



Subject: FW: red dot

From: james emerson
Sent: Saturday, January 02, 2016 12:16 PM
To: Andrew Potter
Subject: red dot

To: Del Mar City Council Members

I cannot attend the January 4 Council meeting, but I want to express my appreciation for the extraordinary citizen involvement process you have led for more than two years to achieve a community consensus for a new civic center complex. For too long we have tolerated an embarrassingly substandard city hall. We have failed a number of times over several decades to achieve what you have now succeeded in doing, producing a center where we can come together and interact as community members.

I am aware that there are a few last minute expressions of opposition from a few nearby neighbors. I hope you will take their views into consideration with the same conscientious integrity that you have heard from all of us. But please do not let a few loud voices drown out the support that you have earned from the entire community.

Your leadership has given us and future generations a gift of a civic center that will be a source of pride for a long time.

Thank you!

Bud Emerson

December 31, 2015

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

Re: Proposed Design of City Hall/Town Hall

Del Mar City Council & Design Review Board:

Thank you for the continued collaboration on the design of Del Mar's new City Hall. For 35 years, my family has been the neighbors on the northwest side of the city's property, so the changes to the site will have a significant impact on our experience in Del Mar and our properties' value. Please note that our properties border 50% of the city hall project site as our property begins at 11th Street and extends back to the alley that is half way between 11th Street and 10th Street.

I have recently learned of the substantive changes made to the project's plan to accommodate the neighbor's property which is situated similar to mine, but on 10th Street. As a result, it appears that a disproportionate burden is falling on the neighbors on 11th Street compared to the neighbors on 10th Street. A brief summary of the disparate accommodations for the neighbors on 10th Street include:

Traffic. The new city hall is designed to accommodate higher levels of activity, traffic, and parking than ever before. Rather than maintaining the current balanced traffic flow patterns, the parking design shifts virtually all traffic flow from 10th Street to 11th Street. Alternative 4a provides a design that would maintain the current balanced traffic flow and not benefit one side of the project at the expense of the other. In my opinion, Alternative 4A provides the best solution for balanced traffic flow of design alternatives to be analyzed by the DRB and City Council.

Ocean View Terrace. The current design includes an expansive ocean view terrace with a large stairway directly across from our front patio. The terrace will give visitors to City Hall a new view of the ocean, but that view comes at the cost of invading our privacy. When the neighbors on 10th Street objected to a similar terrace overlooking their patio, the terrace was reduced in size from 2,500 S.F. to only 300 S.F., and access to that terrace was modified to mitigate the impact on those neighbors. To date, no such accommodations have been made for the neighbors on 11th Street. A compromise alternative may be to re-locate the stairway to the mid-point of the surface parking lot to provide access to the north terrace and city hall. A landing at the bottom of this stairway with benches and potted landscaping would provide an attractive seating area for the farmer's market.

Parking. The proposed design brings the parking lot as close as possible to our property. I appreciate the design change made at the November 18th meeting of the Design Review Board to remove one parking space to protect the roots of the existing tree at the northwest corner of the property. However, I still request the adjacent parking space be reserved for additional landscaping to mitigate the effect of parking the new parking lot.

Dumpsters. The most recent design relocates the dumpsters directly across from our bedroom windows. We rely on cross ventilation to cool our home, and the offensive odors from the dumpsters would be detrimental to the air quality. In my opinion, relocating one or both of the dumpsters closer to the kitchen on the south side of the project might better serve the operational needs of the site and avoid further negative impact to our property.

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



Phyllis Cardon

& 11th Street
Del Mar, CA 92014

Frank Proulx Consulting

2340 Le Conte Ave.

Berkeley, CA 94709

858.947.8510

Email: fproulx@berkeley.edu

January 3, 2016

Honorable Mayor Parks and City Councilmembers
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Re: Del Mar City Hall/Town Hall Project Traffic Impacts and Parking Facility Design

Dear Mayor Parks and Members of the City Council,

I am writing with regards to the Del Mar City Hall expansion project on behalf of my clients Mr. Suren Dutia and Ms. Jas Grewal. To introduce myself, I am a transportation consultant holding masters degrees in City and Regional Planning and Transportation Engineering from UC Berkeley, and I specialize in traffic safety. After making a visit to the project site and inspecting project records, I would like to voice my support for Alternative 4A as identified in the City Manager's memo dated December 29, 2015. I appreciate that this is a complex project with numerous stakeholders and topographical and circulation constraints, and recognize the substantial work that has gone into the analysis performed to date.

I believe that Alternative 4A presents an optimal compromise between my clients' requests for distributed traffic impacts and the overall mobility needs of the city. While it seems that 11th street is generally a more logical point of access for city hall, providing the option to use either 10th or 11th street will provide the greatest opportunity for distribution of traffic impacts between both residential streets abutting the project site. As long as adequate signage is posted to communicate to northbound exiting drivers that they must exit via 11th street, there should not be substantial neighborhood traffic created by providing an additional exit route (via 10th street).

One of the primary arguments that has been made against egress onto 10th street is that turning right onto Camino Del Mar is less safe than doing so at 11th street. However, a review of traffic safety records indicates that over the past 10 years, there have not been any reported crashes at 10th street and Camino Del Mar on the west side of the median¹. Any judgments made about relative safety of these locations, therefore, are based on subjective assessments of conditions. In general, an intersection with four-way stop control would be safer than an otherwise similar intersection with two-way stop control due to the reduced need to assess traffic speeds and gaps. However, Camino Del Mar's intersections with 10th and 11th streets are dissimilar in ways beyond their traffic control devices. The 10th street intersection is median separated and does not have crosswalks across Camino Del Mar, substantially reducing the number of potential conflicts for right-turning traffic from 10th street. 11th and Camino Del Mar, on the other hand, is a 4 way intersection with crosswalks on all legs and substantially higher pedestrian traffic due to the greater density of businesses north of 11th Street and presence of designated crosswalks.

While it is true that turning from 10th street requires judging gaps in oncoming traffic and watching for pedestrians crossing 10th street, this is not a high speed arterial. At this location, Camino Del Mar is signed at 25 mph. Furthermore, the presence of the four-way stop at 11th and Camino Del

¹ Data from StateWide Integrated Traffic Records System (SWITRS), 2004-2013, accessed via tims.berkeley.edu on 3 January, 2016.

Mar provides natural breaks in traffic. A right-turning driver from 11th, on the other hand, must assess for (1) pedestrians in both crosswalks, (2) straight-through southbound vehicles on Camino Del Mar, (3) left-turning traffic from westbound 11th street, and (4) U-turning traffic along Camino Del Mar. Four-way stops also require making judgment calls, and the added complexity of this intersection makes it potentially more dangerous than the 10th street intersection.

The claim that the grade of 10th street poses a problem to traffic entering/exiting the site is also questionable and I disagree with it. While this might be true for the current location of the upper parking lot, providing an ingress/egress point to the surface lot as identified in Alternative 4A should pose no such problem. Compared with the uphill entrance, the grade at this location is far closer to level and is comparable on both 10th and 11th streets.

Furthermore, Appendix D2 of the Final Environmental Impact Report discusses the potential for queues forming on 11th street, and claims that "queues will only form on 11th street when eastbound opposing traffic volume prevent drivers from making a left turn into the parking garage entrance." However, during a period of heavy turnover exiting vehicles could also potentially prevent vehicles from entering the parking facility, resulting in queues. Providing the option for exiting vehicles to depart via 10th street would help to alleviate this problem.

By providing drivers with the option to choose their ingress/egress points to the garage, we should expect that they will make optimal decisions for themselves. Any southbound drivers leaving city hall who have difficulty negotiating the right-turn at 10th street can use the 11th street exit. However, by requiring all exiting drivers to depart via 11th street, drivers departing to the south no longer have a choice and will be subject to a longer trip and will contribute to additional delay at 11th street. So long as adequate signage is provided to communicate to exiting drivers that they will not be able to make a left turn from 10th street (onto Camino Del Mar, due to the median) and that they are not permitted to make a right turn onto 10th street (into the residential area), this arrangement presents an optimal solution balancing the needs of residents on both 10th and 11th streets, as well as the needs of visitors to City Hall.

In light of these comments, it is my professional judgment that Alternative 4A for the Del Mar City Hall project is the optimal choice, and specifically the design elements of (1) providing both ingress and egress on 10th and 11th streets, and (2) providing just one access point on each street in order to equitably allocate traffic impacts between residents.

Sincerely,



Frank Proulx, MCP/MS

Payson R. Stevens
411 7th Street
Del Mar, CA 92014
inm@aol.com

City Council
City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

December 30, 2015

Re: 11th Street Traffic Issues Town Hall Project

Respected Council Members:

My wife and I are writing expressing concerns that the proposed planned Town Hall Project traffic ingress and egress for the increased parking, will have detrimental impacts not only on the residents of 11th Street, but will also effect the quality of the life and traffic in Del Mar. Unlike the current traffic situation on 10th & 11th, with two entrance and exits on each street, the new plan will have increased traffic exiting only on 11th St.

Considering 11th Street is also a Stop Sign intersection from Camino Del Mar, the traffic buildup at 11th, especially the "Iron Wall" on Wed-Friday afternoon, will make traffic congestion even worse, with more cars exiting from 11th onto CDM.

Among the many impacts to consider:

1. Backing up CDM traffic on 11th St. as it turns south or north, thus further slowing traffic flow on CDM as cars in four directions wait their turn.
2. Backed-up traffic looking to go to other surface streets of CDM (west and east) to avoid the backup at the stop sign.
3. Potential pedestrian cross walk accidents. CDM has already had pedestrian accidents and fatalities. I walk a lot in Del Mar, and have had a few dangerously close calls with distracted impatient drivers not stopping at the 11th and CDM Stop Sign while I was in the cross-walk.

So, the traffic flow issues on 11th Street have many effects on quality of life and safety issues that need to be seriously addressed. It would seem that the current parking and traffic flow at City Hall, which have been in place for decades, are a better solution for our town than new ones proposed.

As a four decade resident of Del Mar, I respectfully ask that you will address these concerns and do a careful assessment of all the issues proposed and their impacts

Sincerely yours,



Payson R. Stevens



Kamal K. Kapur

Subject: FW: City Hall project

-----Original Message-----

From: Reid, Freda

Sent: Sunday, January 03, 2016 4:31 PM

To: City Manager Mail Box

Subject: City Hall project

Council Members and Staff,

I would like to add my unqualified support for the City Hall building plan even though I live rather close to the intersection of 11th and Camino del Mar on the west side. I shall watch the plans for that intersection closely!

You did a good job of arranging public input and of responding to it.
A lot of work for staff and council .Special thanks to Scott and Kathie and two Council contacts.

Freda Reid
Cuchara
Del Mar