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Paul E. Disch  
Disch Designs  
220 11<sup>th</sup> Street  
P.O. Box 2208  
Del Mar, California 92014  
(858) 213-3648

City of Del Mar  
Del Mar City Council & Planning and Community Development Staff  
1050 Camino Del Mar  
Del Mar, California 92014

Re: Project Development of City Hall/Town Hall Project Design & Mitigation

Del Mar City Council Members and City Staff,

I am writing this letter to express my objections to elements of the currently proposed development being presented at the January 4, 2016 City Council Meeting, specifically the Ingress/Egress to and from the property from Camino Del Mar at both 10<sup>th</sup> and 11<sup>th</sup> Streets. I will be out of town and am unable to attend in person.

As you are aware, the current use of the property consists of primarily City Hall and related business, Del Mar Communications Center and Farmers Market on Saturdays, with access to the property provided by Ingress and Egress from both 10<sup>th</sup> Street and 11<sup>th</sup> Street. The proposed CityHall/Town Hall Project Design, long overdue, is finally coming to fruition, with the overall design and concept to provide the City of Del Mar with a modern facility which in turn will provide MORE uses and address MORE needs for ALL the citizens of the City of Del Mar.

In this respect, I am at a loss to see any such logic or reasoning that as part of the new Design and its Evolution, any direction and or consideration has been given to reducing the ability to Ingress/Egress the property, much less to even consider configuring the design so as to place the burden of traffic unevenly divided between either 10<sup>th</sup> or 11<sup>th</sup> street. The current Proposed Design does exactly that. It is placing the burden of traffic squarely on the 11<sup>th</sup> Street side of the project.

As proposed, there will be (2) 24' Ingress/Egress points on 11<sup>th</sup> Street and (1) 14' Ingress point on 10<sup>th</sup> Street, requiring all 10<sup>th</sup> Street traffic to Egress onto 11<sup>th</sup> Street. A cursory review of this design sees this as a problem. Further review shows that, as a result of this design, one level of parking requires a visitor to turn his vehicle around by the following action; Entering from 11<sup>th</sup> Street and if parking is unavailable, pulling into a designated turnaround space (i.e. No Parking Parking Space) and turning around and exiting back onto 11<sup>th</sup> Street, therefore hoping to find street parking available on 11<sup>th</sup> Street, West of City Hall. Common sense can see this is a poor design and will only encounter many problems on a daily basis from day one. Please note the other two large underground parking garages, at the Plaza, and at L'Auberge, do not encompass this bottleneck design.

I would respectfully ask you to consider the traffic currently as exists 7 days a week at the site now and the obvious increase that is inevitable and direct staff and Design Principals to consider alternatives to the current design. Common sense can see that as proposed, the traffic burden falls squarely on 11<sup>th</sup> Street, and

further design and professional input from traffic engineers will bear this out. The argument that current elevations prohibit any such changes is mute given the fact that the current burden falls towards 10<sup>th</sup> Street and the scope of this new project will allow grade changes sufficient to equally balance the traffic burden. Costs should not be a consideration in relation to the burden placed upon adjacent property owners over the lifetime of this project use and their enjoyment of equitable treatment and use of property.

I urge you to deny or continue Items 9-12 (including specifically item 10, Certification of EIR) and any future Certifications, Resolutions and/or Approvals to any of the elements of this project until the project, as proposed, has addressed these substantial issues and the impacts they will have on all the adjacent neighbors on all sides of the project, by both the Planning and Community Development Staff and request the Design Principals return with a design solutions more suitable and mitigating to the neighborhood.

Respectfully Submitted,

Paul E. Disch