Town Hall Overlook on the southeast side of the project is provided for a new public view opportunity of the ocean to the west. The Town Hall Terrace reserves the area for future expansion (Expansion Area B) as described in the project description and provides the ability for multi-purpose use in the event the City Council desired to program/activate the space, in addition to staff outdoor lunch space.</p> <p>The Town Hall Commons, north of the Town Hall along Camino del Mar is envisioned to be the major gathering space for Special Events.</p>

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
	<p>Terrace after 10:00 PM can be limited per the noise ordinance.</p> <p>Methods for addressing privacy are discussed below.</p>	
Topic: Lighting		
<p>Concerns regarding lighting impacts to southwest, west, and northwest neighbors resulting from the outdoor areas (including the two south overlook areas).</p>	<p>Incorporating outdoor lighting fixtures and system designs that are dark-sky compliant with full-cut off performance; low-intensity fixtures that are downward directed and shielded; fixtures that are dimmable and an emphasis on step and/or wall-inset lighting, and/or bollard lighting in lieu of pole lighting. Lighting systems are being considered that separate the site into controlled lighting zones with automatic shut-offs and/or dimming to prevent unnecessary illumination. Lighting will meet building codes and safety standards for public buildings.</p>	

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Landscaping along the West Property Line		
<p>Concerns regarding the type and extent of the proposed plantings within the 10-ft setback area along the west property line</p>	<p>Incorporating a plant palette that will provide privacy screening to west neighbors, in addition to further reducing noise and lighting impacts.</p> <p>Tall shrubs/small trees along the western setback area (10' east of property line to wall) will be screening planting, 12 feet to 15 feet high, planted on the slope which is approximately 3 to 4 feet above the adjacent property. This can extend south to the front yard setback of 10th St. and extend north to the front yard setback of 11th St.</p> <p>Screen plantings are also being considered to provide an aesthetic vegetation buffer along the eastern side of the west wall at Expansion Area C, and along the surface parking lot and west garage wall.</p>	<p>In order to preserve public views of the ocean from the site and public right-of-way, care is being taken in key view areas to avoid view blockage by species that would grow taller than the ocean viewshed. The viewshed is established to be above the roofline of the adjacent residences to the west.</p>

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Solid Wall near the West Property Line		
<p>Concerns that the proposed 8-ft high wall parallel to the west property line will not be tall enough to provide for adequate noise, light and privacy to west neighbors, in addition to concerns that the wall should have a full extension to the south property line and run east to provide additional privacy to west and southwest neighbors.</p>	<p>The EIR requires an 8-ft high solid wall to run the length of the surface parking lot, setback 10 feet from the property line for the control of light and noise from the parking lot. While the 8-ft high solid wall provides mitigation for surface parking light and noise, neighbors also desire the wall for privacy.</p> <p>Considering lateral extension(s) of the wall beyond that required by the EIR, to provide more privacy to the west and southwest neighbors, in addition to improved planted screening.</p> <p>On the north side, the wall could extend to align with the face of the garage at 225/227 11th Street (front yard setback of adjacent property). On the south side, the wall could extend to the front yard setback of 220 10th Street. This provides privacy adjacent to the residences and maintains the front yard character of the adjacent residential zone.</p> <p>In addition to the wall, screening planting can occur on the south edge of the parking lot to block any light spill across the street to 10th Street residences. Screening planting can occur east of the site wall in Expansion Area C site and adjacent to the garage.</p>	<p>Extension of the wall to the north property line is not desired as it may negatively impact the roots of the existing, mature eucalyptus that is proposed to remain in the northeast corner of the site. Additional screening can be accomplished with screening plants.</p> <p>Extending the wall to the south property line, including an option to also extend the wall along the southeast property line, may result in conflicts with the 10th Street 20-foot front yard setbacks, as it would bring a tall wall to the edge of the public right of way near the property line adjoining the R-2 Zone. Screening planting can shield the southern edge of the parking lot to block headlights.</p>

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
Topic: Privacy		
<p>Concerns with pedestrian views from the site to the west, specifically views from the two south overlook areas (Town Hall Overlook and Town Hall Terrace) and the outdoor staircase parallel to the north property line; requests to widen the planters and/or plant taller species in the west and south borders of the south overlook areas to reduce visibility down into the west and southwest neighbors; request to remove the two overlook areas entirely; request to remove the staircase parallel to the north property line entirely.</p> <p>Note: related privacy concerns are also discussed under the topics above – Landscaping along the West Property Line and Solid Wall near the West Property Line.</p>	<p>Widening and raising the planters surrounding the Town Hall Terrace is being considered to increase the privacy.</p> <p>Additional planting along the western edge of the Town Hall Terrace (screening palette) will improve privacy to neighbors to the west.</p> <p>Enhanced landscaping along the southern edge of the Town Hall Terrace (screening palette) will improve privacy to neighbors to the southwest.</p> <p>Additional planting under the existing eucalyptus tree is being considered for the northwest neighbor to improve privacy from pedestrians using the outdoor staircase.</p> <p>Additional measures are outlined in Traffic, Site Programming, Lighting, Landscaping, Solid Wall and View Impact Sections.</p>	<p>Removal of the two south overlook areas will be considered at the City Council discussion on December 7, 2015.</p> <p>The Town Hall Overlook provides a public viewing area to the ocean immediately off the Camino del Mar public right of way and is over 100 feet from the nearest residence (231 10th Street) and is over 170 feet from the home to the west of City Hall property (220 10th Street). Public view protection from the Town Hall Overlook is proposed to be maintained per the requirements of the EIR.</p> <p>The Ocean View Terrace is 75-80 feet away from the adjacent residence at 225/227 11th Street. Planting and an 8-ft. high wall will also provide separation.</p> <p>The stairway from Ocean View Terrace is part of the pedestrian circulation between the public plaza and the surface parking lot and the lower level of the garage.</p>
Topic: View Impacts		
<p>Potential concerns associated with private and public view blockage of the ocean due to proposed structures.</p>	<p>Strict adherence to the maximum-allowed 14-ft height limit along Camino del Mar has been observed as part of the project, including several design changes to move the</p>	

Comments, Concerns, and Issues Heard from the Neighbors	Steps Taken by the Design Team to Address the Comments, Concerns and Issues Heard	Response to those Concerns and Issues Heard that were Unable to be Addressed/Not Yet Resolved
	<p>taller portions of Town Hall to the extreme southeast corner of the site and lower roof elevations across the site to the west and northwest. The project includes several new public viewing areas and the structures are articulated and designed to sit into the grade to the maximum extent feasible to respect views and structural massing. Story poles are being installed to fully understand any potential impact(s) to private and/or public views.</p>	
Topic: Overall Design		
<p>Concern over the location of the catering kitchen and distance to Town Hall and potential for smoke and fumes from the kitchen.</p> <p>Concern with the devaluation of property values of the adjacent neighborhood with homes.</p> <p>Positive comments on the overall design and support for the project, changes that have been made to-date to respond to earlier comments, and the amenities that are proposed as part of the project, including the design detail of Town Hall.</p>	<p>The conference rooms off the breezeway opposite Town Hall can provide a corridor/staging area for catering activities using City Hall.</p>	<p>The catering kitchen is not currently considered as a restaurant type kitchen intended to be designed similar to Powerhouse catering kitchen (residential style). Kitchen is approximately 100 feet from the adjacent residence. The catering kitchen was designed to be co-joined with the City Hall lunchroom to create efficiencies. Relocating it to be adjacent to the breezeway could displace the conference rooms that also serve to expand Town Hall.</p> <p>The City does not have a designated historic district along 10th Street, although there are a number of original homes in the area. Redevelopment of the public property may also improve property values.</p>

VII. Attachments

Attachment A – CPP Meeting Notice, Distribution List and Radius Map

Attachment B – CPP Meeting Sign-in Sheet and Written Comments Received

Attachment C – Preliminary DRB Plans: Can be found online at this link:

<http://www.delmar.ca.us/AgendaCenter/ViewFile/Agenda/11182015-989>

Attachment D – Summaries from Past Community Participation Events (provided for reference)

Attachment E – CPP Response Envelopes



City of Del Mar



NOTICE OF A CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING FOR THE DEL MAR CITY HALL/TOWN HALL PROJECT

This letter serves as a courtesy notice that the CITY OF DEL MAR will be holding a Citizen's Participation Program (CPP) meeting for the new City Hall/Town Hall Project on **Thursday, November 19, 2015 from 6:30-8:00PM** at the Del Mar Communications Center located at 240 Tenth Street, Del Mar, California. The purpose of this meeting is to field any questions or comments regarding the design and use of the proposed facilities that the community may have.

We also invite you to attend the City's Design Review Board Meeting on November 18th at 6:00PM in the Del Mar Communications Center for a discussion item on the project design. The public hearing for this project with the Design Review Board is scheduled for the December 16th meeting.

Project Location: The proposed Project would be located on the existing City administration property at 1050 Camino del Mar (APNs 300-093-02 and 300-093-03). The project site is approximately 1.5 acres and is located between 10th and 11th streets, west of Camino del Mar in the City of Del Mar.

Project Description: The proposed Project would replace the City administration offices, parking lots, City Council hearing room, and the Del Mar television studios currently located on the property with new city offices, meeting spaces, hearing room, plaza, outdoor spaces, and parking for up to 160 vehicles. Also included in the project are future expansion areas for additional on-site facilities (up to an additional 20,000 square feet). All components of the project have been analyzed within the Draft Environmental Impact Report (EIR), including demolition, construction and operation of the proposed new City Hall/Town Hall; and proposed improvements; placement/removal, utility connects, and use of temporary relocation facilities.

More information, including design plans, the Draft EIR, previous workshops and City Council meetings, may be found at: www.delmar.ca.us/cityhall

If you cannot make the meeting, you may send in comments via email or U.S. Postal service at the address show below. If you wish to send in comments, please send them prior to the meeting date of November 19, 2015. Written comments shall be sent via email to cityhallarchitects@delmar.ca.us or delivered/mailed to:

City of Del Mar Planning Department
1050 Camino del Mar
Del Mar, CA 92014

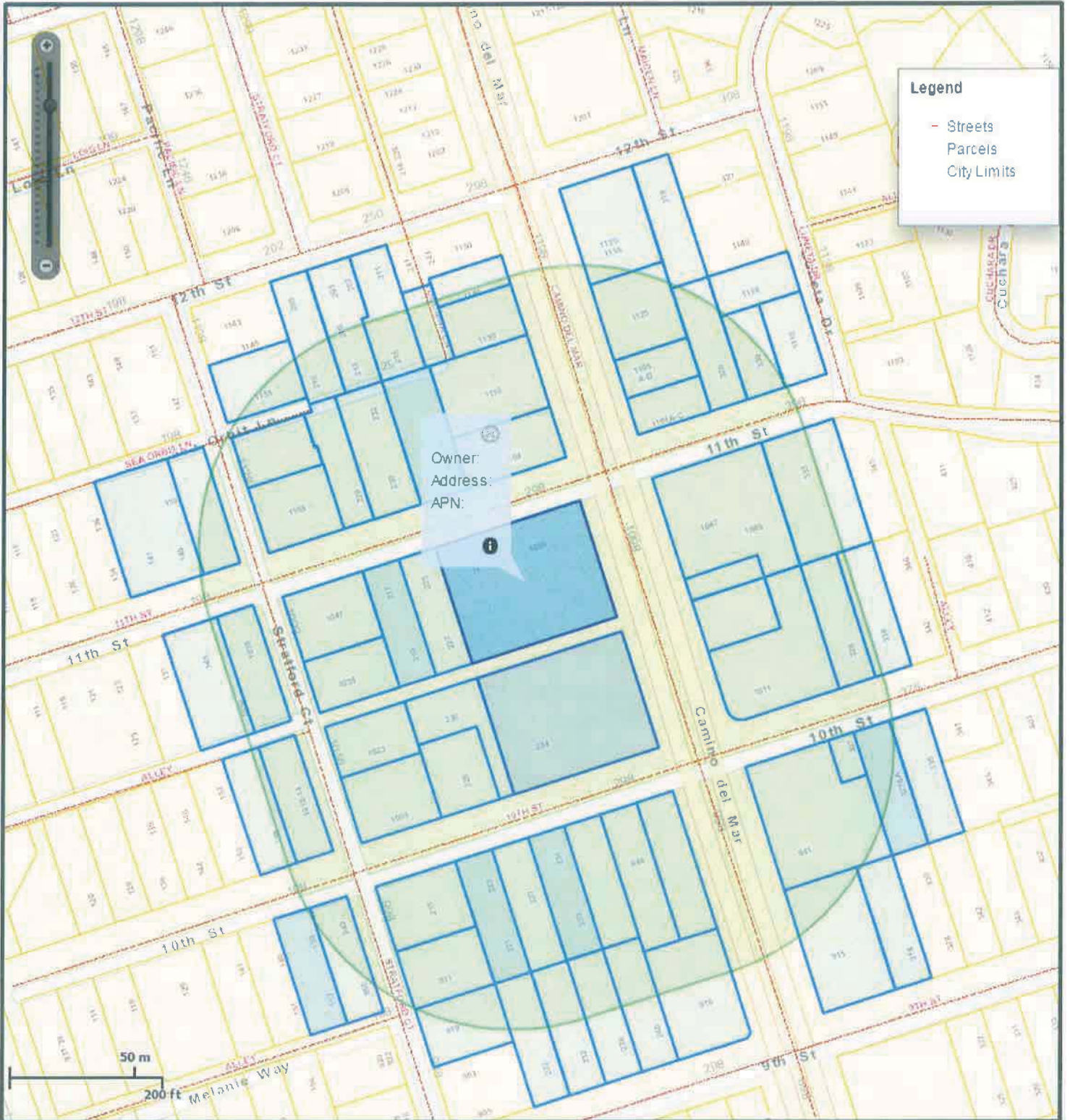
Note: During construction, the City operations that currently exist at 1050 Camino del Mar are proposed to be relocated to the Shores Park (APN 300-200-01) in portable structures. A separate CPP meeting will be held at a later date in order to field questions or comments regarding the temporary relocation site.

AddressLine1	AddressLine2	AddressLine3	AddressLine4
3004010700	FOUCAULT-NELSON TRUST 04-09-13	330 11TH ST	DEL MAR CA 92014
3000920100	MCMILLAN FAMILY TRUST 11-18-93	203 12TH ST	DEL MAR CA 92014
3000920600	SAE-ONGE SULANA B LIVING TRUST	944 CAMINO DEL MAR	DEL MAR CA 92014
3001720400	SAE-ONGE SULANA B LIVING TRUST	944 CAMINO DEL MAR	DEL MAR CA 92014
3001721200	MCGUIRE 2010 TRUST 01-20-10	222 9TH ST	DEL MAR CA 92014
3001721300	ANGELLO ROBERT&KATHY TRUST 02-	745 BARBARA AVE	SOLANA BEACH CA 92075
3004102600	PECK FAMILY TRUST 02-12-99	333 11TH ST	DEL MAR CA 92014
3000941700	GERBER LIVING TRUST A 12-21-92	1050 STRATFORD CT	DEL MAR CA 92014
3000931000	VINCENT RICHARD J	3077-B CLAIREMONT DR #248	SAN DIEGO CA 92117
3002210202	POWELL FAMILY BYPASS TRUST 08-	329 10TH ST	DEL MAR CA 92014
3004011000	YOUNG WAYNE C&JUNIE	1101 CAMINO DEL MAR #B	DEL MAR CA 92014
3000920300	YOUNG CHILDRENS TRUST 12-23-92	14219 MANGO DR	DEL MAR CA 92014
3001720102	DONNELLY FAMILY 2010 TRUST	950 BLAIR CT	PALO ALTO CA 94303
3004102800	CANTERBURY CORNER	3621 RIVIERA DR	SAN DIEGO CA 92109
3004102900	CANTERBURY CORNER	3621 RIVIERA DR	SAN DIEGO CA 92109
3000941600	NYSTROM JAMES T	9300 73RD AVE N	BROOKLYN PARK MN 55428
3000931300	RAEL FAMILY TRUST 04-16-08	234 10TH ST	DEL MAR CA 92014
3000922000	MCGUIRE SURVIVORS TRUST 04-17-	1105 STRATFORD CT	DEL MAR CA 92014
3000921900	MCGUIRE SURVIVORS TRUST 04-17-	1105 STRATFORD CT	DEL MAR CA 92014
3004010800	WINSTON FAMILY TRUST 01-09-15	320 11TH ST	DEL MAR CA 92014
3001720101	DONNELLY FAMILY 2010 TRUST 06-	950 BLAIR CT	PALO ALTO CA 94303
3004102500	PECK FAMILY TRUST 02-12-99	333 11TH ST	DEL MAR CA 92014
3004102700	CANTERBURY CORNER	3621 RIVIERA DR	SAN DIEGO CA 92109
3000922200	BURNS LIVING TRUST 10-03-90	420 NAUTILUS ST	LA JOLLA CA 92037
3002210201	DRAKE ROBERT P&PAOLERCIO NANCY	28160 RAWLINGS RD	HEMET CA 92544
3000921000	GROSS FAMILY TRUST 02-09-06	1604 SAN DIEGUITO DR	DEL MAR CA 92014
3000921400	BRIGGS&BRIGGS L L C	1039 SHAFER ST	OCEANSIDE CA 92054
3000921800	MCGREAL FAMILY TRUST 01-14-15	1135 STRATFORD CT	DEL MAR CA 92014
3000911600	DAVIS GEORGE S&NANCY N FAMILY	1104 STRATFORD CT	DEL MAR CA 92014
3004010300	REINHOLZ CARL F FAMILY TRUST 1	1125 CAMINO DEL MAR	DEL MAR CA 92014
3004011500	CHRONES THOMAS A TR (DCSD)	2870 VIA VIEJAS OESTE	ALPINE CA 91901
3004011700	STUCKELMAN MARK W TRUST 03-14-	1136 LUNETTA DR	DEL MAR CA 92014
3000930800	MINDELL BLANCHE M SEPARATE PRO	1023 STRATFORD CT	DEL MAR CA 92014
3000931102	MUHLKE KAROLEN L LIVING TRUST	219 11TH ST	DEL MAR CA 92014
3002210300	MCGEE LIVING TRUST 06-25-13	P O BOX 8310	SAN JOSE CA 95155
3001710702	CHAO LIN&RANG ULLA C	159 10TH ST	DEL MAR CA 92014
3004010900	YOUNG WAYNE C&JUNIE	1101 CAMINO DEL MAR #B	DEL MAR CA 92014
3004011400	EASLER LINDA C SEPARATE PROPER	7610 ILUMINADO	SAN DIEGO CA 92127
3001720302	WHEELER CHARLES E&MARILYN S	510 1ST AVE #1803	SAN DIEGO CA 92101
3001721000	FREEBERN CHARLES L TRUST 05-19	236 9TH ST	DEL MAR CA 92014
3001721100	LIMBAUGH ROSALIND LIVING TRUST	410 CHESTNUT ST	PACIFIC GROVE CA 93950
3001721800	MACK STEVEN REVOCABLE TRUST	P O BOX 400640	LAS VEGAS NV 89140
3001721900	CORSO LIVING TRUST 03-28-00	931 STRATFORD CT	DEL MAR CA 92014
3004103000	UNDERHILL CHRIS	326 10TH ST	DEL MAR CA 92014
3000941800	BECKHAM GREGORY	14153 RECUERDO DR	DEL MAR CA 92014
3000940700	BOLITHO DOUGLAS G&COLETTE J	149 11TH ST	DEL MAR CA 92014
3000912100	BINGHAM FAMILY TRUST 02-25-99	140 11TH ST	DEL MAR CA 92014
3000930900	GRANT DANNYÐEL	1005 STRATFORD CT	DEL MAR CA 92014
3000920901	DUTIA-GREWAL TRUST 01-09-15	234 11TH ST	DEL MAR CA 92014
3001710701	DRUKER DAVID S&KRISTEN H	157 10TH ST	DEL MAR CA 92014
3001720200	ALLISON-MAXEY FAMILY TRUST 07-	227 10TH ST	DEL MAR CA 92014
3000931400	EHRENFELD FAMILY TRUST 11-28-1	220 10TH ST	DEL MAR CA 92014
3000920700	GOLDEN HAROLD P&JEAN M TRUST 1	21331 SAN MIGUEL	MISSION VIEJO CA 92692
3000920902	DUTIA-GREWAL TRUST 01-09-15	234 11TH ST	DEL MAR CA 92014
3000921300	DUKE WILLIAM&CHARLEEN PROPERTI	300 HILL ST	SAN FRANCISCO CA 94114
3001720900	LEVAK FAMILY TRUST 07-15-10	211 23RD ST	DEL MAR CA 92014
3001721400	ANGELLO ROBERT&KATHY TRUST 02-	745 BARBARA AVE	SOLANA BEACH CA 92075
3001720301	BLACKSHAW TANYA R FAMILY TRUST	231 10TH ST	DEL MAR CA 92014
3001722000	HILLMANN THEODORE R	P O BOX 2341	DEL MAR CA 92014
3000930700	D M I G 1035 STRATFORD CT L L	505 LOMAS SANTA FE DR #103	SOLANA BEACH CA 92075
3002213400	ALDIBS JEAN C	300 9TH ST	DEL MAR CA 92014
3004010400	LANDIA L L C	125 REVERE DR	NORTHBROOK IL 60062
3000920200	YOUNG CHILDRENS TRUST 12-23-92	14219 MANGO DR	DEL MAR CA 92014
3001721700	P D S DEL MAR L L C	910 CAMINO DEL MAR #A	DEL MAR CA 92014

3000931101 JELLCO LLC
3000921500 BRIGGS&BRIGGS L L C
3002212300 SHAHON MAURICE&MARSHA S TRS C/O DELTA PROP MGMT
3000931200 BOA SORTE LTD PARTNERSHIP C/O DOUGLAS CHEESMAN
3004103100 A J V REAL PARTNERS L P C/O DSG INC
3001711700 BROWN DOROTHY M TR (DCSD) C/O GEOFF AND MARK BROWN
3002213300 D M ASSET RECOVERY L P C/O KITCHELL DEVEOPMENT COMPAN
3002213200 D M ASSET RECOVERY L P C/O KITCHELL DEVEOPMENT COMPAN

6490 MONTREUX LN
1039 SHAFER ST
8341 LEMON AVE #B
1819 E SOUTHERN AVE #B10
325 TECHNOLOGY DR
5916 FILAREE HTS
853 CAMINO DEL MAR #200
853 CAMINO DEL MAR #200

RENO NV 89511
OCEANSIDE CA 92054
LA MESA CA 91941
MESA AZ 85204
MALVERN PA 19355
MALIBU CA 90265
DEL MAR CA 92014
DEL MAR CA 92014



<p>1" = 188 ft</p>	<p>City Hall Mailing</p>	<p>08/12/2015</p>		
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This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact DelMar Staff for the most up-to-date information.



CITY HALL / TOWN HALL & CIVIC PLAZA PROJECT
 CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING



Thursday, November 19, 2015

Name	Email Address
Tanya Blackshaw	Blackshaw.Tanya@gmail.com
Maree + Maileen Gittelsohn	MLG11@ICLOUD.COM
Phyllis Cardon	phylliscardon@gmail.com
Jeff Barnouw	barnouw@yahoo.com
Beth Levine	BLLMOM@YAHOO.COM
[Redacted]	[Redacted] Dean V...
Bill Demers	
Joy Ehyvella	[Redacted] -10/57
RICK EHRENFELD	" "
Suren Dutia	suren@dutia.net



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM

Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: RICK EHRENFERD

Address: [REDACTED] 10th

Email Address: _____

Comments: PLEASE EXTEND THE WALL ^{8 FT}

AS CLOSE TO 10th AS POSSIBLE.

PLEASE SUGGEST PLANTINGS UP TO 15 FT?

ON THE WEST SIDE OF THE WALL!!

- PLEASE MOVE PARKING LOT (SURFACE LOT)

FOR NORTH - ELIMINATE SPOTS ON SOUTH-

COUNT SPOTS ON CDM TOWARD 160



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM

Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: Pat Saloby

Address: [REDACTED] Ocean View

Email Address: _____

Comments: Would it be possible to
(one of the)
reverse the conference room end
the kitchen, ^{to allow} for proximity to
the breezeway?



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM

Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: Joy Ehrlinfield

Address: [REDACTED] 102 St

Email Address: Joydelmar@gmail.com

Comments: the west wall should protect
the house at 220-102 St from the
project impacts
lights should be off at night &
view check & roof deck -



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM

Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: Tanya Blackshaw

Address: [REDACTED] 10th St.

Email Address: _____

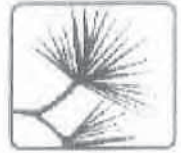
Comments: Fund raising how many per year, what kind of functions are going to be allowed and what is the cost to user -

- loitering after hours

- Gate locked by employees break area. optional secluded after hours - a station



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: Jeffrey Barnow

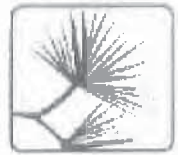
Address: [REDACTED] Amphitheatre Drive

Email Address: barnow@yahoo.com

Comments: I'm quite happy with designs and
impressed with the consideration of the surrounding
neighborhood that has gone into the designs.
The decision to hold the Farmer's Market in
the parking lot is excellent. It allows for a
nice flow between different areas of the Entry
Garden and Commons. I'm looking forward to
the realization of these plans. Thank you!



City of Del Mar



CITY HALL / TOWN HALL PROJECT

CITIZEN'S PARTICIPATION PROGRAM (CPP) MEETING RESPONSE FORM

Thursday, November 19, 2015

In order for us to properly record your comments of either support or concern, please fill out all of the applicable information below including your name, address, Email address, and a detailed explanation of your support or concerns about the proposed project.

Name: Suren Dutia

Address: [REDACTED] 11th Street, Del Mar

Email Address: dutia@sbcglobal.net

Comments: Very disappointing presentation -- for the following reasons.

① Architects have been negligent and blatantly ignored all the feedback and comments regarding "ingress" and "egress" on the 11th Street. This (current) design will create congestion and SERIOUS safety issues.

② In response to comments given to EIR consultants, we were assured ~~that~~ that our concerns ~~had disappeared in the black hole~~ will be studied and you will get back to us. This has not happened. It appears that all our comments and concerns have fallen in the black hole.

③ We strongly oppose the proposed "egress" and "ingress" on the 11th Street. In good conscience, until our concerns are addressed and satisfactorily resolved, we strongly oppose the proposed design and plan.

Suren Dutia

November 13, 2015

City Council of the City of Del Mar
and its Design Review Board
1050 Camino Del Mar
Del Mar, CA 92014

RECEIVED
NOV 16 2015
City of Del Mar
Administrative Services Dept.

Re: Proposed Design of City Hall/Town Hall

Del Mar City Council & Design Review Board:

Thank you for soliciting comments on the proposed design of Del Mar's new City Hall. For the last 35 years, my family has enjoyed our homes adjacent to the city's property. Our homes on 11th Street are contiguous with the west side of the city's property.

The most recently proposed design will have a significant impact on our experience as your neighbors. In particular, certain features of the northwest corner of the city's property will disrupt the tranquility of our property. We spend the majority of our time in Del Mar on our front patio to enjoy the ocean views and cool breeze, so these proposed changes will have a huge impact on the quality of our experience.

The design features with the most negative direct effect on our property include:

Traffic. The new city hall is designed to accommodate higher levels of activity, traffic, and parking than ever before. All the traffic is funneled to the corner of the property closest to our property. The delivery trucks, farmer's market vendors, and community traffic will all be pushed closer to our front patio than ever before.

Ocean View Terrace. The most recently proposed design includes an ocean view terrace with a large stairway directly across from our front patio. The terrace will provide countless visitors a new view of the ocean not previously accessible at the City Hall, but that view comes at the cost of looking directly down on our patio and yard.

Parking. The proposed design brings the parking lot as close as possible to our property. The noise, pollution, and glare from the vehicles will be a nuisance.

In reviewing the proposed design, it appears our property in particular will suffer the brunt of the negative impact while other neighboring properties will benefit from manicured lawns and large trees and redirecting the traffic from 10th Street to 11th Street. The new traffic, raised terrace, and parking lot will all detract from our experience in Del Mar.

As a small token of good will to mitigate the impact, we politely request that the design be modified to remove the first few parking spaces at the northwest corner of the surface lot and convert that area into landscaping. That simple change will ensure the viability of the existing tree and provide space for

additional hedges and shrubs to mitigate the unfavorable impact of the new City Hall on our neighboring property. I have included a simple drawing of this small accommodation for your reference.

Thank you in advance for your consideration. Please feel free to contact me with any questions or to collaborate on alternative solutions.

Phyllis Cardon

Phyllis Cardon
(602) 363-9000
[REDACTED] 11th Street
Del Mar, CA 92014



From: [Juliana Maxey-Allison](#)
To: [Adam Birnbaum](#); [Kathleen A. Garcia](#)
Subject: City Hall
Date: Wednesday, November 18, 2015 8:45:30 PM

Hello to the City Hall team:

As the design team goes forward with evolving versions of what the proposed new City Hall will become, I am writing to restate what I said at the November 18th DRB meeting regarding the proposed layout of space. I am away for the November 19th CPP.

My concerns as a close neighbor are not the daily use of the structures. We are used to having a civic organization operate during weekdays and the Farmers' Market in use on Saturdays. Presently the only night time functions are city business related meetings that may indeed go into the night but are enclosed and quiet.

However, the new proposed entertaining space able to expand and seat 250 people suggests a very different use, possibly into late evening hours. It would seem to be placed in the center of the complex and more or less contained. I remain concerned about the noise levels and the lighting of that structure, but far more concerning is the elevated building on the south east corner of the site with a "view area". There, noise and glare lighting become major issues on 10th Street. So do any unattended attractions for nighttime wanderers. I am in favor of trees but trees are no screen for noise, light, trash, etc.

I appreciate your attention as the development process proceeds.

Best,

Julie Maxey-Allison

Joseph Smith

From: Joy <joydelmar@gmail.com>
Sent: Sunday, November 22, 2015 12:13 PM
To: Kathleen A. Garcia; mJobs@millerhull.com; Joseph Smith
Subject: CPP Input Del Mar City Hall

Follow Up Flag: Follow up
Flag Status: Flagged

Nov. 22, 2015

To: Kathy Garcia

RE: City Hall CPP Input

I am a 30 year full time resident-owner of the single family home at 220 -10th Street. My home originally dates to 1884, as do several other homes on the block & is directly west of the City Hall property. 10th Street is an historical block, which of course used to have many more original Del Mar houses such as the Alvarado House. (Please see the the Community Plan Goal 3 F. & the objectives of Goal 4B)

I think that this project as currently proposed will devalue our old historic homes. These old houses are not designed to be placed next to such a large, looming project. We have large front yards facing the street, side patios & small houses. This project will lead to a redevelopment of our large R-2 lots because new homes can be designed to minimize the City Hall impacts. I can't do this with my old house and to me it will be unlivable. No screening, shrubs etc. will be completely effective with the current plan because of the grade difference. Also, trees don't stop noise.

While I did attend the CPP meeting I did not feel comfortable expressing my views in the televised, microphone passing format which unfortunately also included several community members who were there disputing the comments of the neighbors. Also, the meeting was cut off abruptly at 8:00, leaving me little time to complete my CPP Form. There was no break- out session as planned, so I did not have time to speak to the architectural team. I do not feel that the goals of a CPP were met.

Therefore, at your suggestion, I am sending you my written requests:

- 1) Remove the large- elevated "Town Hall Terrace" which would loom over my property. This terrace has morphed on the plans from a small staff lunch area into an entertainment area capable of holding 50-75 people, complete with an adjacent kitchen. Originally we were told that all entertainment areas would be screened by the buildings.
- 2) Remove the extra, recently added, parking spaces which are now shown on the west wall very close to my house. Count the street spaces to reach your goal of 160.
- 3) Place a 10 foot tall masonry fence along the western edge of the City Hall project so that it screens my entire property.
- 4) Relocate the "catering kitchen" away from 10th Street so that I am not exposed to smoke & fumes.

Please respond to my comments as you would to any comments made at the CPP meeting. I support the idea of a new City Hall & look forward to substantial changes.

Sincerely,

Joy Shadle Ehrenfeld
█ 10th Street
Del Mar, CA 92014

From: [suren dutia](#)
To: [Kathleen A. Garcia](#); [Shaun McMahon](#); [Joseph Smith](#); [CityHallCEQA](#)
Subject: Fw: YES - Del Mar Does Need A City Hall
Date: Saturday, November 21, 2015 5:30:47 PM

FYI

Suren G. Dutia



On Saturday, November 21, 2015 5:17 PM, suren dutia <dutia@sbcglobal.net> wrote:

Dear Editor,

In response to Ralph Peck's questioning the size of the proposed City Hall and projected expenditure of \$18 million, I must respectfully disagree with the premise of his letter. The functions of municipal government have evolved and greatly increased since 1959 when the City of Del Mar was incorporated and became a legally defined government entity. In order to attract and retain the talent, we must provide descent working conditions and an environment that motivates and inspires productivity and ensures good governance. While I have serious concerns about the egress and ingress on the 11th Street for the proposed Civic Hall project that will undoubtedly create unsafe conditions and traffic fatalities, I do agree that we need a new City Hall to replace the dilapidated facility we currently use. However, in order to sell the idea of the City Hall to the community, the Machiavellian idea of the Town Hall with 160 parking spaces and "a catering to handle up to 250 people" was conceived and promoted. I am afraid that the Town Hall with all the amenities and greatly expanded parking structure will be used infrequently and it is highly questionable if costs involved justifies such an expansion. Keeping aside these reservations, I support building an attractive City Hall that provides suitable infrastructure for our dedicated staff and effective management of essential municipal functions.

Suren Dutia
Del Mar

Suren G. Dutia



RECEIVED

DEC 01 2015

City of Del Mar
Administrative Services Dept.

11th Street
Del Mar, CA 92014

Tel: [REDACTED]

E-Mail: suren@dutia.net

Suren G. Dutia

COPY HAND-DELIVERED AND ALSO DELIVERED BY EMAIL

November 30, 2015

Honorable Al Corti and Del Mar City Council Members
City of Del Mar
Del Mar, CA 92014

SUBJECT: Request Review and Reconsideration of Proposed Egress and Ingress on the 11th Street

Dear Mayor Corti and Members of the City Council:

For 25 years, we have lived across from the City Hall on 11th Street, one of most heavily travelled traffic arteries in the City of Del Mar. The purpose of this letter is to request your review of the Civic Center project and reconsideration of the proposed design of "egress" and "ingress" which is placing the predominant burden of traffic flow on 11th Street residents.

We believe that the architects have forged ahead and injudiciously provided two sets of egress and ingress, in close proximity, on 11th Street and that this approach is misguided and will likely result in unsafe flow of traffic and detrimental conditions for the neighborhood. At you know, currently there are egress and ingress on both 10th and 11th streets and the city hall complex is so small in comparison to what is being planned. **Why would a significantly larger proposed project with almost three times the number of parking spaces (160 parking spaces) than the current City Hall complex (with 56 parking spaces) not have a similar distribution of traffic flow instead of the chosen approach of directing a huge amount of traffic onto 11th street only?** Unless there is a cogent explanation that has not been disclosed to the community, we find it difficult to understand the rationale and justification for creating a disproportionate adverse impact on 11th street.

Further, we are concerned that a decision has already been made, and that the "process" and EIR are **not** being carried out in good faith but are merely machinations designed to placate the council, DRB and influential members of the community. We also wish to point out that when it comes to providing the specifics of how the parking areas into the Civic Center would be accessed to and from 11th Street, a key element of any good faith review process, the process thus far has

been deficient and lacking transparency despite City Council and DRB directives to the architects and consultants specifically to address this issue.

When the architects were instructed to meet with "immediate neighbors" and came to meet with us on May 20th at our home across the street from the City Hall, I was asked if there were areas of concern about the proposed Town Hall and City Hall project. **They never once told us about their planning, presumably already firmed up, that a great deal of traffic would be routed in and out of 11th Street.** But, having lived across the City Hall for almost 25 years and witnessed dangerous situations a number of times, on my own recognizance I raised the issue of "egress" and "ingress" being one of my major concerns with the Architects. Considering this was one of the most important issues we raised, the Architects have never addressed or further discussed this issue with us since we met with them more than six months ago.

We have steadfastly informed all parties concerned of potentially hazardous conditions due to a combination of high traffic volumes and the various uncommon traffic issues that create complex traffic situations posing a safety risk in direct proximity of City Hall on 11th street.

The unique traffic issues which complicate any further egress and ingress from 11th Street and posing safety risk (and not addressed by the EIR) are:

- With the major four-way intersection at Camino Del Mar and 11th Street, many cars enter the residential district on 11th street at considerable speed.
- Right across from City Hall is a commercial alleyway home to 51 parking spaces used and into which many cars throughout the day are turning off 11th Street, and this is very close to the intersection with Camino Del Mar.
- 11th Street is "surf alley" and there are many cars driving west and also pedestrians walking on the roadway all hours of the day and starting quite early and going until dark, especially during the summer months. Please note that while our home has a sidewalk, good portion of the 11th street does not have any paved areas where pedestrians can walk. Our concern is exacerbated by the fact that there are children and elderly in the neighborhood, including those who visit and stay with us on a periodic basis.
- Our family home is directly across from the City Hall Complex and we fear for our safety when backing out of our driveway in the proximity of the intersection with Camino Del Mar and the commercial alley. With the proposed egresses and ingresses, we will be even more concerned with further access points to and from City Hall – complicating the overall traffic flow directly outside our home and posing a serious safety risk.
- If there is a serious traffic fatality that necessitates blockage of 11th street near the City Hall, how will the city evacuate people and cars that are parked in 160 parking spaces? With such a large expansion in infrastructure (from 56 to 160 parking spaces) for the proposed Civic Center, a prudent approach to planning would mandate egress and ingress on both 10th and 11th streets.
- The entire neighborhood is impacted by the imbalance of safety risk to the 11th street corridor and would be better served by a more equitable distribution of

safety risk throughout the neighborhood on both 10th street and 11th street as it is now.

Our position is that while the architects have followed a standardized process and given “lip” service, no serious attempt has been made to address our primary concern regarding the safety issues around the proposed “egress” and “ingress” on 11th Street as stated above in many discussions with the architects. It should be pointed out that this lack of focus on the traffic safety concerns is despite both the City Council and DRB specifically instructing the architects and consultants to step back and address this issue.

As you will clearly note from the supporting documents, we have repeatedly raised this issue and brought this matter to the attention of the architects, EIR Consultants and our city staff.

Proposals we have made to date to address the safety issues are:

Preponderance of the traffic to the Civic Center does not have to come in from and out on 11th street as planned now from both the garage (109 spaces) and the surface parking lot (51 spaces) with a total of 160 parking spaces. This approach is imbalanced and creates an inequitable traffic safety risk for the 11th Street neighborhood.

Ingress and Egress of both parking facilities should also be through 10th street as it is now, including where a 4,500 SF area is earmarked for expansion. If 10th Street is set up and used for Ingress and Egress from City Hall, this will balance the traffic flow into the neighborhood versus 80%+ of it is being concentrated on 11th Street.

We were told the objections to this suggestion are:

- *That there is no left turn on 10th street because of a median.* To this we suggested the median can be easily removed, a stop sign or electrical signal added – and that such reconfiguration is viable and reasonable given that City Hall is a major redevelopment and that any rules against stop signs on 10th street were made in a different era – before such a major redevelopment as City Hall was envisioned.
- *The slope of 10th street would somehow not allow ingress or egress into the parking structure.* Keeping aside engineering solutions to the slope issue, and these do not involve rocket science, we think this is a false pretext and not a reasonable or persuasive explanation. We cannot help but wonder why isn't it feasible to exit as well as enter from 10th street into the garage? We are also at a loss as to why egress and ingress into and out of the surface parking area from 10th street isn't being planned, especially where “future expansion” space is set aside for an unknown and unplanned future use? In our opinion, it should be plausible to set

aside and designate the area or space for an unknown and unplanned future on 11th Street (where temporary sheds or portable offices are currently housed) versus a location that has been shown on various schematics on 10th street.

In our view both objections are surmountable if the true goal is to achieve lower safety risk on 11th street and have a more equitable flow of traffic and safety for the neighborhood.

In response to the concerns we have raised, we were advised to look at the finding of the EIR. When we finally saw the draft EIR, we found it to be essentially flawed as it only focused on traffic volume and standard and generic benchmarks of LOS and other measures that fail to take into account the tangible safety issues we have raised and failed to explain in any detail what alternative options for ingress and egress were raised and considered and why those were rejected as it appears to be the case.

As most of you know, there are nearly 1.3 million deaths annually or 3,287 deaths a day from auto-related accidents. In addition to these frightening numbers, there are 20-25 million people injured or disabled. Why would Del Mar be immune from the single most source of deaths in the US? What happens if there is an accident that requires 11th street in front of the Civic Center closed by the law enforcement personnel? How will we evacuate cars and people who are trapped in 160 parking spaces when there is no egress and ingress on 10th street? With the expanded scale of the infrastructure (increasing parking capacity from current 56 spaces to planned 160 spaces), it would be essential to provide egress and ingress on both 10th and 11th streets. We are also puzzled that there is no contingency planning by the architects and EIR is totally silent on this issue.

We also note that any undertaking by the City to direct traffic during city hall events, if really true as it was stated by the architect in one of the meetings, will put the burden of considerable expense on the city for this flawed design and does not address the everyday safety concerns we have outlined.

And so, we met with the EIR team again and explained our concerns. They assured us that they would study it further and get back to us. This has not happened and we are concerned that there is no indication of a good faith formal process that shows a serious and credible effort to modify the design and prevent hazardous conditions and to balance the safety risk in the neighborhood as a whole.

And again, we reiterate, as we have done so all along, that unless this ill-advised situation involving traffic flow on the 11th Street is corrected, we are likely to endanger elderly and children's lives and witness traffic fatalities resulting in litigation and liabilities for the City, and our sense of personal safety as residents living across from City Hall will be gravely impacted.

Lastly, we ask you: Isn't this the right time to carefully consider all options, plan properly and make sure we prevent unsafe conditions for pedestrians, children,

elderly and ongoing traffic and members of the community who reside across the street from the City Hall Complex? We believe that the City government has a responsibility to ensure the safety of all of its residents and ensure equitable measures for all residents of the neighborhood.

For the purpose of this appeal, we enclose the following documentation.

1. Email dated June 26, 2015 from Jas Grewal to architect Mike Jobes re Del Mar City Hall and Parking Issues
2. Email dated August 26, 2015 from Suren Dutia re Del Mar City Hall and Parking Issues
3. Email dated August 27, 2015 from Suren Dutia re Del Mar City Hall and Parking Issues
4. Email dated September 10, 2015 from Shaun McMahon with CPP Response to Community and DRB Comments
5. Email dated September 29, 2015 from Suren Dutia with comments on the Draft EIR – Adverse Impact of Traffic on the 11th Street
6. Email dated November 21st to the Editor of Del Mar Times

In addition to our formal submission of the above documents, we met with the architects on May 20th, attended the June 15th meeting of the City Council, August 26th DRB meeting, September 28th City Council meeting, met with EIR team on October 12th and presented in two sessions where community comments were invited and/or were feasible, including one on November 19th.

Finally, we wish to request that this letter be shared with the members of the Design Review Board (DRB). We respectfully request both the City Council and DRB to weigh in and help develop the path for a fair and equitable distribution of traffic flow from both 10th and 11th Streets. While we feel strongly that the egress and ingress remains a fairly serious issue for us that needs resolution, we want you to know that we agree that the City of Del Mar needs a new City Hall and are supportive of the proposed Civic Center.

Thank you for your consideration and we would appreciate hearing from you imminently.

Sincerely,



Suren G. Dutia
[REDACTED] 11th Street, Del Mar, CA 92014

CC: Kathy Garcia Scott Huth Shaun McMahon Dawn Wilson
Jas Grewal Mike Jobes Joseph Scott
Bobbi Herdes Caroline Kreiser Kurt Stolle

----- Forwarded Message -----

From: Jas Grewal <jas.grewal@sbcglobal.net>

To: "mjobes@millerhull.com" <mjobes@millerhull.com>

Cc: suren dutia <dutia@sbcglobal.net>; Kathleen A. Garcia <kgarcia@delmar.ca.us>

Sent: Friday, June 26, 2015 8:02 AM

Subject: Re: Del Mar City Hall and Parking Issues

Dear Mike,

After attending your presentation at the Del Mar City Council meeting on Monday, June 15th, I had to leave town to assist my elderly parents in Toronto once again. However, I have been thinking about the project and wanted to give you my feedback.

I know Suren appreciated meeting with you and Curt and he had specifically voiced his concerns about the impact "parking" would have on traffic and safety on the 11th Street. While I realize that the artists' rendering you shared at the City Council meeting is preliminary and lot of details have yet to be worked out, I was nevertheless favorably impressed with your presentation, your recommendation for the site and glad this project is shaping up. As a longtime resident of Del Mar, I would like to see the proposed project and the City Hall come to fruition. Because I live across the street, I am directly impacted by it than most other city residents. The one issue that is of great concern to me however is the large number of parking spaces, the overall impact it would have on traffic congestion on the 11th Street and safety (backing out of my driveway given it's grade and the increased traffic activity).

I am not certain where you will have the entrances and exits. Could you also answer a few specific questions? .

1. When will you publicly disclose details of how parking will be handled? It was not clear to me whether there will be an entrance and an exit to the parking spaces from both 10th and 11th streets or through the 11th Street only or through 10th Street only? I am specifically referring to ingress and egress involving the access to the parking area. I am hoping that the exit will be on 10th street since there is a commercial building across the street and the increased traffic would not impact any residences.

2. Who is doing an environmental impact report?

3. Is a traffic study being done? If so, when will this be published?

4. As you well know, 11th Street is the main surf alley of Del Mar and most of the surfers come to and use 11th Street for their surfing activity. Excessive traffic on the 11th Street will impact public access to the beach, so will the Coastal Commission review the proposed plan and its likely impact?

I heard the arguments for keeping the 160 spaces only by those who wish to have events on the site. However, the parking needs to be balanced for other uses as well. I heard comments that people will not park and then walk north where all the shops, restaurants and beaches are. Well, I see that happening today on the streets around 11th street since it's free parking. Therefore, with the 160 recommended parking spaces, which are expected to be free, I can assure you that it will be non-residents of Del Mar that will be in fact parking in the free spaces when they come to spend time in del mar beaches, restaurants, shops and parks since we have limited free parking in town. Therefore, the city will lose revenue from meters and the plaza will lose revenue from their parking structure. I don't see the benefit for del mar residents expect for an occasional convenience for event parking. This will be an amenity that we are spending a lot of money for that will be used by those that do not pay taxes in del mar and use our infrastructure. This is of great concern. to me. One solution I suggest to address this issue is that the spaces be limited now and then expand as the site buildings expand a few years down the road.

I would appreciate your response to the above four questions and my serious concern about the parking spaces and traffic flow any other relevant information to help me understand. Again, thank you for meeting with Suren recently and know that we appreciate the chance to provide our comments and would like to see this project progress further.

Sincerely,

Jas Grewal
[REDACTED] 11th Street
Del Mar, CA 92014
[REDACTED] [REDACTED]

On Wednesday, August 26, 2015 3:30 PM, suren dutia <dutia@sbcglobal.net> wrote:

Thank you, Shaun.

Overall, I am enthused about the proposed development and support most of the concepts. However, please note and inform the DRB that we remain **greatly** concerned about the **ingress** and **egress** involving the parking structure as well as the surface parking. A lot more thought and study is needed before finalizing mechanisms for egress and ingress to the parking facilities that are currently proposed. Our concerns are based on the following:

1. This is a heavily traveled street (known as the surf alley) and proposed approach will undoubtedly add to additional traffic and congestion
2. We are requesting a careful review and better method for providing two ingress and egress in a short distance
3. Based on having lived on this street almost 25 years, we are greatly concerned about the safety issues. It would be prudent that we thoroughly review this issue that could present serious challenges once we have traffic fatalities due to this design and resulting from it, likely litigation.
4. I personally think that 10th street needs to be better utilized for access and exit from the parking structure

Thank you for your consideration.
Suren

Suren G. Dutia



From: suren dutia [mailto:dutia@sbcglobal.net]
Sent: Thursday, August 27, 2015 11:05 AM
To: Shaun McMahon
Cc: Jas Grewal; Kathleen A. Garcia
Subject: Re: Del Mar City Hall and Parking Issues

Shaun,

This is to provide you and your colleagues, including our architects and members of the DRB, some feedback from our meeting last night. While you might not have received the unconditional endorsement for the proposed Civic Center, I think most people I spoke with are strongly behind the project and there were a number of good suggestions. It is always refreshing to see the passion of the people who live in this community and democracy in action.

I am always puzzled by the frequent use of phrase "community character" to advance a preferred style of architecture. I am not sure that I really understand what "community character" of Del Mar is since I believe it means different things to different people. For instance, when I relocated from Boston to San Diego in 1989 and purchased the property across the City Hall, I encountered the same language in my private conversations with some people as well as with members of the DRB. In 1989, to design our new home in Del Mar, we had selected architects who specialized in the Le Corbusier style of architecture. I vividly remember the amount of discussion and "preferences and prejudices" expressed by several individuals, including some on the City Council and DRB. I quickly concluded that even a home designed by Frank Lloyd Wright will not satisfy everyone and we should simply accept the reality of having so many smart and wonderful people with varied opinions who live in our beautiful Del Mar. For me, as long as the proposed project is within the regulatory framework that we currently have in place, the word "eclectic" that respects our individual preferences and tastes describes it better as to what community character means.

On a related subject, there was a fair amount of discussion about the challenges of providing effective ingress and egress to the parking facilities. The cost of making 10th Street more functional and reducing heavy reliance and adverse impact on 11th Street should be considered. I especially would like to bring to your attention one more relevant fact that has not been mentioned in any discussion (as far as I know) and it involves the use of 11th Street corridor for entering the commercial alley across the City Hall. As the parking study is carefully conducted, I would like to request that persons involved in this project take into consideration the access route to the commercial alley across the City Hall. Please note that there are five commercial buildings in the commercial alley with 36 surface parking slots and 15 spaces underground with a total of 51 parking spaces. What is even more important is that about 90% of the traffic into the commercial alley uses 11th Street to enter and occupy these parking spaces during the week.

Hopefully this feedback might of some help.

Kind regards,
Suren

Suren G. Dutia



CPP Response to Community & DRB Comments

DRB Meeting 1/CPP Meeting on City Hall, August 26, 2015

Response prepared Wednesday, September 9, 2015

To view the August 26th meeting its entirety please visit: <http://delmar.12milesout.com/>

DRO AND OTHER CONCERNS RAISED	CPP RESPONSES
<p><u>DRO Concerns:</u> Project could unnecessarily add to traffic congestion along 10th Street and 11th Street, and could increase public safety concerns to motorists and pedestrians on 11th Street.</p> <p>DRO Sections: 23.08.074.B, F, H Commenters: SD, JC</p>	<ul style="list-style-type: none"> • Project team is reviewing considerations for reducing potential impacts to traffic and congestion to 10th and 11th Street, including a detailed analysis in the project's Draft Environmental Impact Report (DEIR) scheduled to release for public review on September 11, 2015. • Project team is reviewing options and constraints associated with the following circulation design alternatives: 1) add egress onto 10th Street (in addition to ingress); 2) remove ingress from 11th Street (egress would remain); and 3) use of traffic control devices such as forced turns in/out of parking lot and structure, curved lanes, directional signage, and medians. • Project includes the use of an internal vehicle ramp between the upper and lower garage levels to reduce circulation impacts to the surrounding streets. • Project includes an increase in the availability of public parking onsite for use by the public and surrounding businesses in order to lessen the demand for on-street parking on Camino del Mar and residential side streets, where parking availability and circulation is already constrained. • Project includes the addition of designated pedestrian walkways, by use of painted markings and adequate signage, in areas where pedestrians and vehicles intersect in order to notify drivers and pedestrians of crossings. • Project includes an increase in pedestrian and bicycle access to the site, including several points of entry around the perimeter, and ample bicycle storage in order to encourage the use of non-motorized traffic to the site.

<p><u>DRO Concerns:</u> Project could result in an unreasonable amount of bulk and mass on the south elevation due to the design and placement of the proposed TV studio component, when viewed from northbound Camino del Mar.</p> <p>DRO Sections: 23.08.077.D.2 & G Commenters: GR, DM, BM, JC</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing considerations for reducing and/or eliminating potential bulk and mass impacts of the structure when viewed from northbound Camino del Mar. ▪ Project team is reviewing options and constraints associated with the following location alternatives: 1) shift Town Hall to the northeast corner of the site; 2) keep Town Hall in the southeast corner of the site, but shift the structure further north and/or west. ▪ Project team is reviewing options and constraints associated with the following design alternatives: 1) improve the south elevation design of the TV studio, including wall and roof articulation, incorporating transparent or open-design methods; and 2) lowering the height of the TV Studio or to a different part of the site so the northbound view along Camino del Mar is the Town Hall expression and not the TV studio.
<p><u>DRO Concerns:</u> Project could result in unreasonable massing if designed as a box-like structure with open-beams, reminiscent of an industrial design. In context to the development profile along Camino del Mar, the size of Town Hall could appear out of scale when viewed from the public plaza.</p> <p>DRO Sections: 23.08.077.D.4, 5 Commenter: BM, KL, IG</p> <p><u>Non-DRO Concerns:</u></p> <ol style="list-style-type: none"> 1. Project could result in poor indoor acoustics as a result of the design. 2. Project could result in increased heat impacts to interior spaces as a result of the open, glass design. <p><u>Commenter:</u> TH</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing considerations for reducing unnecessary mass impacts of the structure, including reviewing options and constraints associated with the following design alternatives: 1) adding roof articulation to break up flat-roof segments; 2) incorporating the use of A-frame trusses to avoid a box-like structure; 3) relocating the siting of Town Hall, including wall articulation; 4) softening the building designs; 5) enhancing shading devices; and 6) revisions to the layout, elevation, and orientation of the public plaza. ▪ Project team is reviewing articulation considerations and the 1991 prior design by Robert A.M. Stern. ▪ Project team will take indoor acoustics and potential indoor heat impacts into consideration.
<p><u>DRO Concerns:</u> Project could result in an unreasonable amount of sound, light, and noise pollution on nearby residential areas, in addition to heat island effects from the proposed surface parking lot and structure.</p> <p>DRO Sections: 23.08.077.F, K</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints to reduce the amount of sound, light, and noise pollution to nearby residential areas, in addition to potential heat island effects resulting from the surface lot, as a result of the proposed parking facilities. Considerations under review include: 1)

<p>Commenters: RE, BM</p>	<p>addition of a minimum 8-ft solid wall along the western edge of the surface parking lot; 2) enhanced landscape in the surface lot; 3) enhanced landscape screening and buffer along the west property line and along the west wall of the parking structure; 4) use of louvers or other screening devices, or provide a full closure of the openings along the west elevation of the parking structure; and 5) use of dark-sky compliant lighting to minimum extent necessary, including the use of low-intensity bulbs, down-shielded fixtures, and timers and controls to prevent unnecessary evening lighting.</p>
<p><u>DRO Concerns:</u> Project should embrace the vision of the Del Mar Community Plan by utilizing an inspirational design that facilitates in the creation of a vibrant downtown, in addition to protecting the City's historic character.</p> <p>DRO Section: 23.08.072.A Commenter: SM, JW, GR</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints associated with incorporating an architectural style that embraces Del Mar's historic style and blends in new, modern styles for the future of Del Mar's Village District. ▪ Project team is considering the "human scale" in the design of the Project, including the community characteristics, architecture, signage, streetscapes, and open space/plazas in context to public facilities in the Village District.
<p><u>DRO Concerns:</u> Project could result in impacts to public views of the ocean from surrounding public streets, including additional public view blockage in the event the proposed expansion spaces were constructed at a future date</p> <p>DRO Section: 23.08.077.A Commenter: BM</p> <p><u>Non-DRO Concern:</u> Project could result in impacts to private views of the ocean from surrounding commercial properties</p> <p>Commenter: TS</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints associated with the following design alternatives: 1) articulation of height envelope to break up flat-roofs in areas of potential public view obstruction; 2) develop new public views over the site from the surrounding public streets as a result of site demolition of structures impeding views; and 3) develop new outdoor and indoor viewpoints of the ocean from City administration buildings (indoor) and public plaza areas (outdoor) at the northwest and southwest areas of the site. ▪ Project to be designed in accordance with all development regulations for height, viewshed protection, and design requirements. ▪ Review of potential public view obstruction is included in a detailed visual analysis in the project's Draft Environmental Impact Report (DEIR) scheduled to release for public review on September 11, 2015.

Other Concerns Raised:

1. Project does not appropriately accommodate a Farmer's Market in the public plaza. Project does not appear to provide activated uses of the plaza space outside of City administrative functions and Farmer's Market. Project does not enhance retail activities at the south end of Camino del Mar.

Commenters: JC, TH, BM, KL, DM, IG

2. Use of decomposed granite surfacing for high-use outdoor areas, such as the public plaza, is inappropriate as a result of its limited durability, maintenance needs, dust effects, and impacts to indoor flooring.

Commenters: KL, TH

- Project team is reviewing considerations for accommodating the Farmer's Market and other activated uses of the public plaza, including reviewing options and constraints associated.
- Project team is reviewing options to accommodate a Farmer's Market in various locations on the site, including use of the surface parking lot on the west portion of the site in addition to the public plaza on the east portion of the site.
- Project team is considering other permeable outdoor surface materials.

Commenter abbreviations:

JC = Joe Curtis, Chair, DRB member

BM = Bill Michalsky, DRB member

SM = Scott Macdonald, DRB member

TH = Tim Haviland, DRB member

JW = Jim Watkins

KL = Kit Leeger, [REDACTED] CDM

TS = Tom Seymour, [REDACTED] CDM, Canterbury Court

RE = Rick Ehrenfeld, [REDACTED] 10th St (spoke as a resident and not a member of the DRB)

SD = Surin Dutia, [REDACTED] 11th St

GR = Greg Rothnam, 9th St

DM = Dean Meredith, [REDACTED] CDM

MM = Monica Meredith, [REDACTED] Seaview Dr

IG = Ivan Gayler, [REDACTED] 15th St

On Tuesday, September 29, 2015 5:54 PM, suren dutia <dutia@sbcglobal.net> wrote:

Dear Sir/Madam:

In response to the Draft EIR for the Del Mar City Hall/Town Hall Project, I am writing this to formally express my **serious** concerns about the section on Traffic and strongly disagree with the author's presumptuous conclusion that it "would not have significant impacts." My position is that unless actions are taken to mitigate likely problems resulting from traffic movement on 11th street, it will have significant adverse impact on those residents who reside in the vicinity of the proposed City Hall/Town Hall Project and on the 11th street. Unfortunately, no time was spent last night by the presenters in explaining how "ingress" and "egress" would work. Further, as of today, I have not seen any comparative information about the placement of "entrances" and "exits" on Camino Del Mar, 10th and 11th streets and there appears to be a bias or predisposition for routing great deal of traffic to the 11th street versus studying this issue carefully and examining options that would minimize adverse impact and distribute traffic more equitably. In fact, the section on traffic is amateurish with very little conclusive data. While I am a strong support of the proposed City Hall, I am bothered by the fact that last night little, if any, time was devoted to explaining how traffic movement on the 11th street will impact the current residents. I spoke with two persons who sat through discussion on EIR and they also told me that there was hardly any mention of traffic movement and how it would impact the neighborhood. It is my belief that this topic of traffic and its impact is glossed over in the Draft EIR and could be a very serious source of conflict and schism with the immediate neighbors involving the proposed Del Mar City Hall/Town Hall Project.

Let me share some of my comments and concerns. While I have had some discussion with Kathee and Joseph as well the architect Mike Jobes about the challenges of providing effective ingress and egress to the parking facilities, I was advised to wait and look at the EIR section dealing with traffic. Now that I have seen the Draft EIR analysis, I am alarmed. Last night, our Mayor summarized his comments and mentioned that impact of traffic needs be looked at. We remain **greatly** concerned about the **ingress** and **egress** involving the parking structure as well as the surface parking. A lot more thought and study is needed before finalizing mechanisms for egress and ingress to the parking facilities that are currently proposed or considered.

I feel that the cost of making 10th Street more functional and reducing heavy reliance and adverse impact on 11th Street should be considered. I especially would like to bring to your attention one more relevant fact that has not been mentioned in a meaningful way in any discussion (as far as I know) and certainly not in the Draft EIR analysis. It involves the use of 11th Street corridor for entering the commercial alley across the City Hall. Although I had suggested that as the parking study is being conducted, the person involved in this aspect of the EIR take into consideration the

access route to the commercial alley across the City Hall. Please note that there are five commercial buildings in the commercial alley with 36 surface parking slots and 15 spaces underground with a total of 51 parking spaces. What is even more important is that bulk of the traffic into the commercial alley uses 11th Street to enter and occupy these parking spaces during the week.

In addition to the above, my concerns are based on the following:

1. This (11th Street) is a heavily traveled street (known as the surf alley) and proposed approach will undoubtedly add to additional traffic and congestion
2. We are requesting a careful review and better method than what appeared to be a provision for two ingress and egress on the 11th street in a very short distance. What are the options and/or alternatives?
3. Based on having lived on this street almost 25 years, we are greatly concerned about the safety issues. It would be prudent that we thoroughly review this issue that could present serious challenges once we have traffic fatalities due to this design and resulting from it, likely litigation.
4. I personally think that 10th street needs to be better utilized for access and exit from the parking structure

I would welcome further dialog on options being considered for **ingress** and **egress** and how the adverse impact of traffic on the 11th street will be mitigated. Thank you for your consideration.

Suren

Suren G. Dutia
[REDACTED] 11th Street
Del Mar, CA 92014

[REDACTED]

On Saturday, November 21, 2015 5:17 PM, suren dutia <dutia@sbcglobal.net> wrote:

Dear Editor,

In response to Ralph Peck's questioning the size of the proposed City Hall and projected expenditure of \$18 million, I must respectfully disagree with the premise of his letter. The functions of municipal government have evolved and greatly increased since 1959 when the City of Del Mar was incorporated and became a legally defined government entity. In order to attract and retain the talent, we must provide descent working conditions and an environment that motivates and inspires productivity and ensures good governance. While I have serious concerns about the egress and ingress on the 11th Street for the proposed Civic Hall project that will undoubtedly create unsafe conditions and traffic fatalities, I do agree that we need a new City Hall to replace the dilapidated facility we currently use. However, in order to sell the idea of the City Hall to the community, the Machiavellian idea of the Town Hall with 160 parking spaces and "a catering to handle up to 250 people" was conceived and promoted. I am afraid that the Town Hall with all the amenities and greatly expanded parking structure will be used infrequently and it is highly questionable if costs involved justifies such an expansion. Keeping aside these reservations, I support building an attractive City Hall that provides suitable infrastructure for our dedicated staff and effective management of essential municipal functions.

Suren Dutia
Del Mar

CPP Response to Community & DRB Comments

DRB Meeting 1/CPP Meeting on City Hall, August 26, 2015

Response prepared Wednesday, September 9, 2015

To view the August 26th meeting its entirety please visit: <http://delmar.12milesout.com/>

DRO AND OTHER CONCERNS RAISED	CPP RESPONSES
<p>DRO Concerns: Project could unnecessarily add to traffic congestion along 10th Street and 11th Street, and could increase public safety concerns to motorists and pedestrians on 11th Street.</p> <p>DRO Sections: 23.08.074.B, F, H Commenters: SD, JC</p>	<ul style="list-style-type: none"> • Project team is reviewing considerations for reducing potential impacts to traffic and congestion to 10th and 11th Street, including a detailed analysis in the project's Draft Environmental Impact Report (DEIR) scheduled to release for public review on September 11, 2015. • Project team is reviewing options and constraints associated with the following circulation design alternatives: 1) add egress onto 10th Street (in addition to ingress); 2) remove ingress from 11th Street (egress would remain); and 3) use of traffic control devices such as forced turns in/out of parking lot and structure, curved lanes, directional signage, and medians. • Project includes the use of an internal vehicle ramp between the upper and lower garage levels to reduce circulation impacts to the surrounding streets. • Project includes an increase in the availability of public parking onsite for use by the public and surrounding businesses in order to lessen the demand for on-street parking on Camino del Mar and residential side streets, where parking availability and circulation is already constrained. • Project includes the addition of designated pedestrian walkways, by use of painted markings and adequate signage, in areas where pedestrians and vehicles intersect in order to notify drivers and pedestrians of crossings. • Project includes an increase in pedestrian and bicycle access to the site, including several points of entry around the perimeter, and ample bicycle storage in order to encourage the use of non-motorized traffic to the site.

<p><u>DRO Concerns:</u> Project could result in an unreasonable amount of bulk and mass on the south elevation due to the design and placement of the proposed TV studio component, when viewed from northbound Camino del Mar.</p> <p>DRO Sections: 23.08.077.D.2 & G Commenters: GR, DM, BM, JC</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing considerations for reducing and/or eliminating potential bulk and mass impacts of the structure when viewed from northbound Camino del Mar. ▪ Project team is reviewing options and constraints associated with the following location alternatives: 1) shift Town Hall to the northeast corner of the site; 2) keep Town Hall in the southeast corner of the site, but shift the structure further north and/or west. ▪ Project team is reviewing options and constraints associated with the following design alternatives: 1) improve the south elevation design of the TV studio, including wall and roof articulation, incorporating transparent or open-design methods; and 2) lowering the height of the TV Studio or to a different part of the site so the northbound view along Camino del Mar is the Town Hall expression and not the TV studio.
<p><u>DRO Concerns:</u> Project could result in unreasonable massing if designed as a box-like structure with open-beams, reminiscent of an industrial design. In context to the development profile along Camino del Mar, the size of Town Hall could appear out of scale when viewed from the public plaza.</p> <p>DRO Sections: 23.08.077.D.4, 5 Commenter: BM, KL, IG, SA</p> <p><u>Non-DRO Concerns:</u></p> <ol style="list-style-type: none"> 1. Project could result in poor indoor acoustics as a result of the design. 2. Project could result in increased heat impacts to interior spaces as a result of the open, glass design. <p><u>Commenter:</u> TH</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing considerations for reducing unnecessary mass impacts of the structure, including reviewing options and constraints associated with the following design alternatives: 1) adding roof articulation to break up flat-roof segments; 2) incorporating the use of A-frame trusses to avoid a box-like structure; 3) relocating the siting of Town Hall, including wall articulation; 4) softening the building designs; 5) enhancing shading devices; and 6) revisions to the layout, elevation, and orientation of the public plaza. ▪ Project team is reviewing articulation considerations and the 1991 prior design by Robert A.M. Stern. ▪ Project team will take indoor acoustics and potential indoor heat impacts into consideration.
<p><u>DRO Concerns:</u> Project could result in an unreasonable amount of sound, light, and noise pollution on nearby residential areas, in addition to heat island effects from the proposed surface parking lot and structure and noise impacts from the proposed location for mechanical equipment.</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints to reduce the amount of sound, light, and noise pollution to nearby residential areas, in addition to potential heat island effects resulting from the surface lot, as a result of the proposed parking facilities. Considerations under review include: 1)

<p>DRO Sections: 23.08.077.F, K Commenters: RE, BM, CMW</p>	<p>addition of a minimum 8-ft solid wall along the western edge of the surface parking lot; 2) enhanced landscape in the surface lot; 3) enhanced landscape screening and buffer along the west property line and along the west wall of the parking structure; 4) use of louvers or other screening devices, or provide a full closure of the openings along the west elevation of the parking structure; 5) use of dark-sky compliant lighting to minimum extent necessary, including the use of low-intensity bulbs, down-shielded fixtures, and timers and controls to prevent unnecessary evening lighting; and 6) adjustments to the elevation of the proposed surface parking lot.</p> <ul style="list-style-type: none"> ▪ Project team is reviewing alternatives for the location and venting options for mechanical equipment including building air conditioning and parking garage exhaust venting. ▪ A detailed analysis of the project’s impacts from exhaust, noise and glare will be included in the project’s Draft Environmental Impact Report (DEIR) scheduled to release for public review on September 11, 2015.
<p><u>DRO Concerns:</u> Project should embrace the vision of the Del Mar Community Plan by utilizing an inspirational design that facilitates in the creation of a vibrant downtown, in addition to protecting the City’s historic character.</p> <p>DRO Section: 23.08.072.A Committer: SM, JW, GR, SA</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints associated with incorporating an architectural style that embraces Del Mar’s historic style and blends in new, modern styles for the future of Del Mar’s Village District. ▪ Project team is considering the “human scale” in the design of the Project, including the community characteristics, architecture, signage, streetscapes, and open space/plazas in context to public facilities in the Village District.
<p><u>DRO Concerns:</u> Project could result in impacts to public views of the ocean from surrounding public streets, including additional public view blockage in the event the proposed expansion spaces were constructed at a future date</p> <p>DRO Section: 23.08.077.A Committer: BM</p> <p><u>Non-DRO Concern:</u> Project could result in impacts to private views of the ocean from surrounding commercial properties</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing options and constraints associated with the following design alternatives: 1) articulation of height envelope to break up flat-roofs in areas of potential public view obstruction; 2) develop new public views over the site from the surrounding public streets as a result of site demolition of structures impeding views; and 3) develop new outdoor and indoor viewpoints of the ocean from City administration buildings (indoor) and public plaza areas (outdoor) at the northwest and southwest areas of the site.

<p>Commenter: TS</p>	<ul style="list-style-type: none"> ▪ Project to be designed in accordance with all development regulations for height, viewshed protection, and design requirements. ▪ Review of potential public view obstruction is included in a detailed visual analysis in the project's Draft Environmental Impact Report (DEIR) scheduled to release for public review on September 11, 2015.
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<p><u>Other Concerns Raised:</u></p> <p>1. Project does not appropriately accommodate a Farmer's Market in the public plaza. Project does not appear to provide activated uses of the plaza space outside of City administrative functions and Farmer's Market. Project does not enhance retail activities at the south end of Camino del Mar.</p> <p>Commenters: JC, TH, BM, KL, DM, IG</p> <p>2. Use of decomposed granite surfacing for high-use outdoor areas, such as the public plaza, is inappropriate as a result of its limited durability, maintenance needs, dust effects, and impacts to indoor flooring.</p> <p>Commenters: KL, TH</p>	<ul style="list-style-type: none"> ▪ Project team is reviewing considerations for accommodating the Farmer's Market and other activated uses of the public plaza, including reviewing options and constraints associated. ▪ Project team is reviewing options to accommodate a Farmer's Market in various locations on the site, including use of the surface parking lot on the west portion of the site in addition to the public plaza on the east portion of the site. ▪ Project team is considering other permeable outdoor surface materials.
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Commenter abbreviations:

- JC = Joe Curtis, Chair, DRB member
- BM = Bill Michalsky, DRB member
- SM = Scott Macdonald, DRB member
- TH = Tim Haviland, DRB member
- JW = Jim Watkins
- KL = Kit Leeger, 1442 CDM
- TS = Tom Seymour, 1011 CDM, Canterbury Court
- RE = Rick Ehrenfeld, 224 10th St (spoke as a resident and not a member of the DRB)
- SD = Surin Dutia, 238 11th St
- GR = Greg Rothnam, 9th St
- DM = Dean Meredith, 1125 CDM
- MM = Monica Meredith, 1975 Seaview Dr
- IG = Ivan Gayler, 410 15th St
- SA = Sissy Alsabrook, 457 Avenida Primavera (submitted comments by correspondence)
- CMW = Charles & Marilyn Wheeler, 233 10th St (submitted comments by correspondence)

CPP Response to Community Comments Community Workshop/CPP Meeting on City Hall/Town Hall September 28, 2015

Responses prepared October 13, 2015
Similar comments are grouped together

To view the September 28th meeting its entirety please
visit: <http://delmar.12milesout.com/>

ARCHITECTURAL CONCERNS RAISED	CPP RESPONSES
<p>1. Character: The updated sketches of the buildings are still too contemporary and too boxy. Buildings need to reflect the community and not the original design presented. Suggests looking at the Old Globe. The craftsmanship should be more like the library. Is looking for something that signals it is our town hall, something that isn't pretentious and shows that it is a small town.</p> <p>2. Height Limit: Concern of the 14 foot height limit from Camino del Mar and the impact on roof. Can the Union Bank Building be squeezed into 14 feet height limit? Questions if the roof (all or part) can exceed the height limit? Fine with adding roof articulation, but shouldn't bust the 14 feet because bad message. Does it actually have to be the maximum of 14 feet?</p> <p>3. Roofs: Consider a 3 and 12 pitch. Do not like the flat roof. Some participants liked the eaves, others did not. Does not prefer a flat roof but likes the idea of trying to capture the breeze. Concern that gabled roof could block more views than flat and won't meet 14 feet height limit. Roof is important because people seeing it from the top. Need the same roof treatment for the whole building, but can you break it up? Use a low pitched roof to save the view. Didn't like the roof that was the same as her elementary school; there is a happy medium; someone on DRB said "break some of the rules if you have to, but make it</p>	<p>1. Character: The architects are further exploring elements of the building that reflect the varied character of the community. City Council has asked them to look more carefully at residential scale and neighborhood compatibility, with the Town Hall being the "jewel" and City Hall as a background, simple building.</p> <p>2. Height Limit: The intent is to maintain the 14 foot height limit from Camino del Mar and the 26 foot height limit overall. The 26 foot height limit is part of our Local Coastal Program and would require an amendment through the California Coastal Commission to change. The 14 foot limit is a requirement of the Zoning Code.</p> <p>3. Roofs: The architects are further exploring roof forms, particularly for the Town Hall to explore pitched, hipped or gabled roofs or some combination. At the City Hall, they are exploring a low pitched shed roof to limit view blockage. They are also looking at ways to articulate the roof plane for visual interest and to break up the mass.</p>

<p>inspirational” Agrees that you can see the roofs of L’Auberge when you are looking from the Plaza and has different heights; doesn’t like all flat roofs.</p> <p>4. Style: Is in agreement with the proposed contemporary building style but would like to see more of a beautiful façade. Look to 1991 Plan for City Hall by Robert AM Stern for inspiration, that plan is more traditional.</p> <p>5. Façade: Can “arches” (trusses) done with wood extend outside? Barcelona civic buildings are simple square buildings but with arches over windows for emphasis. Likes the idea of the wall at Town Hall; is contemporary and cool looking and likes it.</p> <p>6. Materials: Likes the use of stone such as at the Powerhouse and use of the shingles at the Library. Needs a hard surface where the building meets the ground, such as a wainscot. Consider a rammed earth wall. Would go with stucco every time. Likes the open glass. Powerhouse uses stone and asking if it doesn’t work here.</p> <p>7. Elements of the Building: Fan of big wood pivot door. Will there be a trellis?</p> <p>8. Lighting: Wants plenty of lighting, but softer and not intrusive</p> <p>9. Fireplace: Didn’t like the fireplace or the smell of the wood burning. Don’t need people gathering for the fireplace.</p> <p>10. Sun/Shade: What is included to provide shade? How are the architects thinking of capturing sunlight?</p> <p>11. Trees: Some are needed</p>	<p>4. Style: There are many people who would like to see a more traditional style, others desire a modern or contemporary style. At the October 5, 2015 City Council meeting, Council direction was to explore a contemporary interpretation of traditional elements on the Town Hall.</p> <p>5. Facades: In conjunction with the roof design, the architects are exploring simple façade treatments that are looking to express the character of the interior.</p> <p>6. Materials: Materials such as stone may be beyond the budget limitations of the building. The architects are exploring materials on the façade that provide a stronger base where the façade meets with the ground.</p> <p>7. Elements of the Building: The wood pivot doors are under consideration as is a trellis.</p> <p>8. Lighting: The lighting will be designed to be low level and not promote glare.</p> <p>9. Fireplace: A wood burning fireplace would not be included. The architects are exploring a gas fireplace. Gathering areas would be located away from adjacent residents.</p> <p>10. Sun/Shade: Shade elements, such as trellis, small trees, and umbrellas are under consideration. Natural light into the buildings is a design consideration.</p> <p>11. Trees: Trees are being considered where they will not block views but provide shade.</p>
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<p>12. Acoustics: Powerhouse and DM Community Connections have high walls that affect acoustic.</p> <p>13. View Decks: Can the roof be utilized for view decks?</p> <p>14. Western wall: Build it first so it can double as a noise barrier during construction. Build it with concrete block.</p> <p>15. City Hall: Are there certain dimensions for a City Hall?</p> <p>16. Town Hall: The design of the iconic corner at 10th and Camino del Mar needs to be progressed.</p> <p>17. Surface Parking: Can surface parking in the lower lot be set back from the street so there is no parking under the eucalyptus tree and set back approximately 34 feet?</p> <p>18. Visuals: Would be helpful to see sketches from CDM street-level view</p>	<p>12. Acoustics: Town Hall will be considered for its acoustical properties.</p> <p>13. View Decks: The lower roof, such as the TV Studio can be considered for a view deck.</p> <p>14. Western Wall: The contractor is not yet hired to build the building but it will be suggested to build the permanent wall first. A solid noise barrier is required by the Draft EIR.</p> <p>15. The City Council set a target of approximately 9,200 SF for the City Hall. A typical office building is usually less than 60 feet deep in order to allow natural light to penetrate.</p> <p>16. Town Hall: The iconic corner view is being refined.</p> <p>17. Surface Parking: Surface parking is not currently under the eucalyptus tree slated to be maintained. There is potential that additional stalls could be removed, but that would reduce the amount of parking provided.</p> <p>18. Visuals: The architects are exploring additional visual representations.</p>
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LANDSCAPE ARCHITECTURAL CONCERNS RAISED	CPP RESPONSES
<p>1. Plaza Features: Consider temporary planters to increase flexibility of space (in middle of plaza); consider fixed planting at edges; consider an Interactive/Recycled Water Feature; consider an Outdoor Fireplace (however, there is concern with nighttime activity and associated noise); plan for a coffee cart.</p>	<p>1. Plaza Features: Moveable or temporary planters and furnishings are being considered, with fixed planters around edges. A coffee/vendor cart may be considered. Fountains are not recommended during current drought regulations. An outdoor fire pit (not wood burning) is being considered if located where it will not have a noise impact.</p>

<p>2. Other Uses/Features: Suggestions include Outdoor Screen (i.e. "Movie Night"); Intimate Conversation Nooks (Seating) – permanent or temporary; Truck/Loading access for Farmers Market; Dining Areas for Farmers Market; Driveway apron – access to plaza for trucks; Parking on west side of Camino del Mar, that could double as loading for Farmers Market; concern with rodents – plaza surfaces should be cleanable.</p> <p>3. Planting/Trees: Planting should be drought tolerant, and/or native plants in a "naturalized" or earthy arrangement. Monterey cypresses are good. Consider one big Torrey Pine on S/E corner, smaller Torrey Pines, or Canary Island Pines. Doesn't want large Torrey Pines. Use landscape to screen parking lot from 10th Street.</p> <p>4. Surface/Materials: Does not want Decomposed Granite (D.G.); staining from trucks/food products is a concern; use poured in place concrete, consider colored concrete to give interest; consider a mix of materials; there is need for hard surfaces.</p> <p>5. Expansion Areas: Don't Limit Future Expansion</p>	<p>2. Other Uses/Features: Uses such as "movie night" could be set up in the plaza; conversation nooks are being planned. With regards to the Farmer's Market, City Council has indicated their desire to consider the "wet" or messy vendors to be located on the surface parking lot (west side) where there is easy truck access and "dry" or clean vendors to be able to be set up on the plaza. The plaza surface will be designed to be able to be cleaned.</p> <p>3. Plantings suggested are drought tolerant and/or native. Planting arrangements are more natural than linear. The plant species are under consideration. Locations for Torrey Pines or other tall trees will take into account view blockage and be placed strategically.</p> <p>4. Surface/Materials: City Council directed that the landscape architects to have major pathways as hard surface coupled with some permeable surfaces (such as DG and planting) for stormwater infiltration.</p> <p>5. Expansion Areas: Expansion areas are included in the plan.</p>
--	--

In addition to the above comments, a workshop session was also conducted on the Draft Environmental Impact Report (EIR). Comments received regarding the Draft EIR are addressed following the close of public comments (October 26, 2015) through the preparation of the Final EIR and per the regulations of the California Environmental Quality Act (CEQA). Therefore they are not included here as part of the CPP.

Chronology of City Council Discussions and Directions to Date:

- December 7, 2015: CPP Comment Discussion and direction
- November 16, 2015: City Hall Financing and Project Budget discussion
- ★ November 2, 2015: Design Direction
- October 19, 2015: Schedule modification and design direction discussion
- October 5, 2015: Summary of Design Workshop (Workshop #5) Discussion
- September 21, 2015: Draft EIR for Public Review
- September 8, 2015: Summary of DRB Comments
- ★ July 20, 2015: Schematic Design Recommendations/Initiation of Design Development
- ★ June 15, 2015: Concept Design Recommendation/Initiation of Schematic Design
- June 1, 2015: Open House Workshop (Workshop #4) on Concept Design Ideas
- May 18, 2015: Meet & Greet Input Report
- May 4, 2015: Meet & Greet with Miller Hull Architects
- April 20, 2015: Revised Schedule
- April 6, 2015: Recommendation of Architect and CEQA Consultant
- ★ March 2, 2015: Results of Poll and Authorization for Design Phase
- February 2, 2015: Schedule for Design/Construction; Poll open
- January 20, 2015: Poll Questions and Design Team Selection Committee Appointment
- January 5, 2015: Confirmation of DRB/CPP process
- December 15, 2014: Development Options, Voting Methods, Design Services RFQ
- December 1, 2014: Discussed the development options for a public poll
- ★ November 17, 2014: Review of Workshop Results and Direction for Polling Options
- October 27, 2014: City Hall/Town Hall Council Workshop #3 - Scenarios Review
- ★ October 20, 2014: Financial Analysis of Master Planning Scenarios
- October 6, 2014: Master Planning – Mixed-Use Scenarios Review
- ★ July 7, 2014: City Hall Mixed-Use Goals & Assessment Criteria; Program Resolution
- ★ June 16, 2014: Program discussion; Direction to prepare alternative scenarios; Master Planning Phase initiation
- June 9, 2014: City Hall/Town Hall Council Workshop #2
- ★ June 2, 2014: City Hall Funding Program; City Hall Sites Assessment report; Current City Hall Renovation Costs
- ★ May 19, 2014: Highest and Best Economic Use Analysis for 1050 Camino del Mar; Public Private Partnership Overview; Opinion of Probable Construction Costs, City Financing Bond Capacity;

- ★ May 5, 2014: City Hall Revised Schedule and Recommended Program
- April 21, 2014: City Hall Program Verification
- April 7, 2014: Community Forum
- March 17, 2014: Space Planning and Cost Estimate Consultant Selection
- March 3, 2014: City Hall Planning Schedule
- ★ February 18, 2014: Survey Results
- January 6, 2014: Draft Community Survey
- ★ December 9, 2013: City Council Workshop Report and Next Steps
- December 2, 2013: City Council Workshop #1
- September 3, 2013: Site Selection to redevelop 1050 Camino del Mar
- ★ July 15, 2013: Preliminary Space Needs; Priority to replace City Hall
- July 1, 2013: Goals and Criteria for Success for evaluation of Alternative Sites.
- ★ June 17, 2013: Initiate Process for Facility Planning

★ *Indicates City Council direction*

Chronology of other Public Workshops and Reviews to Date:

- November 19, 2015: CPP Meeting
- November 18, 2015: Design Review Board Interim Review
- September 28, 2015: Community Workshop: Design and Draft EIR
- August 26, 2015: Design Review Board Interim Review
- June 1, 2015: Open House regarding Design
- May 4, 2015: Open house event and EIR Scoping Meeting
- February 2, 2015 Community Poll
- October 27, 2014: Community Workshop
- June 9, 2014: Community Workshop regarding alternatives
- January 6, 2014: Community Survey
- December 2, 2013: Community Workshop regarding options and initial ideas



City of Del Mar

Where the Turf meets the Surf

1050 Camino Del Mar • Del Mar, California 92014-2698

Gittelson Family
511 11th Street
Del Mar, CA 92014



City of Del Mar

where the Turf meets the Surf

1050 Camino Del Mar • Del Mar, California 92014-2698

Phyllis Cardon
1525 North Val Vista Drive
Mesa, AZ 85213



City of Del Mar

Where the Surf meets the Surf

1050 Camino Del Mar · Del Mar, California 92014-2698

Pat Jacoby
213 Ocean View
Del Mar, CA 92014



City of Del Mar

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1050 Camino Del Mar · Del Mar, California 92014-2698

Suren Dutia
238 11th Street
Del Mar, CA 92014



City of Del Mar

Where the Tuff meets the Surf

1050 Camino Del Mar · Del Mar, California 92014-2698

Rick and Joy Ehrenfeld
220 10th Street
Del Mar, CA 92014



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1050 Camino Del Mar • Del Mar, California 92014-2698

Beth Levine
1110 Crest Rd.
Del Mar, CA 92014



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1050 Camino Del Mar · Del Mar, California 92014-2698

Jeff Barnouw
705 Amphitheatre Drive
Del Mar, CA 92014



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Tanya Blackshaw and Bill Demers
231 10th Street
Del Mar, CA 92014



City of Del Mar

Where the Turf meets the Surf

1050 Camino Del Mar · Del Mar, California 92014-2698

Julie Maxey-Allison
227 10th Street
Del Mar, CA 92014

DUE TO SIZE, THE FINAL EIR FOR THE CITY HALL/TOWN HALL PROJECT
CAN BE VIEWED AND DOWNLOADED AT:

WWW.DELMAR.CA.US/CITYHALL

Attachment F - Summary of Existing & Site Photos

DRB15-017, CDP15-010, LC15-008

City Hall/Town Hall/Civic Plaza Project

EXISTING FACILITIES SUMMARY:

The City's governmental offices currently operate out of multiple locations including the City Hall, TV Studio, and Annex at 1050 Camino del Mar, the Public Works Facility at 2240 Jimmy Durante Boulevard, and the Beach Safety Center at 1700 Coast Boulevard. The City Fire Station is located on leased land at the Del Mar Fairgrounds. A number of City officials are provided through contract services and do not require dedicated office space.

At the current City Hall/Town Hall site, administrative departments include City Manager, City Clerk, Finance, and Planning within the primary building (City Hall) located in the northeast corner on the upper pad. There are 28 positions programmed at this time, with 24 of those full-time and up to four intern or flexible schedule professionals. The 2013 Preliminary Space Needs Assessment, presented to the City Council at their July 15, 2013 meeting identified that the City administrative offices currently utilize approximately 8,100 square feet for office space, restrooms, storage, and a meeting room which can be shared with the community. This same study identified the primary areas of space deficit which included public counter space, restrooms, emergency operations, and meeting rooms with support areas (e.g., waiting areas).

The building to the immediate south of the administrative office building, on the upper (eastern) pad, is no longer used by the City staff and while previously allowed for storage, is no longer accessible as it does not meet current seismic and safety requirements. This building has never been renovated. The City's Information Technology (IT) staff is located in a portable building to the south of the building.

On the lower pad, in the northwestern corner, is the Annex building, which contains conference rooms, offices and storage. It serves as the City's Emergency Operations Center (EOC). The City's Park Ranger also operates out of an office in the Annex. Also on the lower pad, in the southwestern corner, is a building with a multi-purpose facility that serves as the hearing chambers for the City Council, Planning Commission, and DRB, as well as a community meeting room for event gathering. The City television broadcasting station operations facilities are also located within the building.

Existing parking on the project site, both on the upper and lower pads, totals 57 parking spaces. Of those, two (2) spaces in the upper lot are designated with a 20 minute limit for City business, and within the lower lot are two (2) electric vehicle charging stations. ADA compatible parking is located in both the upper and lower parking lots. Public parking is permitted in the lower lot from 6:00 am to 2:00 am, thereby prohibiting use of the lot for overnight parking. Due to the Saturday Farmers' Market in the lower lot, parking is prohibited on Saturday in that lot, and limited to one hour from noon to 5:00 pm in the upper lot. No taxi parking is permitted in the lower lot from 8:00 am to 10:00 pm.

The table below is provides a summary of the existing facilities at the project site, including current gross square footage, usable space, uses, and summary information.

DRB15-017, CDP15-010, LC15-008
City Hall/Town Hall/Civic Plaza Project

EXISTING FACILITIES AT 1050 CAMINO DEL MAR			
Facility	Current Space	Used for City Administration	Notes
City Hall	3,776 GSF	3,776 GSF	<u>Upstairs</u> : Reception and Public Counter, Public Information, City Manager, Administrative Services, Planning, copy <u>Downstairs</u> : Finance Department, storage, servers
IT Trailer	300 GSF	300 GSF	Information Technology
South Building	3,020 GSF	300 GSF	Storage relocated to containers when building became unusable due to safety concern; includes 300 SF public restrooms (used by staff and public)
		1,100 GSF	Container and supply storage moved off-site
Annex	2,160 GSF	2,160 GSF	Ranger Station and Sheriff desk; office, EOC storage, storage for City Admin., conference room, assembly space shared with public
Council Chambers/ TV Studio	2,636 GSF	450 GSF	Studio/Council Chambers; Closed Session/conference room, restroom, Del Mar TV
TOTAL	11,892 GSF	8,086 GSF	
GSF = gross square feet			



SITE PHOTOS
DEL MAR **CIVIC CENTER**
DESIGN REVIEW BOARD SUBMITTAL
07 DEC 2015





01a_CITY HALL AT EAST



01b_VIEW SOUTH ALONG CITY HALL



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



02a_ VIEW SOUTH ACROSS PARKING



02b_ VIEW NORTH ALONG CAMINO DEL MAR





03a_VIEW NORTH TOWARD CITY HALL



03b_VIEW NORTH ALONG CITY HALL



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



04a_ VIEW NORTH FROM 10TH STREET



04b_ VIEW NORTHWEST TOWARD TV STUDIO





05a_ VIEW SOUTHWEST ACROSS CAMINO DEL MAR

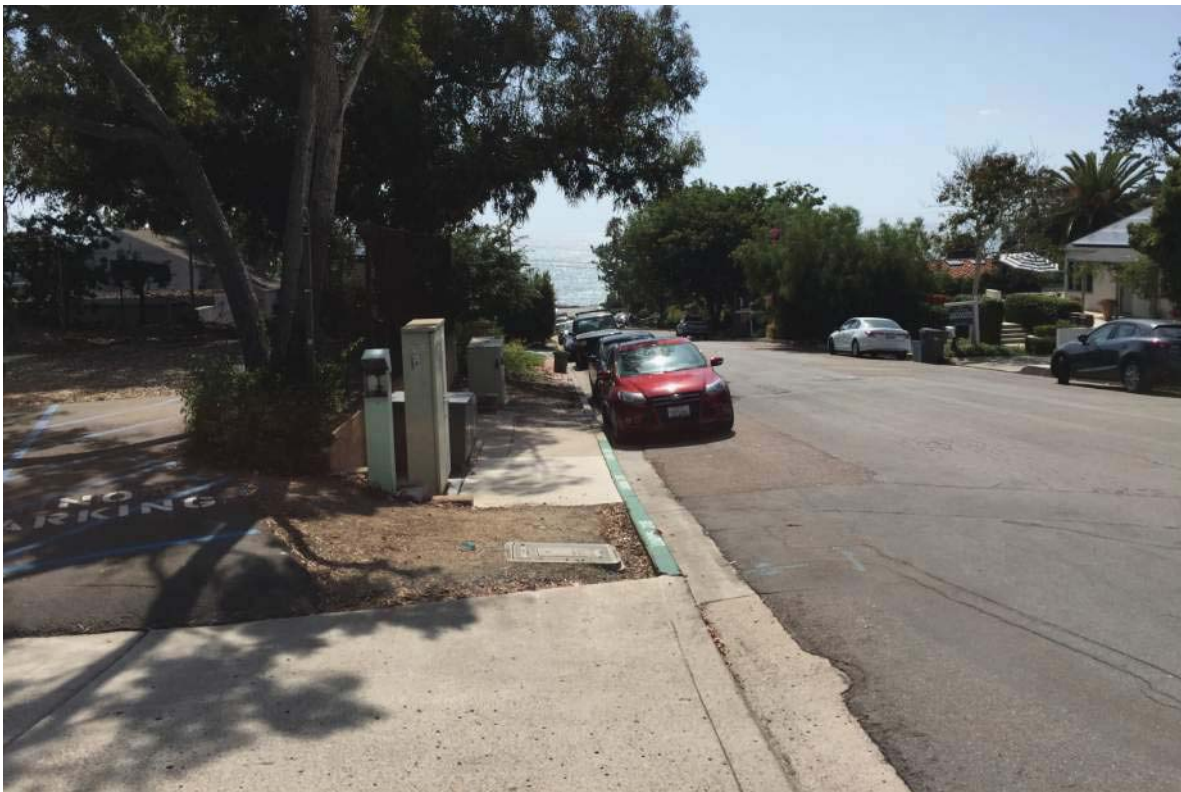


05b_ VIEW WEST ACROSS CAMINO DEL MAR





06a_VIEW WEST DOWN 11TH STREET



06b_VIEW WEST DOWN 11TH STREET



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



07a_VIEW SOUTHWEST FROM 11TH STREET



07b_VIEW SOUTH FROM 11TH STREET



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



08a_ VIEW SOUTHEAST FROM 11TH STREET



08b_ VIEW NORTH TOWARD 11TH STREET



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



09a_ VIEW SOUTH ALONG WEST PROPERTY LINE



09b_ VIEW WEST ACROSS PARKING LOT





10a_CITY HALL AT NORTH



10b_CITY HALL AT WEST



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



11a_FARMERS MARKET AT LOWER PARKING LOT



11b_TV STUDIO AT NORTH



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



12a_ VIEW SOUTH TOWARD 10TH STREET DRIVE ENTRIES



12b_ VIEW SOUTH TOWARD TV STUDIO





13a_ VIEW SOUTHWEST FROM ANNEX ROOF



13b_ VIEW WEST FROM ANNEX ROOF



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



CONCEPTUAL VIEW LOOKING TOWARD PLAZA ENTRIES AT TOWN HALL & CITY HALL

DEL MAR CIVIC CENTER

SPURLOCK POIRIER
LANDSCAPE ARCHITECTS
MILLER HULL



Attachment H - Sustainability Checklist



City of Del Mar Planning Department Goals for Project Sustainability Pilot Program

DRB 15 - 017

Project Address: 1050 Camino del Mar

Owner: City of Del Mar

Sustainability Checklist

The following checklist can be submitted in conjunction with your DRB Permit application. This checklist is meant to show that due diligence was performed in regard to achieving residential sustainability. Please note that the following checklist is recommended but not required.

Please identify the status of each goal in your project as either:

Incorporated (Y) or Not Incorporated (N)

Then check mark the boxes of individual methods used to obtain that goal:

1. Decreased Energy Demand (Exterior)

Y N

- Building oriented to reduce direct sun exposure
- Increased glazing on east and west facing walls
- Use of light colored hardscapes / roofs

Under Consideration Solar powered exterior lights

Other: _____

2. Decreased Energy Demand (Interior)

Y N

- ENERGY STAR rated appliances
- ENERGY STAR ceiling fans in common areas and bedrooms
- ENERGY STAR rated lighting fixtures and bulbs
- ENERGY STAR rated HVAC system

Under Consideration Solar powered energy system

Natural Ventilation Only

Energy Efficient Insulation

Other: _____

3. Reduced Water Use (Exterior)

Y N

Under Consideration Rainwater Harvesting System for surface and/or roof runoff

Under Consideration Graywater reuse system for landscape irrigation

High-efficiency water fixtures

Use of drought-tolerant plants and/or

Replacement of conventional lawn on the property

In Some Areas Incorporation of highly permeable hardscapes

Other: Designed to accommodate recycled water when available

4. Reduced Water Use (Interior)

Y N

High-efficiency water fixtures in all lavatories

High-efficiency water fixtures on all showers/bathtubs

Other: _____

5. Reduced Toxins

Y N

- Use of non-toxic pest control practices
- Under Consideration HVAC system with non-HCFC refrigerant
- Under Consideration Use of air filters greater than MERV 10
- Use of an exhaust fan in the garage that is rated for continuous operation
- Use of non-toxic paint (low or zero VOC paint)
- Use of other non-toxic materials: _____

6. Decreased Reliance of Non-Renewable Materials

Y N

- Under Consideration Use of high quality salvaged materials
- Under Consideration Use of recycled content materials
- Under Consideration Use of rapidly renewable materials
- Under Consideration Enrollment in EPA's Environmentally Preferable Purchasing (EPP) Program
- Electric vehicle charging station
- Under Consideration Use of FSC or SFI certified lumber
- Other: _____

7. Reduction of Construction Impacts

Y N

- Building reuse, maintain 75% of existing walls, floors and roof
- Under Consideration Material reuse, reuse at least 10% of existing materials
- Construction waste management, divert over 50% from disposal
- Reduction of development footprint
- Other: _____

8. Designed to Achieve LEED Certification*

Y N

- LEED Platinum
- LEED Gold
- See Below LEED Silver
- LEED Certified

* For more information about LEED Certification please visit <http://www.usgbc.org/leed>

9. With respect to project sustainability, are there additional methods you are incorporating?
Cal Green Tier 1 Certification - LEED Silver Equivalence

Y N

7-9 Goals	4-6 Goals	1-3 Goals
		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Owner/Agent Signature: 

Date: December 9, 2015

Attachment I - Story Pole Plan & Certification



TOWILL | Surveying, Mapping
and GIS Services

November 24, 2015


Attn.: Joseph Smith, AICP | Senior City Planner
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014
(858) 755-9313

Subject: Story Pole Certification
Del Mar City Hall and Town Hall
1050 Camino Del Mar
Del Mar, CA 92014

Towill, Inc. Project 14616-108

This letter serves to verify that the locations and elevations of the buildings, roofs and walls represented by story poles for the above referenced project are in substantial conformance with the Architectural Roof Plan Sheet A-104 issued November 16, 2015. Certification was performed by field survey on November 23, 2015 with the results shown on the attached document entitled "14616-108 Story Pole Cut Sheet_Final" and Survey Site Plan.

Respectfully submitted,


Jeremy W. Kruger, PLS 8462
Towill, Inc. Project Manager

11/24/2015
Date

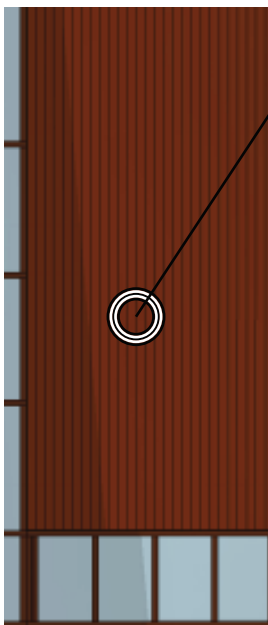


14616-108 Story Pole Cut Sheet_Final

Story Pole No.	Store Pt No.	Elevation	Ht. 01	Fill	Ht. 02	Fill	Ht. 03	Fill
SP-1	10001	140.89	146.75	5.86	157.33	16.44		
SP-2	10002	139.72	150.58	10.86	152.25	12.53		
SP-3	10003	134.34	150.58	16.24	157.33	22.99		
SP-4	10004	134.57	150.58	16.01	152.25	17.68		
SP-5	10005	137.37	146.17	8.80				
SP-6	10006	133.06	146.17	13.11				
SP-7	10007	130.91	146.17	15.26				
SP-8	10008	139.56	153.50	13.94				
SP-9	10009	139.59	153.50	13.91				
SP-10	10010	123.22	138.00	14.78	147.00	23.78		
SP-11	10011	122.92	138.00	15.08	147.00	24.08	147.75	24.83
SP-12	10012	123.42	138.00	14.58	147.00	23.58	147.75	24.33
SP-13	10013	124.35	138.00	13.66	147.00	22.66		
SP-14	10014	132.49	148.25	15.76	150.58	18.09		
SP-15	10015	133.86	146.75	12.89				
SP-16	10016	134.29	146.75	12.46				
SP-17	10017	139.63	146.75	7.12				
SP-18	10018	132.69	150.67	17.98	152.42	19.73		
SP-19	10019	132.65	150.67	18.02	152.42	19.77		
SP-20	10020	130.63	148.25	17.62	150.67	20.04		
SP-21	10021	133.63	138.00	4.37				
SP-22	10022	128.95	138.00	9.05				
SP-23	10023	127.07	138.00	10.93				
SP-24	10024	122.37	136.50	14.13				
SP-25	10025	123.35	136.50	13.15				
SP-26	10026	127.61	136.50	8.89	148.50	20.89		
SP-27	10027	133.03	146.17	13.14				



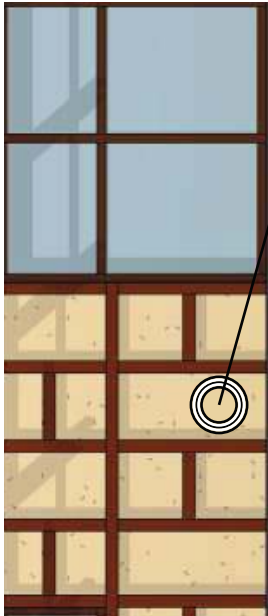
MATERIALS BOARD
DEL MAR CIVIC CENTER
DESIGN REVIEW BOARD SUBMITTAL
07 DEC 2015



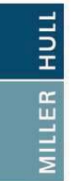
HORIZONTAL REDWOOD SIDING

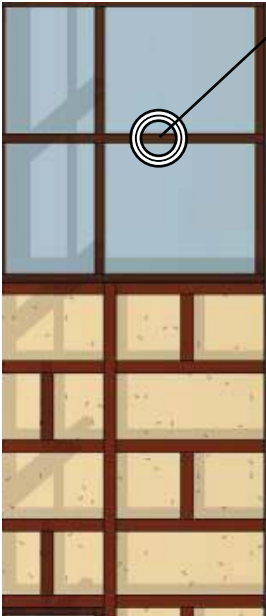


SPURLOCK POIRIER
LANDSCAPE ARCHITECTS



PLASTER STUCCO - MEDIUM SAND FINISH



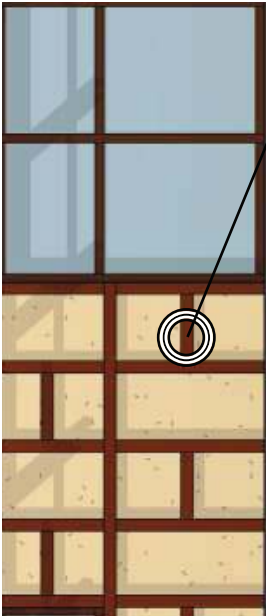


ALUMINUM STOREFRONT - BRONZE FINISH

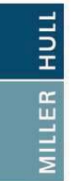


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LANDSCAPE ARCHITECTS

DEL MAR CIVIC CENTER



4X4 REDWOOD TRIM

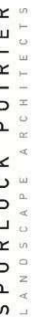
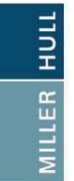


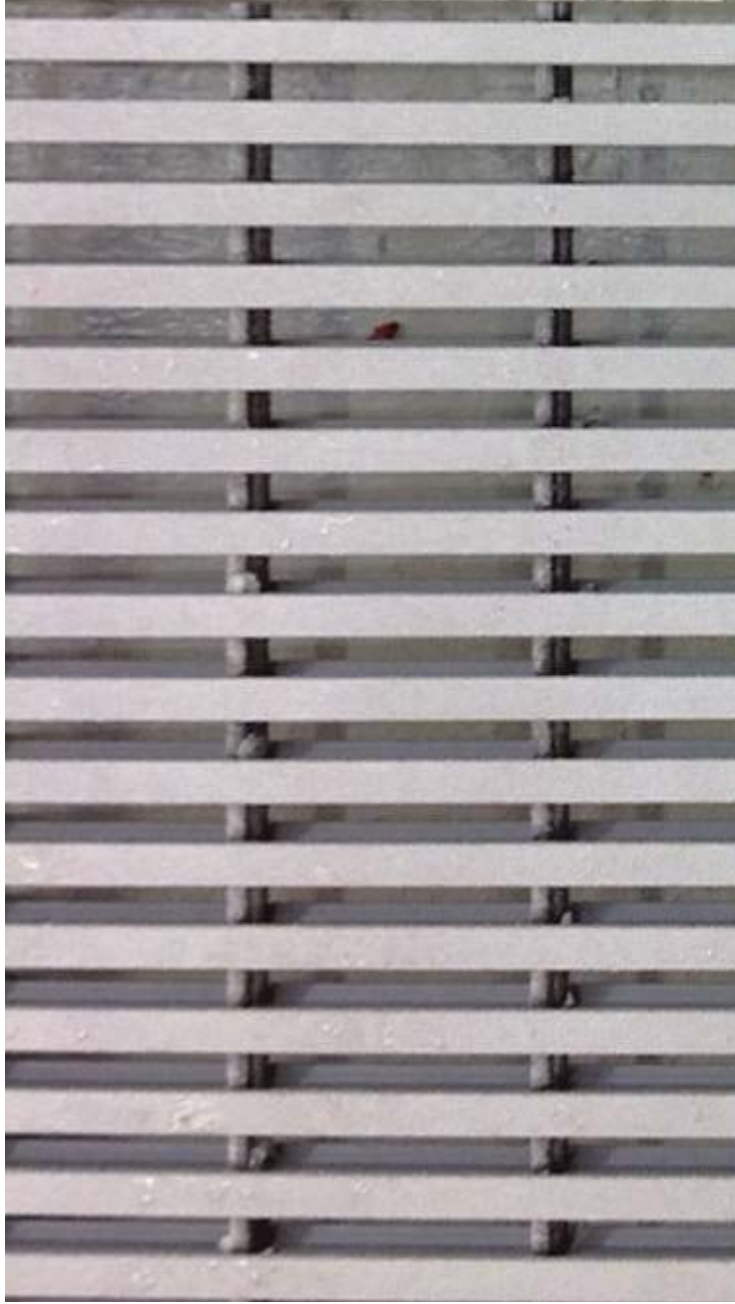
SPURLOCK POIRIER
LANDSCAPE ARCHITECTS

DEL MAR CIVIC CENTER



GLASS FIBER REINFORCED CONCRETE INFILL
PANELS AT WEST ELEVATION OF GARAGE



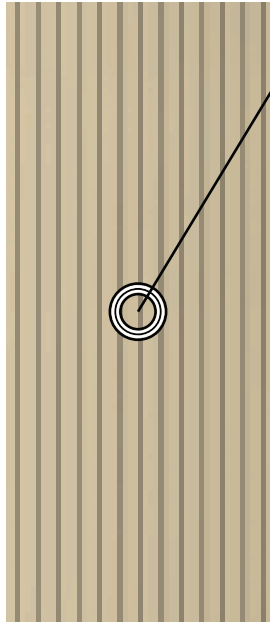


FIBERGLASS SUNSHADES OVER WEST WINDOWS AT CITY HALL

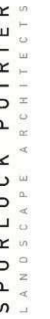


SPURLOCK POIRIER
LANDSCAPE ARCHITECTS

DEL MAR CIVIC CENTER



FEATURE SITE WALL ALONG EAST AND SOUTH FACES OF TOWN HALL
- ARCHITECTURAL CONCRETE WITH INTEGRAL COLOR,
FORM LINER, AND A SANDBLAST FINISH



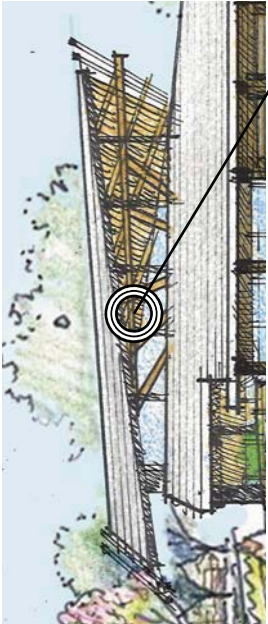


WOOD DECK PAVERS AT TERRACE SOUTH OF TOWN HALL -
THERMALLY MODIFIED WOOD



SPURLOCK POIRIER
LANDSCAPE ARCHITECTS

DEL MAR CIVIC CENTER



DIMENSIONAL ASPHALT SHINGLES





WOOD PIVOT DOORS

DEL MAR CIVIC CENTER



MILLER HULL

SPURLOCK POIRIER
LANDSCAPE ARCHITECTS

CLOSED (TWO SPACES)



OPEN (ONE SPACE)

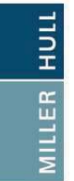


NANAWALL

DEL MAR CIVIC CENTER

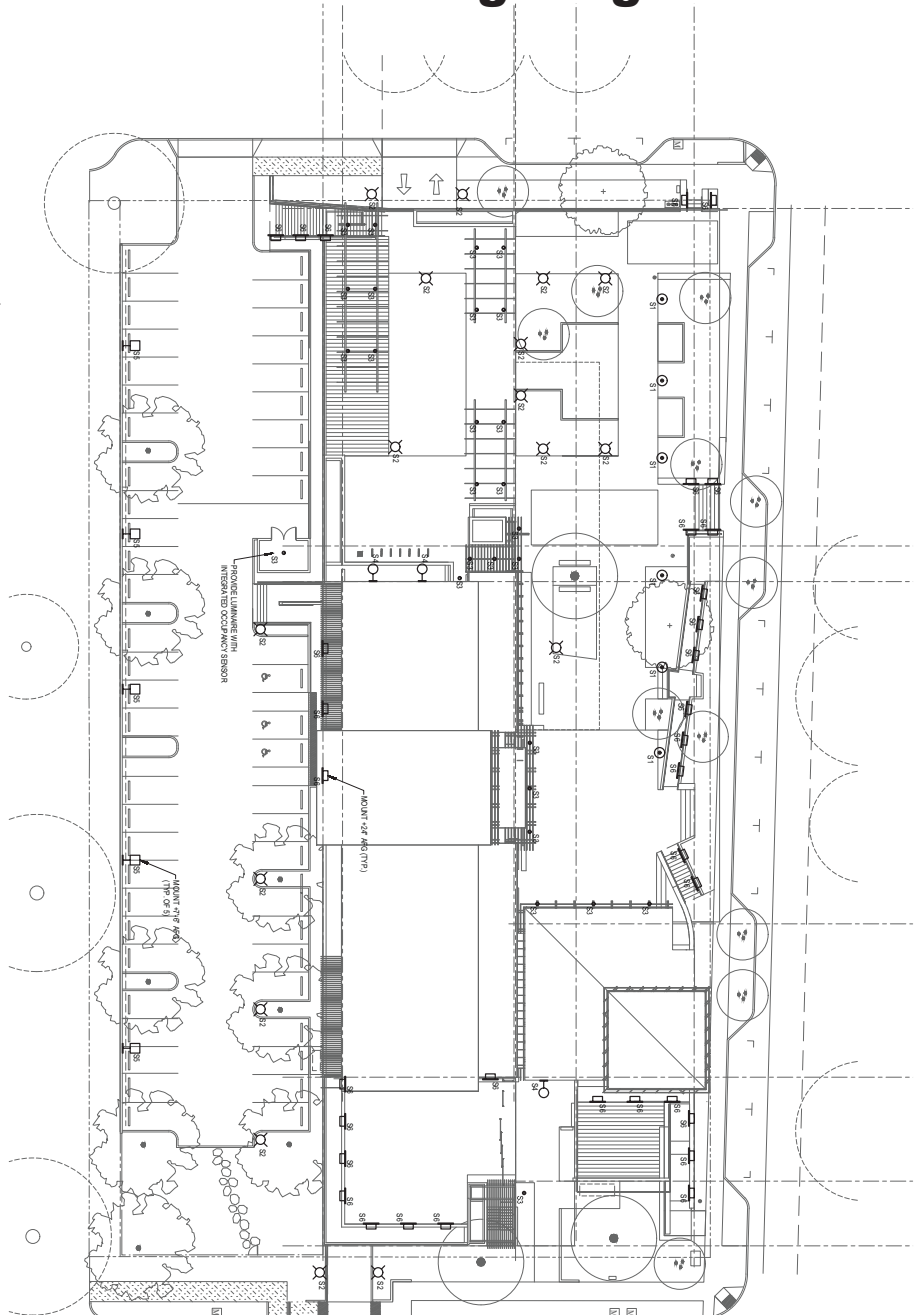


COLOR PALETTE TO COMPLEMENT NATURAL SANDSTONE IN LOCAL BLUFFS



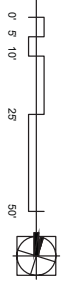
SPURLOCK POIRIER
LANDSCAPE ARCHITECTS

Attachment K - Lighting Plan & Fixtures



LUMINAIRE SCHEDULE						
CALLOUT	SYMBOL	LAMP	DESCRIPTION	BALLAST	MOUNTING	MODEL
S1	(1) W/L LED	W/2-PIN TOP MOUNTED POLYCARBONATE SURFACE MOUNT	ELECTRONIC	FLUSH	INDOOR LIGHTING SOLUTIONS	40
S2	(1) W/L LED	42 DEGREE ALUMINUM LED BOLLARD SURFACE MOUNT	ELECTRONIC	SURFACE	INDOOR LIGHTING SOLUTIONS	30
S3	(1) W/L LED	RECESSED ALUMINUM LED BOLLARD SURFACE MOUNT	ELECTRONIC	SURFACE	INDOOR LIGHTING SOLUTIONS	29
S4	(1) W/L LED	PROJECTIONS RECESSED DOWNLIGHT SURFACE MOUNT	ELECTRONIC	WALL	INDOOR LIGHTING SOLUTIONS	14
S5	(1) W/L LED	PROJECTIONS RECESSED DOWNLIGHT SURFACE MOUNT	ELECTRONIC	WALL	INDOOR LIGHTING SOLUTIONS	14
S6	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED WALL SOURCE SURFACE MOUNT	ELECTRONIC	WALL	INDOOR LIGHTING SOLUTIONS	36
S7	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S8	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S9	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S10	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S11	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S12	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S13	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S14	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S15	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S16	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S17	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S18	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S19	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S20	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S21	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S22	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
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S24	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S25	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S26	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S27	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S28	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S29	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S30	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S31	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S32	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S33	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S34	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S35	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
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S40	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
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S92	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
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S97	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S98	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S99	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36
S100	(1) W/L LED	DE-GRATE ALUMINUM RECESSED LED SURFACE MOUNT	ELECTRONIC	RECESSED	INDOOR LIGHTING SOLUTIONS	36

1 ELECTRICAL SITE PLAN 1" = 20'-0"



*** Staff note: See the 1/4/16 Council report for DRB recommendations on maximum kelvins and bollard fixtures**

NOTE:
ONE FOOTCANDLE IS DEFINED AS A UNIT OF ILLUMINATION ON A SURFACE THAT IS A DISTANCE OF ONE FOOT FROM A LINE-OR-POINT SOURCE OF LIGHT EQUIVALENT TO ONE CANDLE.
STANDARD INDUSTRY PRACTICE INDICATED TO PROVIDE AN AVERAGE OF ONE FOOTCANDLE ON PEDESTRIAN WALKING AREAS, SUCH AS THE PROPOSED CIVIC BUILDING AND PARKING LOT. THE MINIMUM ACCEPTABLE LIGHT LEVELS FOR THESE TYPES OF AREAS IS TYPICALLY 0.5 FOOTCANDLE AVERAGE.
BASED ON THE R.R. CORNUSSANCE, AS WELL AS INPUT FROM THE COMMUNITY AND CITY STAFF, THE DESIGN TEAM HAS RECEIVED DIRECTION TO PROVIDE VERY LOW ILLUMINATION LEVELS FOR SITE LIGHTING ON THE PROJECT. BE AWARE THAT THERE ARE SOME AREAS IN THE PARKING LOT THAT WILL BE BELOW THE RECOMMENDED MINIMUM 0.5-1.0 FOOTCANDLE AVERAGE.

GENERAL NOTES	
1.	REFER TO SHEET E01 FOR ABBREVIATIONS, SYMBOLS, AND ADDITIONAL NOTES.
2.	ALL BRONZE STEELING CONDUCTORS AND DOWNLINES SHALL BE R10 MFG. UNLESS OTHERWISE NOTED.

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1050 CAMINO DEL MAR | DEL MAR, CALIFORNIA 92014

DESIGN REVIEW BOARD SUBMITTAL

- ENTITLEMENTS -
7 DEC 2015

January 4, 2016

ELECTRICAL SITE PLAN
E-100
176

NOT FOR CONSTRUCTION

No.	Description	Date

Issue Date: 07 DEC 2015
Drawn: PE
Checked: PE
MHP Project No.: 1507
SHEET INDEX: 0201

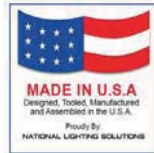


NOVA LED

ARCHITECTURAL LIGHTING

The modern oblique low profile Nova Series dark sky friendly full cutoff LED post top luminaire utilizes a patent-pending “Star Power Optical System” to distribute light evenly. The Nova series utilizes the most advanced LED technology with the highest lumen per watt LEDs in the market place. The Nova is available in three different kelvin temperatures (3000, 4000, and 5500).

The Nova offers a choice of three different style shades and collar designs that make the Nova the perfect complement to any retail, high-end commercial project, government icon, theatre, or walkway project. The Nova is available from 18-149 watts and comes with a standard five year warranty for the driver and LEDs.



STAR POWER REFLECTOR

The Star Power reflector is an excellent system which provides great value and performance.



LED WATTAGE CHART

	16L	32L	48L	64L
350 milliamps	18w	40w	56w	71w
530 milliamps	47w	55w	81w	103w
700 milliamps	55w	72w	114w	149w

Project Name:

Type: TYPE - S1

Cat #	Shade	Light Dist.	No of LEDs	Milliamps	Kelvin	Volts	Mounting	Color	Shields	Options
Nova (NVA-1)	Low Profile Round (LPR)	Type 2 (T2)	16 (16L)	350 (35)	3000 (30K)	120-277 (UNV)	Post Top Mount (PT)	Bronze (BRZ)	House Side Shield (HSS)	Bird Spikes (BS)
	Low Profile Peak (LPP)	Type 3 (T3)	32 (32L)	530 (53)	4000 (40K)	347-480 (HV)		White (WHT)		Marine Grade Finish (MGF)
		Type 4 (T4)	48 (48L)	700 (7)	5500 (55K)	Silver (SVR)		Photocell (PC)		
	Lunar Round (LNR)	Type 5 (T5)	64 (64L)			Black (BK)		*Must specify voltage		
							Custom (CS)		Motion Sensor (MS)	Surge Protector (10K)
										High Low (HL)

PRODUCT SPECIFICATIONS

Housing: Low Profile Cast and Spun Aluminum Housing and Frame. (Available in three different shade styles)

LED: Luxeon M Series by Lumileds

Optics: Star Power; Type 2, 3, 4 and 5

Watts: 18-149 watts.

Electrical: Conforms to UL 1598 Standards

Driver: By Advance or Inventronics, Dimming as standard.

Kelvin: 3000, 4000, or 5500

Finish: 5 Millimeters Powder Coat

Hardware: Stainless Steel

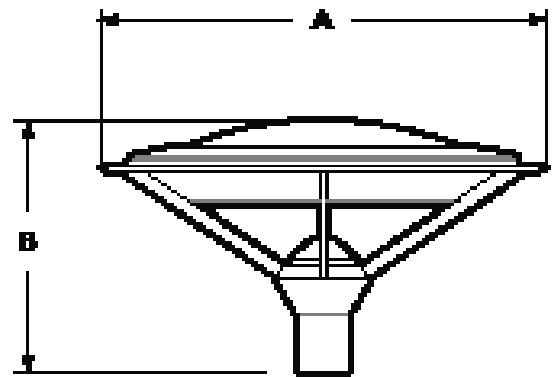
Warranty: Standard Warranty is 5 years for Driver and LEDs

PRODUCT DIMENSIONS

NOVA-1 LUMEN DATA CHART

PART NUMBER	LUMENS	Lm/W	WATTS	L70 LIFE
NVA-1-T3-32L-35-40K (120V only)	3825.4	96	40	>60,000
NVA-1-T3-32L-35-55K (120V only)	4044.2	101	40	>60,000
NVA-1-T3-32L-53-40K (120V only)	5261.6	96	55	>60,000
NVA-1-T3-32L-53-55K (120V only)	5565.1	101	55	>60,000
NVA-1-T3-48L-35-40K (120V only)	5475.9	98	56	>60,000
NVA-1-T3-48L-35-55K (120V only)	5788.2	103	56	>60,000
NVA-1-T3-48L-53-40K (120/277)	7847.7	97	81	>60,000
NVA-1-T3-48L-53-55K (120/277)	8295.8	102	81	>60,000
NVA-1-T3-64L-35-40K (120/277)	6942.5	98	71	>60,000
NVA-1-T3-64L-35-55K (120/277)	7338.6	103	71	>60,000
NVA-1-T3-64L-53-40K (120/277)	10057.3	98	103	>60,000
NVA-1-T3-64L-53-55K (120/277)	10646.1	103	103	>60,000
NVA-1-T5-32L-35-40K (120V only)	4522.8	113	40	>60,000
NVA-1-T5-32L-35-55K (120V only)	4781.8	120	40	>60,000
NVA-1-T5-32L-53-40K (120V only)	6221.2	113	55	>60,000
NVA-1-T5-32L-53-55K (120V only)	6580.2	120	55	>60,000
NVA-1-T5-48L-35-40K (120V only)	6474.7	116	56	>60,000
NVA-1-T5-48L-35-55K (120V only)	6843.5	122	56	>60,000
NVA-1-T5-48L-53-40K (120/277)	9278.5	115	81	>60,000
NVA-1-T5-48L-53-55K (120/277)	9808.3	121	81	>60,000
NVA-1-T5-64L-35-40K (120/277)	8207.9	116	71	>60,000
NVA-1-T5-64L-35-55K (120/277)	8676.8	122	71	>60,000
NVA-1-T5-64L-53-40K (120/277)	11001.9	107	103	>60,000
NVA-1-T5-64L-53-55K (120/277)	11988.7	116	103	>60,000

DIMENSION	NVA-1
A	32 in
B	18 in



LOW PROFILE PEAK



LOW PROFILE ROUND



LUNAR ROUND



D-Series LED Bollard



d#series

Specifications

Diameter: 8" Round
(20.3 cm)

Height: 42"
(106.7 cm)

Weight (max): 27 lbs
(12.25 kg)



Catalog
Number

Notes

Type TYPE - S2

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

***Staff note: See the 1/4/16 Council report for DRB recommendations on maximum kelvins and bollard fixtures**

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish <i>(required)</i>
DSXB LED	Asymmetric 12C 12 LEDs ¹	350 350 mA	30K 3000 K	ASY Asymmetric ¹ SYM Symmetric ²	MVOLT ⁵ 120 ⁵ 208 ⁵ 240 ⁵ 277 ⁵ 347 ⁴	Shipped installed PE Photoelectric cell, button type DMG 0-10V dimming driver (no controls) ELCW Emergency battery backup ⁶	Shipped installed SF Single fuse (120, 277, 347V) ^{4,7} DF Double fuse (208, 240V) ^{4,7} H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault festoon outlet L/AB Without anchor bolts L/AB4 4-bolt retrofit base without anchor bolts ⁸	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze DBLXD Black DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white
		450 450 mA ^{3,4}	40K 4000 K					
	Symmetric 16C 16 LEDs ²	530 530 mA	50K 5000 K					
		700 700 mA	AMBPC Amber phosphor converted AMBLW Amber limited wavelength ^{3,4}					

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for DSXB⁸

NOTES

- Only available in the 12C, ASY version.
- Only available in the 16C, SYM version.
- Only available with 450 AMBLW version.
- Not available with ELCW.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- MRAB U not available with L/AB4 option.



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Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current	System Watts	3000 K					4000 K					5000 K					Limited Wavelength Amber					
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	
Asymmetric 3 Engines (12 LEDs)	350	16	715	45	1	0	1	889	56	1	0	1	953	60	1	0	1						
	530	22	985	45	1	0	1	1,239	56	1	0	1	1,334	61	1	0	1						
	700	31	1,263	41	1	0	1	1,588	51	1	0	1	1,712	55	1	0	1						
	Amber 450	16																348	22	1	0	1	
Symmetric 4 Engines (16 LEDs)	350	20	923	46	1	0	1	1,161	58	1	0	1	1,251	63	1	0	1						
	530	28	1,274	46	1	0	1	1,603	57	1	0	1	1,726	62	1	0	1						
	700	39	1,634	42	1	0	1	2,055	53	1	0	1	2,215	57	1	0	1						
	Amber 450	20																419	21	1	0	1	

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

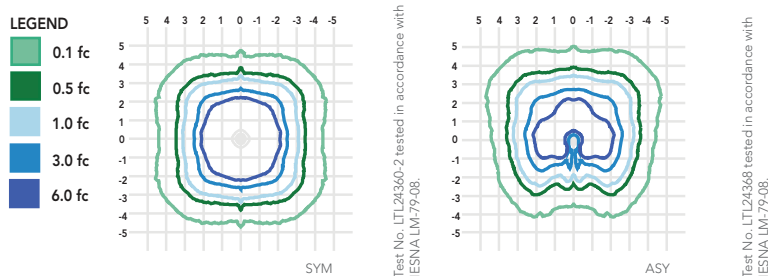
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Bollard homepage](#).

Isfootcandle plots for the DSXB LED 700 40K. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and maintenance-free performance of the D-Series LED Bollard is ideal for illuminating building entryways, walking paths and pedestrian plazas, as well as any other location requiring a low-mounting-height light source.

CONSTRUCTION

One-piece 8-inch-round extruded aluminum shaft with thick side walls for extreme durability, and die-cast aluminum reflector and top cap. Die-cast aluminum mounting ring allows for easy leveling even in uneven areas and full 360-degree rotation for precise alignment during installation. Three 1/2" x 11" anchor bolts with double nuts and washers and 3-5/8" max. bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two 0% uplight optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.



PROJECT

Job	_____	Notes
Type	TYPE - S3	
Part #	_____	

SPECIFICATIONS

- Source Xicato XTM LED module - up to 5000 lumens
- C.C.T. 2700K, 3000K, 3500K or 4000K
- Color Consistency 1x2 SDCM (MacAdam) along BBL, CCT +/- 40K to 70K, Duv +/- .001
- CRI (Ra) 83 or 98
- Driver / Location Included / Internal with remote or deep canopy options
- Dimming 0-10V or phase dimming to 10% standard; DALI, DMX and 1% dimming available
- Input Voltage 100 to 277VAC, phase dimmable versions are 120VAC only
- Power Up to 57 watts max, depending on LED module / driver
- Reflector 11°, 25°, 41°, 51°, or 83° - field replaceable without tools
- Material CNC machined aluminum with stainless steel hardware
- Finish Powder coat - TGIC polyester for exterior and interior use
- Weight 8 lb. [3.6 kg]
- Location Listed for Wet & Damp locations
- Approvals ETL Listed to UL 1598, 2108, 8750 and CSA C22.2# 9 & #250.0
- L80 Life > 50,000 hours at 80% lumen maintenance based on IESNA LM-80-08
- Warranty Lifetime Limited Warranty - see warranty for details
- IES Files LM-79-08 IES files available at www.v2LightingGroup.com/downloads
- Modifications Any modification or customization is possible - consult factory



LED

INDOOR
OUTDOOR

WET
LOCATION

DIMMABLE

LIGHTSOURCE BY
XICATO

MADE IN

U. S. A.

TITLE
24
COMPLIANT

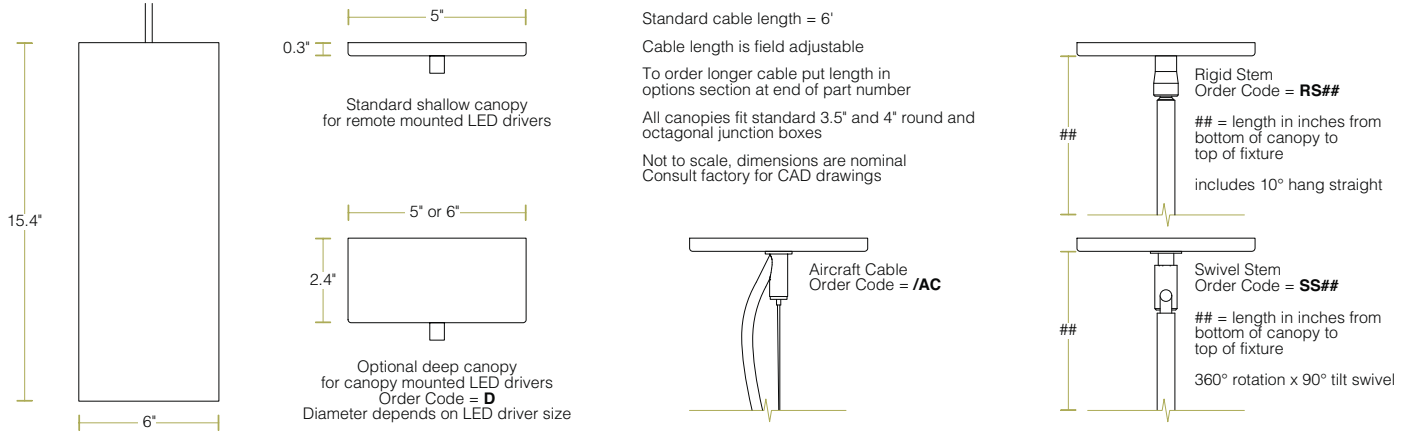

Intertek
4001580

ORDERING LOGIC

Driver		Mounting		Output	CRI *	C.C.T.	Reflector	Shell Color	Suspension	Options
Model	Location	Dimming	Location							
C4LP										
	N =Internal	N =None	D =Damp	07 =700 lm	83 =83	27 =2700K	11 =11°	GW =Gloss White	BK =Black Cord	
	R =Remote	P =Phase	W =Wet	10 =950 lm	98 =98*	30 =3000K	25 =25°	TW =Textured Matte White	WH =White Cord	
	D =Deep	V =0-10V		13 =1300 lm		35 =3500K	41 =41°	GB =Gloss Black	CB =Clear Cord	
	Canopy	Z =Other		20 =2000 lm		40 =4000K	51 =51°	TB =Textured Matte Black	CC =Colored Cord	
				30 =3000 lm			83 =83°	GM =Silver Gray Metallic	add /AC to any cord	
				40 =4000 lm				BM =Bronze Metallic	for aircraft cable	
				50 =5000 lm				ZZ =Custom		
									RS## =Rigid Stem	
									SS## =Swivel Stem	
									## = length in inches	

Example Part Number: **C4LP-NND-20832740-GWBK**
CORE 400 LX Pendant - **I**nternal Driver, **N**o Dimming, **D**amp Location - **2000** lm, **83** CRI, **2700K**, **40°** Reflector - **G**loss White, **B**lacK Cord

DIMENSIONS



LED OPTIONS

Reflector Option	LES ¹	CRI	LED Specifications		
			Lumens ^{2,3}	Wattage ⁴ (W)	Efficacy ⁵ (lm/W)
11°, 25°, 41°, 51° & 83°	19mm	Ra = 83 ±3	700	5.6	129
			950	8.2	118
			1300	11.7	111
			2000	19.5	102
			3000	29.3	102
			4000	39.1	102
		Ra = 98 R9 ≥ 90 R15 ≥ 95	700	7.4	97
			950	10.9	89
			1300	15.6	83
			2000	26.4	76
			3000	34.1	88

¹ LES: Light Emitting Surface diameter

² ±10%

³ Source lumens - see photometrics on page 3 for LOR to calculate delivered lumens

⁴ Maximum luminaire wattage including LED driver = LED wattage x 1.2

⁵ Higher efficacies are available via lower drive currents - consult factory

CONTROL OPTIONS

Standard LED Drivers* (included in base price)	Order Code V = 0-10V dimming to 10% Order Code P = Phase dimming to 10% Compatible with both forward and reverse phase dimmers
Optional LED Drivers*	eldoLED 0-10V, DALI, or DMX dimming to 0% Lutron EcoSystem or forward phase dimming to 1%

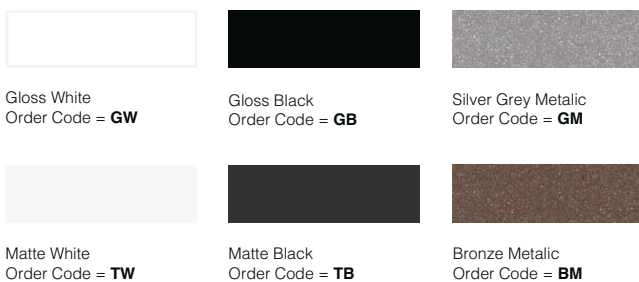
* Standard LED drivers are suitable for Wet Location

* Optional LED drivers are suitable for Damp Location

* For EM applications:

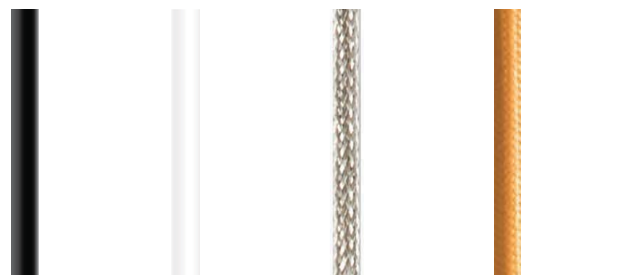
All LED drivers may be used with 3rd party inverter style systems

POWDER COAT OPTIONS



The complete range of powder coat colors from Tiger Drylac is available - consult factory
Custom match powder coat colors are available - consult factory
Printed or on-screen colors are only approximations - consult chip set before specifying

CORD OPTIONS



For all locations

For all locations

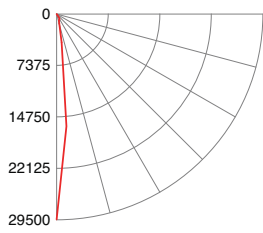
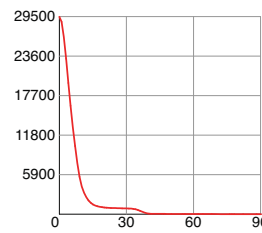
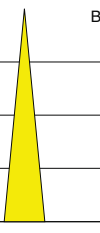
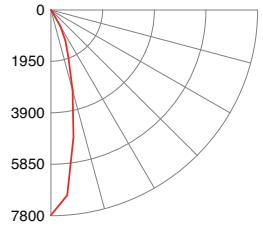
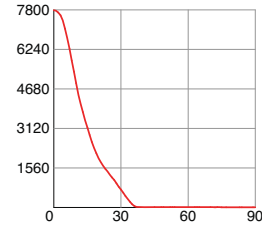

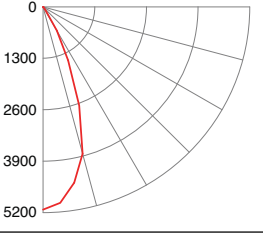
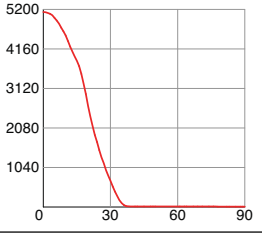

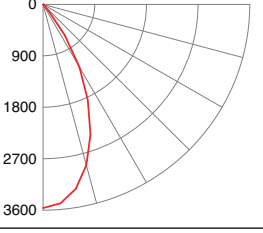
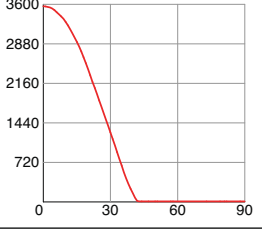

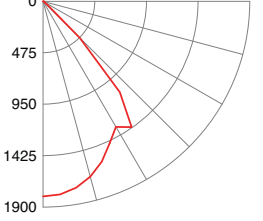
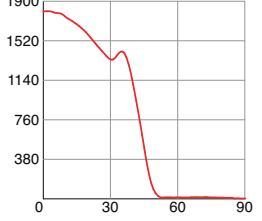

For dry and damp locations

For dry locations

Specify cloth cord color in option section at the end of the part number

PHOTOMETRICS

LM-79-08 IES files available at www.v2LightingGroup.com/downloads

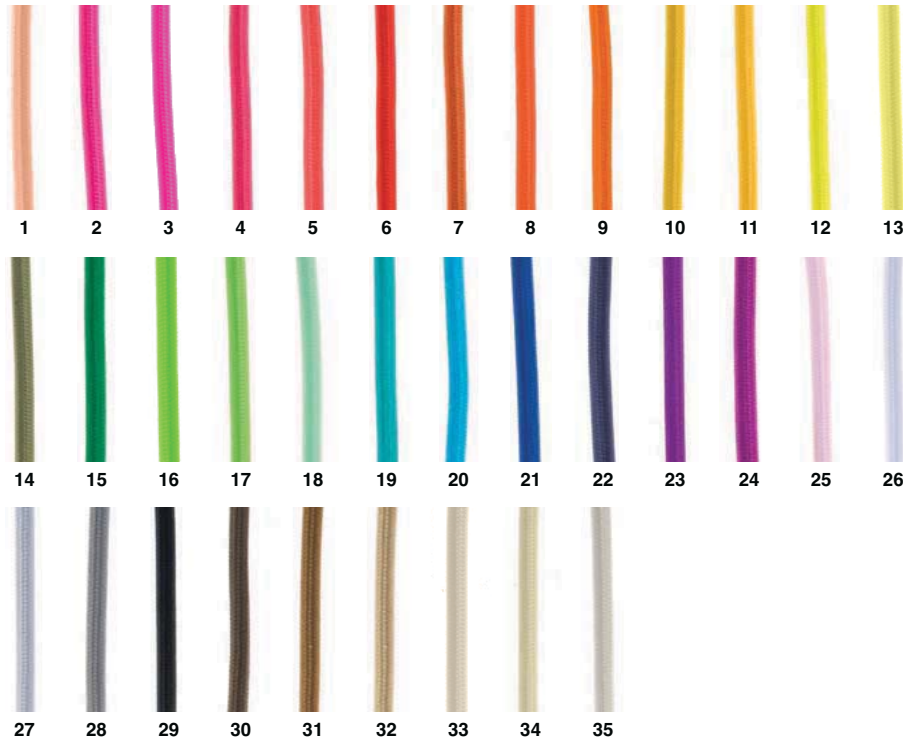
Beam Angle	Order Code	Intensity Plot (cd) (3000lm)	Polar Plot (cd) (3000lm)	Cone Diagram (3000lm)	Description										
11°	11			 <table border="1"> <tr> <th>Height</th> <th>Beam Diameter</th> </tr> <tr> <td>5'</td> <td>1.0'</td> </tr> <tr> <td>10'</td> <td>1.9'</td> </tr> <tr> <td>15'</td> <td>2.9'</td> </tr> <tr> <td>20'</td> <td>3.8'</td> </tr> </table>	Height	Beam Diameter	5'	1.0'	10'	1.9'	15'	2.9'	20'	3.8'	CBCP = 29,547 cd Beam Angle = 11° Field Angle = 23° LOR = 89.1 % Beam = full width @ 50% Field = full width @ 90%
Height	Beam Diameter														
5'	1.0'														
10'	1.9'														
15'	2.9'														
20'	3.8'														
25°	25			 <table border="1"> <tr> <th>Height</th> <th>Beam Diameter</th> </tr> <tr> <td>5'</td> <td>2.2'</td> </tr> <tr> <td>10'</td> <td>4.5'</td> </tr> <tr> <td>15'</td> <td>6.7'</td> </tr> <tr> <td>20'</td> <td>8.9'</td> </tr> </table>	Height	Beam Diameter	5'	2.2'	10'	4.5'	15'	6.7'	20'	8.9'	CBCP = 7,785 cd Beam Angle = 25° Field Angle = 59° LOR = 87.5 % Beam = full width @ 50% Field = full width @ 90%
Height	Beam Diameter														
5'	2.2'														
10'	4.5'														
15'	6.7'														
20'	8.9'														
41°	41			 <table border="1"> <tr> <th>Height</th> <th>Beam Diameter</th> </tr> <tr> <td>5'</td> <td>3.7'</td> </tr> <tr> <td>10'</td> <td>7.4'</td> </tr> <tr> <td>15'</td> <td>11.1'</td> </tr> <tr> <td>20'</td> <td>14.8'</td> </tr> </table>	Height	Beam Diameter	5'	3.7'	10'	7.4'	15'	11.1'	20'	14.8'	CBCP = 5,127 cd Beam Angle = 41° Field Angle = 62° LOR = 82.4 % Beam = full width @ 50% Field = full width @ 90%
Height	Beam Diameter														
5'	3.7'														
10'	7.4'														
15'	11.1'														
20'	14.8'														
51°	51			 <table border="1"> <tr> <th>Height</th> <th>Beam Diameter</th> </tr> <tr> <td>5'</td> <td>4.8'</td> </tr> <tr> <td>10'</td> <td>9.6'</td> </tr> <tr> <td>15'</td> <td>14.4'</td> </tr> <tr> <td>20'</td> <td>19.1'</td> </tr> </table>	Height	Beam Diameter	5'	4.8'	10'	9.6'	15'	14.4'	20'	19.1'	CBCP = 3,564 cd Beam Angle = 51° Field Angle = 76° LOR = 83.0 % Beam = full width @ 50% Field = full width @ 90%
Height	Beam Diameter														
5'	4.8'														
10'	9.6'														
15'	14.4'														
20'	19.1'														
83°	83			 <table border="1"> <tr> <th>Height</th> <th>Beam Diameter</th> </tr> <tr> <td>5'</td> <td>8.9'</td> </tr> <tr> <td>10'</td> <td>17.8'</td> </tr> <tr> <td>15'</td> <td>26.7'</td> </tr> <tr> <td>20'</td> <td>35.6'</td> </tr> </table>	Height	Beam Diameter	5'	8.9'	10'	17.8'	15'	26.7'	20'	35.6'	CBCP = 1,802 cd Beam Angle = 83° Field Angle = 96° LOR = 84.8 % Beam = full width @ 50% Field = full width @ 90%
Height	Beam Diameter														
5'	8.9'														
10'	17.8'														
15'	26.7'														
20'	35.6'														

Beam Shaping Options

Add the order code shown below to the options box at the end of the part number:

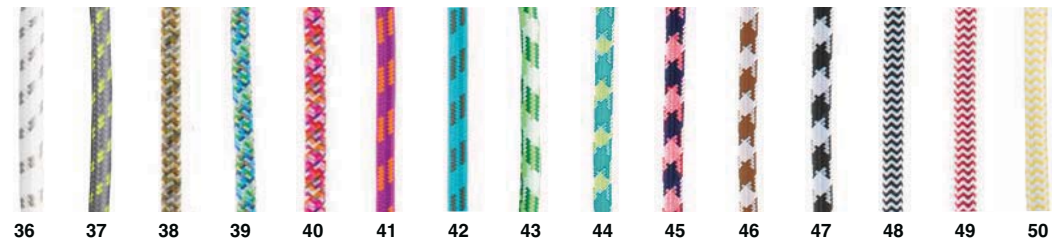
Order Code	Description
-HL	Honeycomb Louver
-DF	Diffusion Lens
-SF	Satin finish on any standard reflector
-LS	Linear Spread Lens (60° x 1°)
-WW	Wall Wash Lens (shifts beam 20° from vertical)

CLOTH CORD COLOR OPTIONS



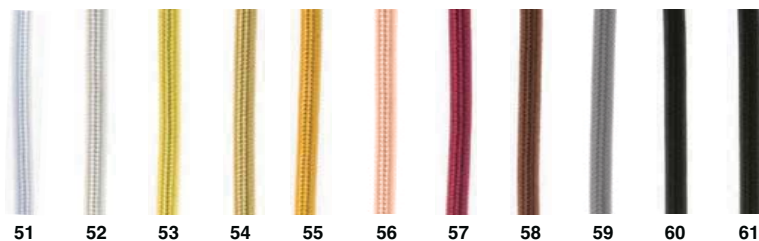
SOLID COLOR CLOTH CORDS

1. Peach
2. Pink
3. Neon Pink
4. Hot Pink
5. Neon Coral
6. Red
7. Adobe
8. Orange
9. Neon Orange
10. Goldenrod
11. Sunshine Yellow
12. Neon Yellow
13. Citrus Yellow
14. Olive Green
15. Kelly Green
16. Neon Green
17. Lime Green
18. Mint Green
19. Turquoise
20. Skyblue
21. Cobalt Blue
22. Navy
23. Purple
24. Dark Magenta
25. Blush
26. White
27. Silver
28. Gray
29. Black
30. Antique Brown
31. Chocolate Brown
32. Flax
33. Khaki
34. Sand
35. Ivory



PATTERNED CLOTH CORDS

36. White & Gray Dot
37. Gray & Citrus Yellow Dot
38. Neutral Tweed
39. Cool Tweed
40. Warm Tweed
41. Magenta & Orange Stripe
42. Turquoise & Brown Stripe
43. Green Argyle
44. Turq. & Yellow Houndstooth
45. Navy & Coral Houndstooth
46. Brown & Ivory Houndstooth
47. Black & White Houndstooth
48. Black & White Zigzag
49. Red & White Zigzag
50. Yellow & White Zigzag



METALLIC CLOTH CORDS

51. Pearl Metallic
52. Champagne Metallic
53. Champagne Metallic
54. Brass Metallic
55. Copper Metallic
56. Copper Penny
57. Currant Metallic
58. Bronze Metallic
59. Gunmetal
60. Black Patent
61. Black Satin

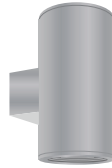
Specify **cloth cord color** in option section at the end of the part number
Printed or on-screen colors are only approximations - consult sample before specifying



Date:	Approved:
Type: TYPE - S4	
Fixture:	
Project:	

FCC610

6" Round Wall, Pendant or Surface Mounted Die-Cast Aluminum Cylinder.



ORDERING



quantity shown or Less / ships in 2 weeks *

EXAMPLE: FCC610W-120V-3K-1200-BK-NFL

SERIES	VOLTAGE	SOURCE/TEMPERATURE/LAMP	FINISH	LED OPTICS	ACCESSORIES
FCC610 (≤ 75 pcs)	120V	PL 13Q 18T 26T	BK Black	SP Spot	D Dimming (<i>PL 0-10V</i>)
FCC610P (≤ 25 pcs)	277V	INC 75W PAR30	BZ Bronze	NFL Narrow Flood	LD LED Dimming (<i>0-10V</i>)
FCC610W (≤ 50 pcs)	347V △	HID 20W MH G12	SL Silver	FL Flood	EC E-Coat
		39W MH G12	WH White	WFL Wide Flood	EMR Emergency Backup, Remote (<i>PL & LED only</i>)
		LED 3K 700 Lumens min (10W)	CC Custom Color		APL Additional Pendant Length
		4K 1200 Lumens min (15W)			
		2000 Lumens min (24W)			

△contact factory

SPECIFICATION

MOUNTING

- Mounts directly to standard recessed junction box. Additional mounting holes allow unit to be attached directly to mounting surface.
- Pendant (*18 in, standard length*) with swivel canopy. Consult factory for additional pendant lengths.

CONSTRUCTION

- Marine grade, corrosion resistant, heavy walled, high pressure die-cast aluminum with die-cast back mounting plate.
- Lens is 1/4" thick clear, tempered glass. Precision formed semi-specular aluminum for maximum reflectance.
- Continuous silicone gasket to seal out contaminants. Hidden fasteners allow for cover removal to facilitate installation and service.

LED

- Lumens stated are the minimum delivered out of the luminaire. LED lifetime is greater than or equal to 70,000 hours with the lumen depreciation greater than L70. All of our luminaires are tested to LM 80 with a CRI of 80+ and color consistency of step 4 MacAdam Ellipse. Integral power supply standard. Input voltage 120V or 277V. Consult factory for dimming, all RGB color changing and any single color options.

FINISH

- Six stage chemical pre-treatment process that includes iron phosphate, to prepare the substrate for a UV stable, super durable standard polyester powder coat.
- Optional e-coat process is added to the standard finish including zinc phosphate for a 5 year limited warranty.

ELECTRICAL

- Socket** PL: Four pin plug-in type compact fluorescent lamp holder (*lamp by others*). INC (*120V only*): Medium base porcelain socket. HID: G12 base porcelain socket.
- Ballast** PL: Fluorescent electronic, UL listed ballast standard. HID: Electronic ballast standard. Ballast has a manufacturer issued 5 year warranty. Please consult factory for other voltage options.

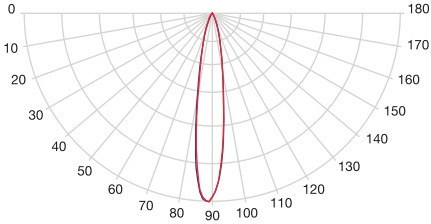
LISTING

- UL & cUL listed for wet location in up or down position. IP65 Rating.

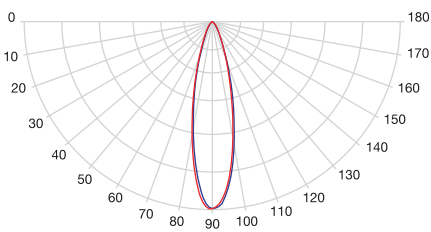
* Terms & Conditions for our Go Green Speed, quick ship program are located on our website: fclighting.com

PHOTOMETRY

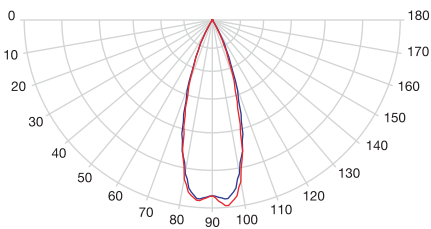
FCC610 120V LED 4000K 1000 Lumens Spot Distribution



FCC610 120V LED 4000K 1000 Lumens Narrow Flood Distribution

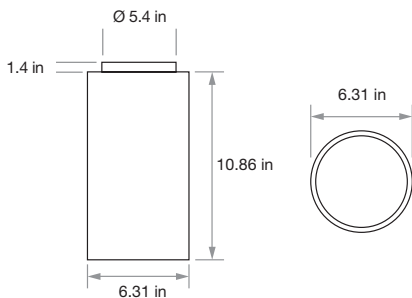


FCC610 120V LED 4000K 1000 Lumens Flood Distribution

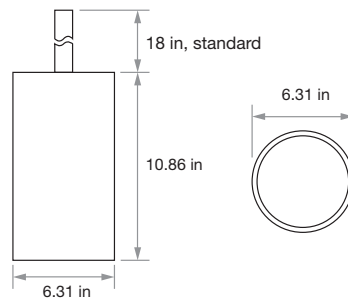


DIMENSIONS

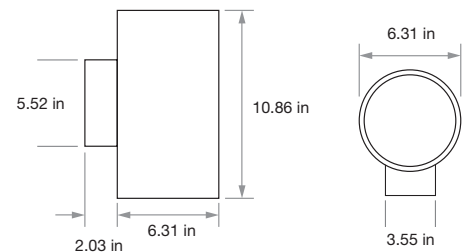
FCC610



FCC610P



FCC610W



Construction:

- Aluminum housing and chassis
- Clear tempered glass lens

Light Source:

- LED
- Dimming (0 - 10v) to 10% **Included**

Notes:

- Integral mounting plate; keyhole slots left and right
- All aluminum construction (painted finish only)
- Optional battery backup
- Dark Sky compliant
- UL and CUL listed WET location
- LED Components
 - OSRAM Distributed Array
 - CRI > 80
 - 18w - 2,000 Lumens
 - 36w - 4,000 Lumens
 - Dimming (10% or 1%)
 - Osram 25w LED Driver
 - 5-Year Warranty on LED Components



Type:	S5
Job Name:	



WALL

CEILING

PENDANT

OUTDOOR

BVWW-13

Height - 13 1/2"
Width - 12"
Depth - 13 3/4"

ORDERING INFORMATION

Example: BVWW-13-LED-U-36W-3-B2-CEG

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Model	Cage	Voltage	Lamping	Kelvin	Finish	Diffuser	Options
BVWW-13-LED		U 120 - 277	18w LED / 2000lm (111 lm per watt) 36w LED / 4000lm (111 lm per watt)	2 3000K 3 3500K 4 4000K	B1 Satin Black Z1 Satin Bronze Z3 Text Bronze Optional (See Price List) W1 Yolk W2 Gloss White W3 Text White B2 Text Black T4 Shimmer Gray M13 Anod Silver T6 Pewter W13 Pearl Beige	CEG Clear Tempered Glass	DIM LED dimming driver (0 - 10v) Dimming to 10% (Included) DIM1 LED dimming driver (0 - 10v) Dimming to 1% (See Price List) Battery Backup Options BB05 5 Watts (585lm) for 90-Minutes



28435 Industry Drive., Valencia, California 91355
 West Coast Sales: 800-325-4448 /661-257-0286 • fax 800-323-2346 /661-257-0201
 East Coast Sales: 866-350-0991 • fax 866-490-5754
 www.lightwayind.com • sales@lightwayind.com





Date:	Approved:
Type: TYPE - S6	
Fixture:	
Project:	

FCSL101-106

Exterior Die-Cast Brick Light with Die-Cast Faceplate for masonry applications.



FCSL101



FCSL105



FCSL103

ORDERING



100 pcs or Less / ships in 2 weeks

EXAMPLE: FCSL105-120V-4K-180-BK-SLH

SERIES	VOLTAGE	SOURCE/TEMPERATURE/LAMP	FINISH	ACCESSORIES
FCSL101	120V	PL 13Q	BK Black	DWR Drywall wings (<i>for remodeling applications</i>)
FCSL102	277V	LED 3K 180 Lumens min. (3W)	BZ Bronze	EC E-Coat
FCSL103		4K 360 Lumens min. ** (5W)	CC Custom Color	EMR Emergency Backup, Remote
FCSL105		540 Lumens min. ** (7W)	SL Silver	PCL Polycarbonate Lens
FCSL106			WH White	SLH Spread Lens, Horizontal

** Available for SL101, SL102

SPECIFICATION

MOUNTING

- Concrete pour standard. Use **DWR** accessory for drywall applications.

CONSTRUCTION

- Marine grade, corrosion resistant, heavy walled, high pressure die-cast aluminum construction.
- Clear or opal, tempered glass lens. Optional polycarbonate lens (PCL) accessory. Precision formed semi-specular aluminum reflector.
- Neoprene continuous closed cell urethane 'O' ring gasket. Captive and recessed stainless steel, tamper resistant hex socket screws.

LED

- Lumens stated are the minimum delivered out of the luminaire. LED lifetime is greater than or equal to 70,000 hours with the lumen depreciation greater than L70. All of our luminaires are tested to LM 80 with a minimum CRI of 80 and color consistency of step 3 MacAdam Ellipse. Integral power supply standard. Input voltage 120V or 277V. Consult factory for non-white static color LED options; Amber, Blue, Green or Red.

FINISH

- Six stage chemical pre-treatment process that includes iron phosphate, to prepare the substrate for a UV stable, super durable standard polyester powder coat. Optional e-coat process is added to the standard finish including zinc phosphate for a 5 year limited warranty on the finish.

ELECTRICAL

- Socket** PL: Four pin plug-in type compact fluorescent lamp holder (*lamp by others*).
- Ballast** UL listed ballast standard.

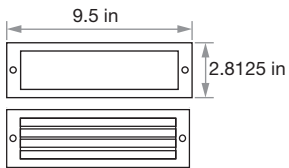
LISTING

- UL & cUL listed for interior and exterior wet locations. IP65 rating.

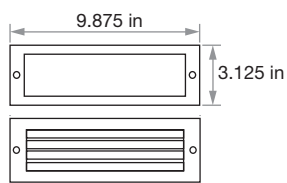
PHOTOMETRY

DIMENSIONS

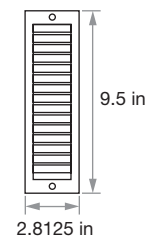
FCSL101 / FC SL105



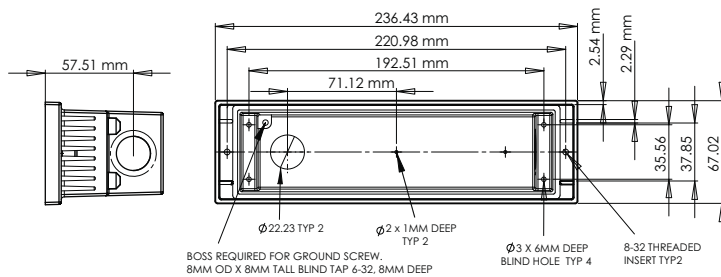
FCSL102 / FC SL106



FC SL103



UNIVERSAL HOUSING



Dear Councilman Worden,

Thank you so much for taking the time to read our letters and emails and sending me your thoughtful response regarding the rationale for the median and technical difficulties associated with allowing a left turn from the 10th street. It makes sense and we accept the explanation you have provided.

We have been very happy residents and property owners in Del Mar for more than 25 years. As the details of the proposed Civic Center have unfolded, the genesis of our ongoing frustration is the placement of Ingress & Egress for the Surface Parking Lot right in front of our driveway. We find this dangerous and unnerving. After the Council instructed the architects to confer with the immediate neighbors, we had a meeting on May 20th with Mike Jobes. Not once did he volunteer or explain how the traffic flow was being planned. So, I pressed the issue and made sure he clearly understood that Ingress & Egress in front of our driveway was a very serious safety issue for us and we wanted to see a more balanced traffic flow between 10th and 11th Streets. After a passage of several weeks and months and since I never received any response to our concerns, we became alarmed and began documenting and writing to bring these issues to both the City Council and the DRB. I was heartened that Scott Huth reached out and met with me last Friday. This resulted in my sending to the Mayor and Council Members last Saturday four specific recommendations to mitigate areas of concern. Having heard the staff presentation on Item 16 on Monday evening and the dialogue that ensued amongst the council members, I am cautiously optimistic that there is a solution that could redress our critical issue and facilitate balanced traffic flow between the two streets. In fact, Scott met with me yesterday in an effort to explore how this issue of paramount concern to us can be resolved. I very much appreciated his willingness to listen, understand the issues involved (for us, others in the neighborhood and for the City) and proactively attempt to find common ground. We even walked around the area to make sure both of us understood the lay of the land.

Based on my having taken a measuring tape and walking and driving on both 10th and 11th streets multiple times, I would like to share my thoughts with you. For this purpose, I will refer to the collateral that was presented to you on Monday evening with various alternatives for Traffic Circulation/Parking Ingress & Egress. Although we would prefer Alt. 4A, perhaps there is another option worth considering. In my humble opinion, a workable solution can be derived from Alt. 3 and 4A. If the Ingress & Egress for the Surface Parking lot on 11th street use can be limited for use during special events and giving access to large vehicles only when required and is controlled and managed by the City, Alt. 3 (that provides on 10th street ingress into parking garage and egress from the surface parking lot) would be a good compromise solution and acceptable to us. Subject to your conducting technical analysis and receiving an expert opinion, it appears that this hybrid solution would negate having to build a ramp and also save parking spaces. Regardless of the option chosen to address our grave concerns, I am assuming that a number of practical and cost-effective measures (right hand turn only

from the 11th street egress, signage, mirrors, medians similar to what we have done on 12th street, etc.) will be considered and implemented.

We have always supported the idea of building a state-of-the-art City Hall and are pleased that concerted efforts are being made to accommodate our neighbors on 10th street to address their issues such as noise and privacy through screen planting, making wall 10-feet tall, reducing terrace size, etc. Similarly, we hope that the Council will facilitate implementing a fair and equitable solution to the problem of Ingress & Egress for the Surface Parking lot on 11th street right in front of our driveway which will ensure our safety and well-being and ensure a balanced traffic flow between 10th and 11th streets.

I am copying both Kathy and Scott and please feel and disseminate this exchange as you deem appropriate.

Thanks again and kind regards,
Suren

Suren G. Dutia
238 11th Street
Del Mar, CA 92014
858/792-9439 (O)

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DEC 14 2015

CITY OF DEL MAR
PLANNING DEPARTMENT



December 14, 2015

To: The members of the Design Review Board
The Mayor of Del Mar and members of the City Council

City Hall

As neighbors in a house on 10th Street that was built in 1885, known as Edelweiss, that is approximately 30 feet, just across the street, from the proposed City Hall, we have major concerns that we ask be addressed prior to any further planning or review of the City Hall project.

We refer to the Design Review Ordinance document:

#23.08.074:

A. The vehicular or pedestrian circulation, including walkways, interior drives and parking, access points to the public streets, widths of interior drives, general circulation, separation of vehicular traffic, or arrange of parking areas... adversely impacts neighboring property.

B. The design's traffic ingress, egress or internal traffic circulation will have an adverse effect on traffic conditions on abutting streets.

C. The design will create traffic hazards due to congestion, distraction of motorists or unsatisfactory access and egress.

F. The configuration invites chaos between cars, bikes, pedestrians.

#23.08.076

G. The proposed development fails to provide the sizing of landscaping materials so that a mature appearance will be attained...

H. The proposed development fails to provide landscaping to minimize and disrupt the expansive appearance of parking lots or other large paved areas.

I. The proposed development fails to utilize landscaping to effectively compliment building elevations and soften the appearance of structures.

#23.08.077

F. The design would adversely affect the lighting or noise quality of the local neighborhood.

G. The proposed development unreasonably fails to screen from the view from neighboring properties... design elements of the project which adversely impact upon the visual quality of the neighborhood by failing to use setbacks, landscaping, fencing, siting or structures.

Our concerns:

Maintaining and improving the character of Del Mars historic neighborhood:

Overbuilt structures or designated areas that are not carefully articulated, set back, with lighting directed to Camino Del Mar will indeed "adversely affect the lighting or noise quality of the local neighborhood." 10th Street and specifically Edelweiss, 227 10th Street, is in the diagonal line of sight of the proposed development.

We ask that the south east Town Hall and terrace both in planning and development of an operational strategy be sensitive to the immediate neighbors as to size, lighting and screening. We ask that any terrace on the south west property be eliminated.

Separation:

Mature, 12 plus feet tall, landscaping along the west side of the property to shield 10th Street from all the variety of buildings and events.

The parking structure:

We ask for ingress only on 10th Street, a dark sky street, to the proposed parking structure. 10th Street is steeply angled up to Camino Del Mar (CDM). Ingress on 10th Street to the proposed parking structure does not present the serious issue of intrusive illumination and noise to Edelweiss that is in a direct line of the possible entrance. Egress would constitute continually shining automobile headlights aimed directly into our glassed in front porch as well as directly into our house. One solution is to close 10th Street to the west at the ingress entrance at the west boundary of the property line and allow east traffic an exit to CDM. Another is to close 10th Street to the west of the ingress at the west boundary of the property line and create a cup de sac.

Unnamed future uses of The Town Hall:

We ask that the Town Hall is restricted in use to local city and non profit events. We ask that the Town Hall be restricted from being rented out for any and all commercial venues including weddings and special events.

Summary:

We believe the DOR confirms our requests for light control, noise separation and building softening through landscaping. We are a unique home in the original downtown of Del Mar. This area needs to be respected for all the residents throughout Del Mar, and indeed for the past and future residents. All deserve your thoughtful deliberations on this governmental project.

As an aside, we would hope the traffic plan would address the dangerous, in street, mingling of autos, trucks, pedestrians, baby strollers and bikers on Stratford between 9th and 12th, as this right of way is likely to see even more congestion with a new city hall.

Julie Maxey-Allison and Brad Allison
227 10th Street

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DEC 15 2015

CITY OF DEL MAR
PLANNING DEPARTMENT



Chair Joe Curtis & Design Review Board members,

I have several major concerns about the new City Hall project. Just last month a second new outdoor viewing deck was added to the project. This new deck is called the TOWN HALL OVERLOOK & it is a 625 square foot, elevated outdoor area near Camino Del Mar & 10th Street.

The Staff Report on page 21 says that the TOWN HALL OVERLOOK, along with the second deck on 10th Street, which is called the TOWN HALL TERRACE, were added because of the Draft EIR analysis. These new elevated platforms were added in order to "create new public vantage points." Page 22 repeats this & adds that "small trees were utilized to minimize view blockage." It is my understanding from reading the Staff Report that these two new public viewing decks were created to mitigate the potential public ocean view loss in the event something is built on expansion area A on 11th Street.

My fear is that these two decks, if built as an officially designated EIR mitigation, will create new public ocean views from elevated platforms, directly over my 8,000 square foot residential R-2 lot. (My understanding is that currently the only properties that can claim a protected view are residential properties & ocean views from public land, not commercial or public buildings.) These public ocean views over my lot do not exist now because there are currently no structures in those two locations plus the current TV Station blocks any public views over my lot. So if these two new designated public views are created over my lot & the TV Station is removed, these new views will then become protected public ocean views & my lot will certainly be devalued.

My house is set way back on the lot, only three feet from the rear property line & the house is very old & small. Because of the small size of the house & the way it is situated, my lot still has almost 20 feet of legal buildable space in the front yard. This 20 feet will potentially be unusable in the future if the City is allowed to claim this view corridor over my property for designated public ocean viewing. We have lived in our home 30 years & certainly our hope is to leave this property, without any diminished value, to our two sons to do with as they please in the future. (They may decide to build two homes for themselves on the lot.)

I am requesting that before any approvals the City provide me with a legal document giving me legal protection so that they will not be able to claim this new public view corridor over my property. This should not be a problem for the City as we have been assured that their intended ocean view is down 10th Street and our lot which can only be built to a height of 26 ft comprises a very small portion of the expansive views from the terraces.

Sincerely,
Joy Shadle Ehrenfeld
220-10th Street

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DEC 15 2015

CITY OF DEL MAR
PLANNING DEPARTMENT



Hello Kathy and Scott,

Both my wife and I are excited to see the City project progress - we watched the last proceeding on TV. We have a few questions / comments:

- 1) When would be an appropriate time to set up a meeting with the City's landscape architect, Marty I believe, and our architect Rich Bokal regarding the wall / planting on our side? The reason being that we have a driveway project in mind that may require DRB review. We would like the timing of all of this to coincide with the City's plans if possible, presumably for simplicity and efficiency.
- 2) As I have mentioned before, I still feel that the wall between the City and our property should be constructed prior to the start of the City project. I believe it will reduce noise and dust during the construction project. The wall will also increase the safety and security around our home and my young family during the construction project.
- 3) Given that the wall will run approximately 160 feet along our property, would it be possible to request some design detail along the west facing side of the wall?
- 4) While we fully agree with our neighbors that some modicum of privacy is appropriate for all of us, we believe that massive hedging, trees and higher walls will reduce light to east facing windows and outdoor areas. In addition, large hedges and trees will require large quantities of water and maintenance, which if on our side of the property, will become our responsibility. While we are eager for new planting, xeriscape and low maintenance vegetation is also important.

Thank you so much for your time, patience and interest in entertaining all of our thoughts.

Respectfully,
Paul Rael

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DEC 16 2015

CITY OF DEL MAR
PLANNING DEPARTMENT



December 15, 2015

To: The Design Review Board

Joe Curtis, Chair
Bruce Bekkar, Vice Chair
Rick Ehrenfeld
Tim Haviland
Beth Levine
Scott MacDonald
Bill Michalsky

Ref: Proposed new development at the Del Mar City Hall site and its effect on the residence at 231 10th Street (directly across the street from the proposed City Hall development)

As a Del Mar resident for the last 13 years, we are requesting that the Design Review Board (DRB) become aware of the major issues that we along with our neighbors are worried about. We therefore, respectfully request that the DRB take into consideration during the review process of the potential invasion of our privacy and negative impact on our quality of life by the proposed new city hall development plan. We would like these issues to be addressed at the upcoming DRB meeting on December 16, 2015. For the record, I have attached three day time and one night time photos of my view directly across the street with my current view. The photos will give the board an opportunity to see our concern with the demolition of the TV building and the story poles of the proposed new buildout.

In accordance with the Design Review Ordinance the following are concerns with this development:

#23.08.072

- B The design will create a private nuisance
- D. The design will create an unreasonable invasion of the privacy of neighboring properties.
- J. The proposed development locates structures so as to unreasonably impact upon outdoor areas on adjacent properties.

#23.08.074:

- A. The vehicular or pedestrian circulation, including walkways, interior drives and parking, access points to the public streets, widths of interior drives, general circulation, separation of vehicular traffic, or arrange of parking areas...adversely impacts neighboring property.
- B. The design's traffic ingress, egress or internal traffic circulation will have an adverse effect on traffic conditions on abutting streets.
- C. The design will create traffic hazards due to congestion, distraction of motorists or unsatisfactory access and egress.
- F. The configuration invites chaos between cars, bikes, pedestrians.

#23.08.076

- G. The proposed development fails to provide the sizing of landscaping materials so that a mature appearance will be attained
- H. The proposed development fails to provide landscaping to minimize and disrupt the expansive appearance of parking lots or other large paved areas.
- I. The proposed development fails to utilize landscaping to effectively compliment building elevations and soften the appearance of structures.

#23.08.077

F. The design would adversely affect the lighting or noise quality of the local neighborhood.

G. The proposed development unreasonably fails to screen from the view from neighboring properties...design elements of the project which adversely impact upon the visual quality of the neighborhood by failing to use setbacks, landscaping, fencing, siting or structures.

Over-built structures and areas designated “future development,” will directly impact the privacy and quality of life of the neighbors on 10th Street, especially 231 10th Street which is less than 100 feet from the proposed over-look and gathering areas. The proposed size of the Town Hall (which has a catering kitchen and can accommodate up to 350 people) is unfathomable for our humble city and it will “adversely affect the lighting or noise quality of the local neighborhood.”

We therefore, request that the south east Town Hall and terrace both in planning and development of an operational strategy be sensitive to the immediate neighbors as to size, lighting, traffic, noise levels and screening protection. We ask that any terrace on the south west property be eliminated.

Separation:

Mature, 12 feet and taller, landscaping along the west side and south side of the property to shield 10th Street neighbors from the buildings and events (i.e., Cypress and Torrey Pines)

The parking structure:

We ask for ingress only on 10th Street, a dark sky street, to the proposed parking structure. The steep incline of 10th Street where it meets Camino Del Mar, is difficult for autos and trucks making a right hand turn onto CDM. Also, pedestrians walking north on the west side of CDM are very difficult to see until one is actually turning due to the steepness of the street. Ingress only on 10th Street into the proposed parking structure does not present the serious issues of intrusive illumination and noise levels to the neighbors which exiting traffic would constitute continually shining automobile headlights aimed directly into our houses with mostly windows facing the street

Solution: Close off 10th Street west at the ingress parking entrance (like 13th Street) and form a cul-de-sac with mature landscaping. This would not only benefit the affected neighbors, but would help in reducing issues such as privacy, lighting, noise, etc. The incoming traffic off of CDM would directly flow either into City Hall or the Le’Artist Motel.

To Clarify “Unknown Future Uses”:

We ask that the Town Hall be limited in-use to local city business and limited non-profit events. We ask that the Town Hall be restricted from being rented out for any commercial or private use, other than what is mentioned above.

We ask that the south-west corner of the development property be confined and screened/walled off on the west side from 11th to 10th Street and continuing around the corner east on 10th until it meets the entrance to the parking structure.

In summary, we agree that Del Mar needs a new City Hall building and a town hall which should be commensurate with the size of our humble city. The town hall could be scaled down thereby reducing traffic, noise, night illumination and parking spaces.

Please keep an open mind to our concerns and possible solutions. Not only will the decision you make affect us in the long term, but we also will be dealing with the construction trucks tearing up our roads, waking up every morning to loud noise, and loosing parking in front of our homes over the next two years.

10th Street is the Original Downtown of Del Mar. This area needs to be respected and preserved. We would love to have the Alvarado House settled back home on 10th Street where future generations can learn and appreciate how Del Mar got its start in San Diego County.

Respectfully,

Tanya Blackshaw and Bill Demers
231 10th Street
Del Mar, CA









RECEIVED

DEC 16 2015

CITY OF DEL MAR
PLANNING DEPARTMENT

December 16, 2015

1

VIA E-MAIL

Design Review Board
City of Del Mar
1050 Camino del Mar
Del Mar, CA 92014

Re: City Hall/Town Hall Project

Dear Design Review Board:

This letter is submitted on behalf of Steven Mack in connection with the proposed City Hall/Town Hall project ("Project").

In an October 26, 2015 letter to the City, I noted several problems with the Project's draft Environmental Impact Report ("EIR"). To date, I have received no response. The staff report indicates that the final EIR regarding the Project will be issued just before Christmas and that a hearing regarding the EIR will be held on January 4th. The California Environmental Quality Act ("CEQA") is premised in part on "a belief that citizens can make important contributions to environmental protection and ... notions of democratic decision-making ..." *Concerned Citizens of Costa Mesa, Inc. v. 32nd Agricultural Assoc.* (1986) 42 Cal.3d 929, 936. "Environmental review derives its vitality from public participation." *Ocean View Estates Homeowners Assn. v. Montecito Water Dist.* (2004) 116 Cal.App.4th 396, 400. The staff report notes that "the City Council directed staff to proceed with a community input process that would function as an 'expanded CPP' due to the magnitude of the project and its importance to the community." Yet the approach of holding the final EIR until just before the holidays, then rushing to a hearing just after the holidays, makes a mockery of public participation. The City cannot expect meaningful participation with such a schedule.

The staff report recommends this "Board review the project's consistency with the applicable provisions ... and forward any related recommendations on the requested permits to the City Council for their consideration." However, the Design Review Ordinance ("DRO") makes it very clear that this Board's role is to, "by majority vote, approve, disapprove ..., conditionally approve or continue the application." Muni. Code § 23.08.060(E).

The staff report asserts that the Project is consistent with the DRO. However, the DRO prohibits blocking significant public coastal views, prohibits projects that are

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out of scale with the neighborhood, and prohibits a project that “unreasonably encroaches upon primary scenic views of neighboring property.” Muni. Code § 23.08.077. The Project is inconsistent with all of these mandates. Indeed, the Project’s setback to 10th Street is less than four feet and its setback to 11th Street is less than three feet. Whether or not this is technically consistent with the setback requirements in the Public Facilities zone, the Project is surrounded on three sides by a residential community with residential zoning. Such siting is not “harmonious with or ... functionally compatible with the surrounding neighborhood.” Muni. Code § 23.08.077(D).

Additionally, the Project is inconsistent with DRO Section 23.08.072. For example, the City’s Land Use Plan calls for the protection of public views to the ocean. Land Use Plan at 10. It also discusses protecting public views and vantage points, and specifically discusses scenic view easements from Camino del Mar. *Id.* at 77 – 78. Yet the Project will negatively impact these views, in violation of DRO Section 23.08.072(A). The Project will “cause the surrounding neighborhood to depreciate materially in appearance or value.” Muni. Code § 23.08.072(E). And, as City staff has acknowledged, the Project “will create an unreasonable invasion of the privacy of neighboring properties.” Muni. Code § 23.08.072(D).

Furthermore, the Project will create traffic, parking and pedestrian circulation impacts in violation of DRO Section 23.08.074. For example, the Project’s ingress and egress “will have an adverse effect on traffic conditions on abutting streets,” particularly in this residential neighborhood. Muni. Code § 23.08.074(B). And since many of the streets do not have sidewalks, and therefore residents and visitors routinely walk in the streets, the Project “will cause conflicts among vehicular, bicycle, [and] pedestrian traffic.” Muni. Code § 23.08.074(F). These problems will be particularly acute as a result of the planned special events, where substantial traffic volumes can be expected in a short amount of time.

For these and other reasons, this Board should vote to disapprove the Project as proposed. Thank you for your consideration of these concerns.

Sincerely,



Everett DeLano



City of Del Mar Memorandum



TO: Design Review Board

FROM: Kathleen A. Garcia, Planning and Community Development Director

DATE: December 16, 2015

RE: RED DOT: Options for consideration by the DRB for City Hall/Town Hall/Plaza

At their December 7, 2015 meeting, the City Council directed staff and the two appointed City Council Liaisons to explore options to address design concerns that arose during the CPP Meeting and subsequent City Council discussion.

In particular, they requested that options be presented that address the following:

1. Privacy, noise and glare issues from Town Hall Terrace (Expansion Area B)
2. Privacy, noise and glare issues to adjacent property owners along the western, southwestern and northwestern sides
3. Traffic circulation and distribution
4. Potential reduction in parking

The following will be presented as options during the Applicant presentation by the Architect.

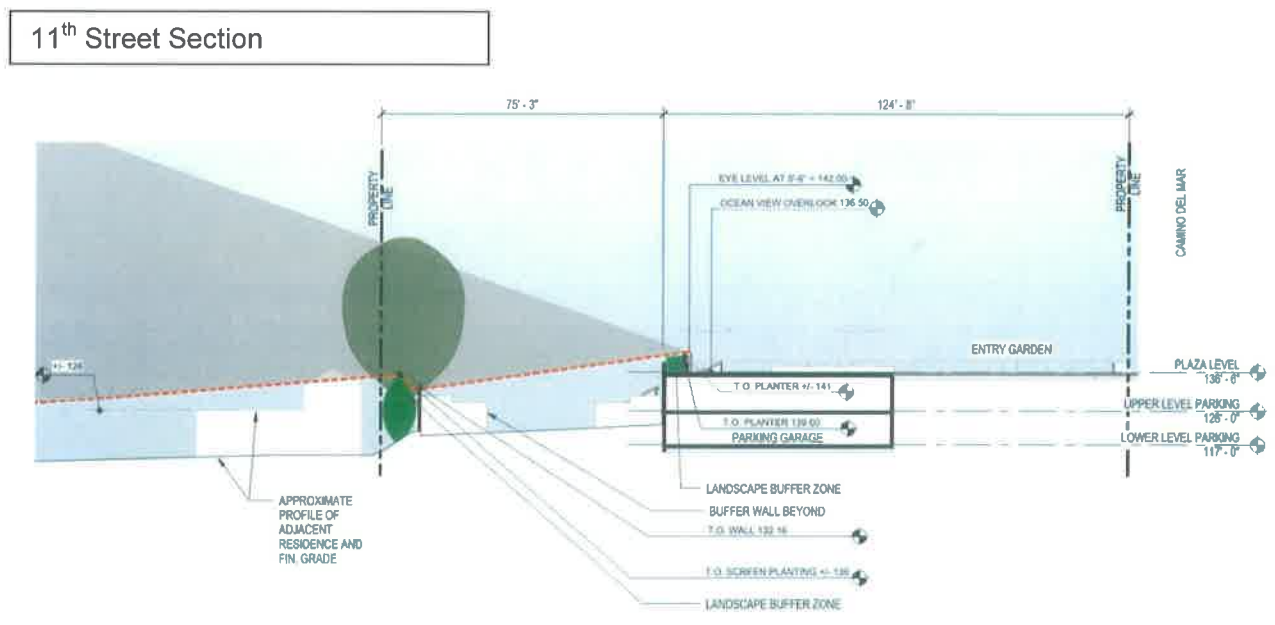
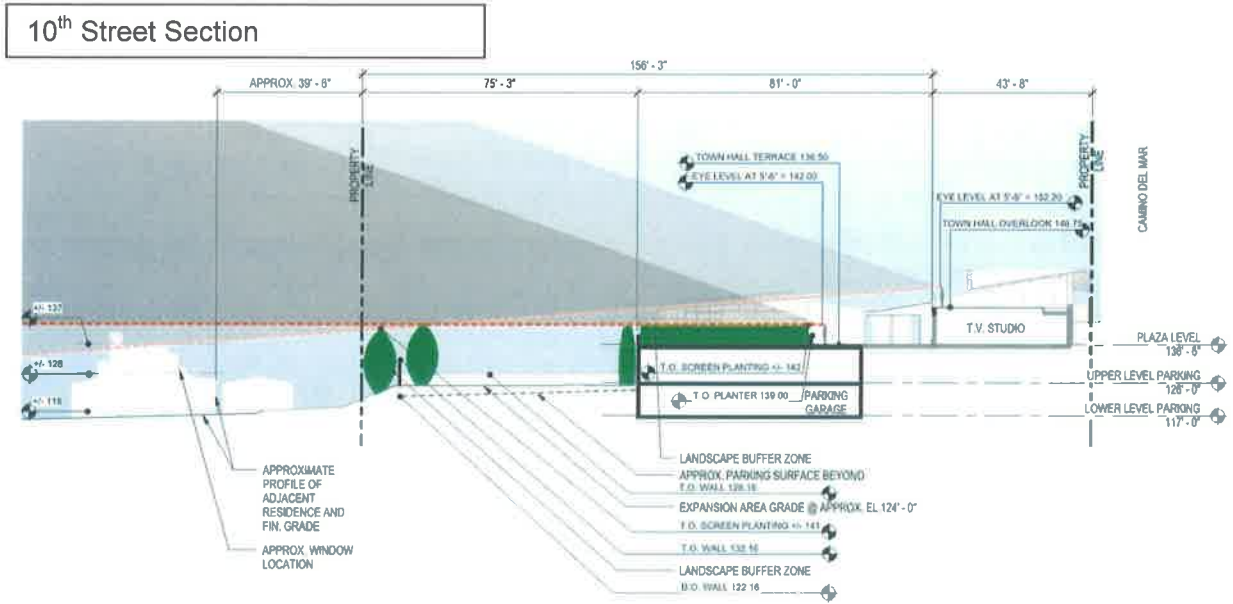
1. Town Hall Terrace/Expansion Area B:

Town Hall Terrace was originally proposed at 2,500 square feet for public access and outdoor gathering. The option shows a reduced plaza, approximately 300 square feet in the northeast corner and maintains the egress route. All other areas would be landscaped or unused, with some screening shrubs (approx. elevation 142) that will block the visual access to surrounding residences. The reduced Terrace would be gated and not open to the public after the close of business, limiting any potential noise or glare.



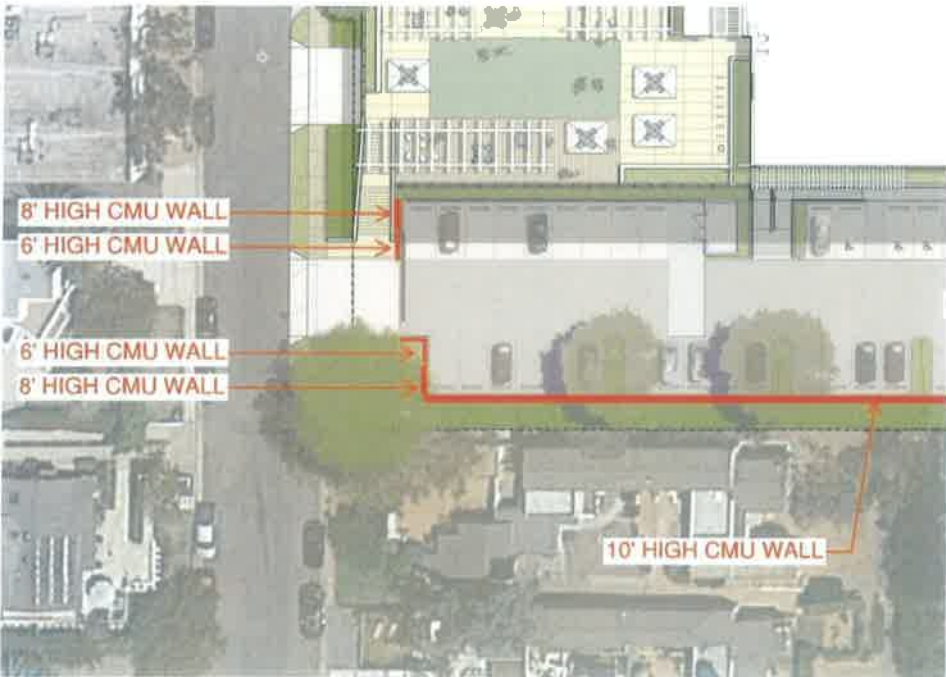
2. Privacy, noise and glare issues to adjacent property owners along the western, southwestern and northwestern sides

Option for addition of planting up to elevation 142, a 10 foot screen wall on the western setback line (10 feet from property line) and 6 foot screen walls with planting to screen the north and south ends of the parking lot per the diagrams below.





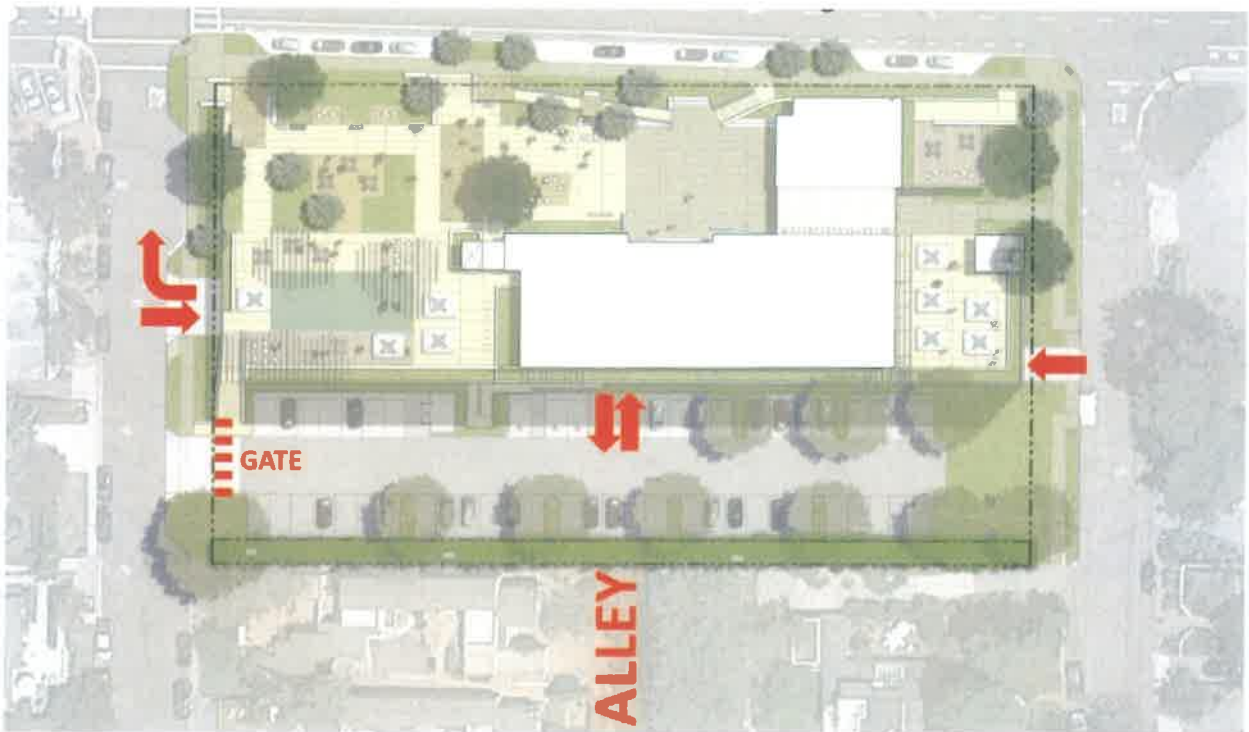
10th Street



11th Street

3. Traffic circulation and distribution

Option to gate the surface parking lot at 11th Street for regular use, and limit that 11th Street gated access to emergency and high profile vehicles or special events (Farmer's Market, etc.). In addition, provide a connection between the parking garage and the surface parking lot. This will direct access away from the adjacent residential and direct egress closer to Camino del Mar. The location of the connection (driveway) would be in line with the alley to the west rather than opposite residential. There is no connection to the alley due to grade differential. This option promotes visitors to park in the garage first before using the surface lot.



4. Potential reduction in parking

Various comments asked for specific parking areas to be removed, either under the existing eucalyptus tree to remain along 11th Street or in Expansion Area C, along 10th Street. These options reduce the parking from a maximum of 160 stalls to approximately 150 stalls.



Submitted plan at Expansion C



Option at Expansion C

- **Option: Reduced Parking area at south surface lot**

Reduction of surface parking area so no surface parking is shown in Expansion Area C along 10th Street.



Submitted plan at 11th St.



Option at 11th St.

- **Remove (1) parking space**
- **Add E-W screen wall**
- **Add gate to surface parking**

Elimination of parking under the Eucalyptus tree along 11th Street