

Since the adoption of the Village Specific Plan (VSP) by the City Council, staff has received a number of questions regarding either the content or the background study of the VSP. As questions are received, they will be posted with responses on a regular basis.

References are to the approved Village Specific Plan and certified Program Environmental Impact Report (PEIR) dated August 6, 2012 and posted on the City's website <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>

Questions & Answers

Updated October 17, 2012

Question: In the Del Mar Times, October 11, 2012, one pro Prop J letter writer states the VSP “allows a maximum of 64,790 square feet for retail and 18,420 square feet for boutique lodging”. This totals to 83,210 square feet. Another pro Prop J letter states “When we get development totaling 70,000 new square feet, spread over 6 blocks, a reassessment is triggered.” When two honorable citizens, both supporting the same Prop J are confused about the facts, why should the citizens believe what is the real increase in square footage?

Response: The two writers referenced in the question are speaking about two different topics and are referring to two different aspects of the Village Specific Plan. Both have cited correct figures, but in different context.

1) The first writer is referring to the development program (total allowed development) allowed in the Village Specific Plan, and particularly the anticipated maximum new development. The development program stated in Chapter II, Section 2.8 on page II-20 of the Village Specific Plan shows the following:

Land Use	2012 Existing	2035 +/- Projected Build-Out	
Residential (multi-family units)	2	110	¹
Boutique Hotel (rooms)	17	60	¹
Retail, Restaurant & Personal Services (square-feet)	74,205	139,000	²
Office (square-feet)	169,646	170,000	
Civic (square-feet)	28,466	35,000	
Public Park/Plaza (square-feet)	2,060	6,200	
¹ excluding existing L-Auberge Hotel and Condominiums			
² excluding existing Del Mar Plaza north of 15th St.			

When one subtracts the 2012 existing square feet from the 2035 projected build-out square feet, you will find the numbers stated by the author to reflect the new additional development.

For example: Retail/Restaurant & Personal Services at build-out: 139,000 SF (maximum allowed) – 74,205 SF (existing) = 64,795 SF of new development.

2) The second statement, referencing 70,000 SF of development, is in regards to development thresholds and responds to interim reviews on the TOTAL development proposed in the VSP. Thresholds, or interim reviews, are various trigger points for periodic reviews to address any unintended consequences. Threshold reviews are established for overall development, housing units and height. These are fully described in the Village Specific Plan, Section 10.5 in Chapter X, Implementation. Development thresholds were established for the overall quantity of development and the amount of total quantity of development will be assessed at a minimum of ten-year intervals or at interim thresholds when the amount of cumulative development reaches 350,000 square feet (70,000 new square feet over existing), whichever comes first. This is the 70,000 SF being referenced in the second author's letter.

Question: Financially, who profits if Prop J. passes?

Response: The City of Del Mar's General Fund has the potential to benefit from new sales and property tax revenues that could accrue from new development. The Village Specific Plan outlines the revenue generated for public funds in Chapter IX, Section 9.7 and in particular Table IX-2 which shows an estimate of \$528,000 per year in new revenues to the City's General Fund from property tax, TOT (Transient Occupancy Tax) and Sales Tax as a result of the new development. The Village Specific Plan does not assess any potential financial gains for any individual property owner.

Question: If the VSP is put into effect will Del Mar become more like Solana Beach and Encinitas rather than maintain our cherished village ambiance?

Response: Many elements contribute to the cherished village ambiance. The process of Design Review and the Design Review Ordinance is unique to Del Mar. The VSP maintains Design Review, which is not undertaken in Solana Beach. The VSP did not compare Solana Beach and Encinitas to Del Mar with the exception of City Council discussions that compared building height (Encinitas allows three stories) and FAR (Cedros District allows 1.0 FAR).

Question: Will all development be subject to the Design Review Board? The previous City Council totally bypassed the DRB when it gave away the public's sidewalks for private restaurant use, with the hodgepodge of extensions, restricting the walker friendly sidewalks, where two wheelchairs could not pass each other on some narrow sidewalks, etc. Where was the DRB then and what guarantees are there in the VSP to ensure the use of the DRB in each and every case? If so, how will they have the manpower, time, ability and financing to analyze these massive projects?

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Response: All development will be subject to the Design Review Ordinance. This is stated in Chapter I, Section 1.15 on page I-34: “The City of Del Mar’s Design Review Ordinance and design review process will continue to apply to all projects in the Village Specific Plan.” The DRB will meet as necessary to review any development application. Development as described in the VSP is anticipated to occur over a 25 year timeline.

Question: Will the state and federal government provide Del Mar with the estimated twelve million dollar cost of the VSP? Have you seen a single dime of this money? Do you have any written commitments?

Response: Grant funding, which is derived from both state and federal government funding is identified as one source to fund the VSP public improvements. Chapter IX, Section 9.8 identifies a variety of sources including cash financing, donations, public and private grants, development impact fees and regulatory fees and exactions, long term debt financing, special government financing, and public-private partnerships are all identified as sources for funding the public improvements. As stated in the VSP the “exact mix of funding options will depend upon the sources available at the time that the public improvements are constructed, as a first priority, any grant funding that can be obtained will be applied to reduce cost impacts of the project.” The City has consistently applied for grants for public improvements and was recently awarded an Active Transportation grant. All private improvements will be the responsibility of the property owner.

Question: What are the consequences to Prop B if the VSP goes into effect? Will Del Mar lose some, or all, of its control over its own future development?

Response: Proposition B, or Measure B (Del Mar Municipal Code Chapter 30.54) remains in effect. The preparation of the Village Specific Plan and the subsequent vote implements those requirements of Measure B to prepare a Specific Plan and have it adopted by vote and therefore would be satisfied for those projects in the Village Specific Plan area. This is fully detailed in Chapter XII, Section 12.7 of the VSP. Any proposed project that is not in compliance with the VSP would be subject to preparing its own Specific Plan and obtaining voter approval under the code section commonly referred to as Measure B.

Question: Do you agree with the VSP Environmental Impact Report that air pollution will more than double once the VSP is implemented (See EIR page 4.2-19)

Response: Due to the intensification in land use, air quality emissions would increase with build-out of the proposed VSP compared to existing land uses, with the exception of mobile emissions which would decrease due to stringent regulations on auto manufacturers.

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However, the relative increase in air emissions is not used as an EIR threshold; rather the overall emission as compared to an absolute threshold is used for determining the significance of an air quality impact. Additionally, while overall emissions may increase over the existing emissions with additional development, new land uses are required by law to implement various measures, such as high efficiency lighting, energy efficient equipment and buildings, and efficient water fixtures. The Village Specific Plan requires increased energy efficiency beyond state law and current City policy, including use of renewable energy, as well as land use mix and density values that would reduce vehicle trip quantity and distance. The proposed roundabouts would also reduce pollutants associated with vehicle idling. These measures along with improvements in vehicle and fuel efficiencies would result in lower per capita emissions.

Question: In the research done by the City to develop the Specific Plan, was there a summary done of the FAR in other coastal communities?

Response: Yes, a summary of FAR in other coastal communities was presented to the City Council on numerous occasions, particularly at its special Alternatives Workshop of October 20, 2011 and the City Council meeting on November 14, 2011 (Item 7) where the input from the Alternatives Workshop was discussed. FAR and comparisons to other cities were also discussed on December 5, 2011 (Item 7) and February 21, 2012 (Item 12). This included comparisons with the following: Solana Beach's Cedros District is 1.0 FAR; La Jolla is 1.3 FAR; and Old Town in San Diego is .60 FAR.

Question: What impact will the road modifications as proposed in the VSP have on the intersections on Coast Boulevard?

Response:

Coast Boulevard was analyzed both as a roadway segment north of 15th Street and as an intersection analysis at Coast Boulevard and Camino del Mar. This analysis is detailed in the Traffic Impact Study (TIS), Appendix F of the Program Environmental Impact Report (PEIR) which has the complete analysis at various intersections throughout the City of Del Mar and can be found on the City's website at the following link:

<http://www.delmar.ca.us/Government/Pages/PEIRAppendices.aspx>. The assessment of traffic and transportation can also be found in Section 4.14 Transportation/Traffic of the PEIR which provides the detail of the traffic counts and is also posted on the website at: [http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Final PEIR De l Mar Specific Plan 070512.pdf](http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Final_PEIR_De%20l%20Mar_Specific_Plan_070512.pdf) Figures 1.6 and 1.7 in the TIS show that the project (development proposed in the VSP) adds 15 trips to the morning peak hour southbound and 20 trips to the morning peak hour northbound. In the PM peak, the project adds 28 trips to the evening peak hour southbound and 19 trips to the evening peak hour northbound.

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Question: Does the 26' height limit on commercial properties adjacent to residential also apply to the RC zone?

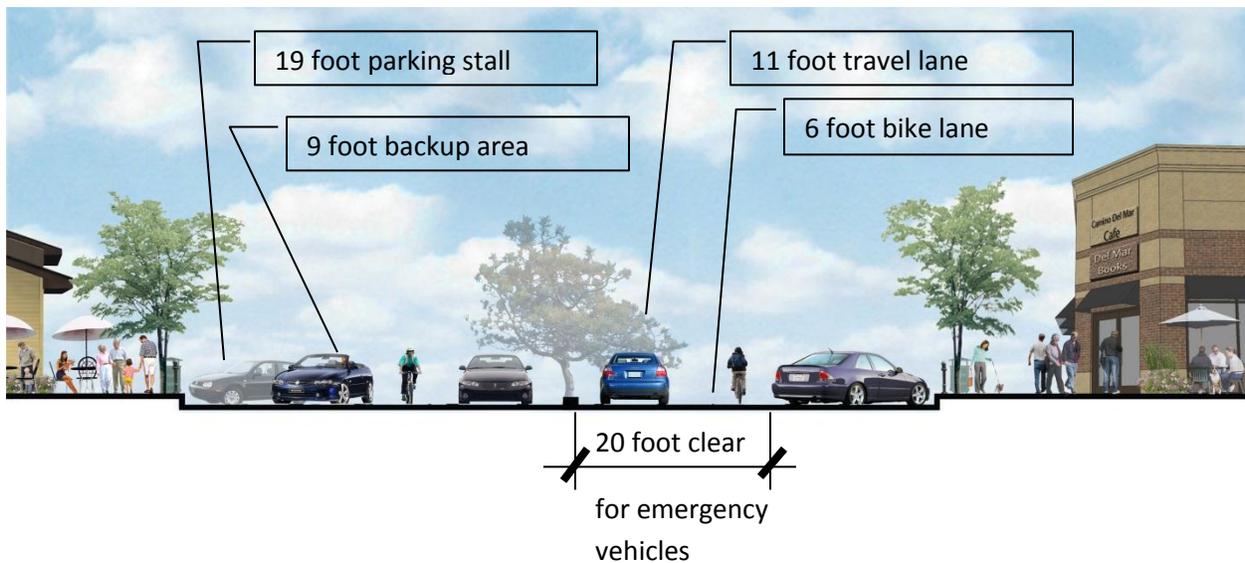
Response: Yes, it does apply to VSP properties adjacent to both the Residential and Residential-Commercial (RC) zones. On page V-12 in Chapter V, Private Development Parcels, Section 5.2.3 Building Height, it states the following:

“To prevent the appearance of a three-level building height when viewed from the westerly alley (Del Mar Lane) and adjacent residential areas, height restrictions are required for the portions of the property adjacent to residential or residential/commercial zones.

- Require a maximum height of 26 feet on all properties or portions of properties within 50 feet of an adjacent residential or residential/commercial zone (Figure V-4, Building Height Restriction Zone adjacent to Residential).

Question: What is the proposed cross section of Camino del Mar and how does it accommodate traffic, backup area and emergency vehicles?

Response: The proposed cross section of Camino del Mar is shown on the following section and discussed in Chapter IV Mobility, Section 4.3.3. The overall right-of-way is 100 feet. The right-of-way is utilized with 10 foot sidewalks on each side, 19 foot diagonal parking stalls on each side with a back-up space of 9 feet (includes the bike lane), 6 foot bike lanes on each side 11 foot travel lanes in each direction, plus minimum 2 foot median. This is illustrated below:



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Question: One of your Prop J mailings states that "Prop J will increase Camino del Mar capacity from 900 to 1600 cars per hour". Could you please identify the document on the Del Mar Village Revitalization webpage that details how those numbers were calculated?

Response: To clarify, the City of Del Mar has not sent out any mailings on Prop J. The material you are referring to most likely has come from an advocacy group either in favor or against the ballot measure. The approved Village Specific Plan and its Environmental Impact Report can be found at: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>.

The traffic capacity increases on Camino del Mar by replacing the stop signs with roundabouts. This is designed to help relieve the congestion currently being experienced along Camino del Mar. Currently, the average daily trips (ADT) along Camino del Mar is 18,700, however the capacity in its current configuration is 15,500 ADT. The capacity will increase to 25,000 ADT with the replacement of stop signs with roundabouts. This is detailed in Chapter IV, Mobility, Section 4.3, and in particular, Table IV-1, "Traffic Capacity of Alternatives" which looked at various alternatives for Camino del Mar. This is further addressed in the Traffic Impact Study, Appendix F of the Program Environmental Impact Report (PEIR) which details the calculations: <http://www.delmar.ca.us/Government/Pages/PEIRAppendices.aspx> The assessment of traffic and transportation can also be found in Section 4.14 Transportation/Traffic of the PEIR which provides the detail of the traffic counts and is also posted on the website at: [http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Final PEIR De I Mar Specific Plan 070512.pdf](http://www.delmar.ca.us/Government/Village%20Revitalization%20Documents/Final_PEIR_DeI_Mar_Specific_Plan_070512.pdf)

Question: Is it true that busses will not be able to make the roundabouts without backing up? I was concerned re: safety of pedestrians crossing 15th safely at a round-about but will removing it throw a monkey wrench into the smooth flow of traffic? Does fire chief have concerns?

Response: Regarding busses, the turning radius of the roundabout is designed per the nationally recognized AASHTO, Policy on Geometric Design of Highways and Streets standards. The conceptual layout of the roundabouts depicted in the Village Specific Plan was designed by the City Engineer so that a bus can make all movements, right, left, u-turn and thru, without mounting any curb or the truck apron. This design radius will also accommodate fire trucks. Del Mar's Fire Department demonstrated this on a roundabout with similar design parameters in Encinitas and provided a video showing the various fire trucks successfully negotiating the roundabout. That video can be found on the city's website as part of Item 10 of the City Council meeting of February 6, 2012 at: [City of Del Mar - Public Meeting Video - City Council Meeting - 2/6/2012](#).

Removing the 15th Street Roundabout and retaining the signal: Per the traffic analysis prepared by the EIR consultant (Appendix B-5 of the VSP), the modification to maintain 15th Street as a

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signalized intersection rather than a roundabout does not change the overall traffic capacity of Camino del Mar or impact the operation of the 15th Street intersection.

Fire Safety: In addition to the demonstration at the roundabout cited above, Del Mar's Fire Chief Scott Henry, and Fire Marshall Robert Scott prepared a letter for the City Council meeting of June 4, 2012 indicating that the roundabouts and streetscape design, as it is conceptually designed in the Village Specific Plan, meet their requirements:

"The proposed roundabouts meet requirements for turn radius and maneuverability of fire apparatus and other emergency vehicles and will be provided with mountable (drivable) curbs. Additionally, emergency vehicles will have the ability to pass vehicle traffic within the roundabout, should the need arise.

As mentioned above, this lane width meets the minimum standard required by California Fire Code and provides the 20 feet necessary for use by emergency vehicles."

Excerpt of May 16, 2012 Memo from Robert Scott, Fire Marshal to Scott Huth, City Manager, via: Scott Henry, Fire Chief; City Council meeting of 06.04.12; item 17, Attachment C which can be found at:

http://www.delmar.ca.us/Government/City%20Council%20Meetings%202012/cc20120604_item17.pdf

Question: I've recently been driving through Solana Beach via PCH, which is down to one lane in both directions with a light at Lomas Santa Fe. There has been a noticeable build up in traffic that is causing cars to re-route onto surrounding surface streets – namely Acacia. How will the relationship work between the roundabouts and 15th St. particularly during rush hour?

Response: The current conditions on Pacific Coast Highway in Solana Beach represent an active construction site with construction distractions and temporary conditions. When construction is completed, objective comparison will still be difficult for a number of reasons. The posted speed limit on portions of PCH in Solana Beach is 45 mph, while on Camino del Mar it is 25 mph in the area covered by the Village Specific Plan. Solana Beach is using a series of traffic signals for PCH at their intersections and the Village Specific Plan proposes using a combination of roundabouts and traffic signals for Camino del Mar.

The conceptual design for roundabouts in the Village Specific Plan have been designed so that the northbound rush hour traffic on Camino del Mar will flow at a slow but consistent speed through the roundabouts at 9th, 11th and 13th Streets. The City's traffic engineers have provided adequate stacking space at the 15th Street signal by transitioning the single northbound lane into a left-turn lane, two through lanes and enough space for an informal right turn lane, just as it is today. The southbound approach to 15th Street will not change. Both through lanes of traffic will merge into one lane between 15th Street and 14th Street, prior to the pedestrian crossing at 14th Street and also flow at a slow but consistent speed through the roundabouts at 13th, 11th and 9th Streets. This conceptual design and traffic engineer analysis is found in Appendix B-5 of the Village Specific Plan. The analysis at the intersection at 15th Street is included in the August 1, 2012 letter from KOA Corporation, Traffic Engineers for the EIR. An

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analysis by the City Traffic Engineer addressed the potential for diversion traffic, excerpt is included herein: “Drivers making consistent progress along Camino del Mar are much less likely to re-route onto adjacent residential streets than are drivers experiencing the annoying stop and go movement currently experienced at stop-sign controlled intersections.” The full assessment, as well as potential means to address any unanticipated diversion traffic, as prepared by the City Traffic Engineer, is included in Appendix B-7 of the Village Specific Plan and was part of the Council Report on February 6, 2012, Item 10, Attachment C.

Question: We have many road cyclists who ride through Del Mar. Will they use the roundabouts the same as a vehicle?

Response: A number of cycling organizations have published guidelines for cycling at a roundabout. Their choice will depend on their degree of comfort and experience level with riding in traffic. A bicyclist can choose to circulate as a vehicle or dismount and use the sidewalk around the roundabout. Websites that show bicycle circulation in roundabouts include: <http://www.commutebybike.com/2007/12/09/commuting-101-roundabouts/> and <http://www.bicyclenetwork.com.au/general/bikes-and-riding/11136/>.

Question: With additional residential units, come additional vehicles. How many (potential) additional vehicles will come into downtown Del Mar with the increased residential units? (Once fully built out) And will these additional vehicles have a spot in their own building or will they take up spots on the street?

Response: Trip generation rates are addressed in the Traffic Study prepared for the Program Environmental Impact Report. The Traffic Impact Study is in Appendix F which is available on the City’s website at <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>. The specific information on trip generation rates can be found in the section named Project Trip Generation starting on page 5. The Traffic Impact Study addresses a maximum of 140 residential units and a total development capacity of 600,000 square feet; however, the adopted Village Specific Plan includes a revised total of 110 residential units. Per the Traffic Impact Study, a residential unit generates 8 trips for each 1,200 square foot dwelling unit, which is a total of 880 trips for the 110 units. Per the same study, office uses generate 20 trips per 1,000 square feet, which would amount to 2,640 trips. Retail and personal services uses generate 40 trips per 1,000 square feet, which would amount to 5,280 trips. Residential uses are required to have their own reserved parking spaces on the project site, as per Chapter VI, Allowed Uses and Development Standards, Section 6.2.5.F; which can be found on Page VI-16.

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Question: As property owners improve their properties, they are sure to increase their rents. As rents go up, will Del Mar lose its casual atmosphere to higher end shops geared toward tourists? i.e. Rusty v. Chanel. Will there be restrictions on chain stores along the main corridor?

Response: The City of Del Mar does not regulate rents and cannot speculate on property owner's intentions. The City does not have the authority to require specific types of businesses to be established in the Village beyond what is stipulated in the land use provisions in the Village Specific Plan. The allowed uses are shown in Chapter V, Section 5.1, Land Uses.

Question: Is there a way to quantify the potential increased revenue (even conservatively). If so, how will it be determined where that additional money will be spent? And can it be spent on projects such as undergrounding, lifeguard towers, Shores Park improvements, lagoon trails, etc.? If so, how will these projects be prioritized?

Response: The potential for increased City revenue is described in Chapter IX Public Finance, Section 9.7 on page IX-7 and is shown in Table IX-2 "Revenue Projection for New Revenues." The total that is anticipated to be returned to the City for the General Fund at project build-out is \$527,814. The City Council determines how the General Fund is utilized in the Annual Budget process. That process funds the Capital Reserve and other designated funds. Capital improvements, such as the ones mentioned above are prioritized in this same budget process. The next cycle of the budget process will begin in Spring, 2013 with a draft budget anticipated in May and an adopted budget anticipated in June. These are all heard at City Council meetings.

Question: As residents, many of us will be entering the roundabouts from the east and the west. During traffic hour, presumably there will be a string of cars traveling south to north that have the right of way in the roundabout. Do your traffic studies have people waiting a long time to enter the roundabout say from 11th St.?

Response: The California Drivers Handbook details the Right-of Way rules for roundabouts in the State of California. http://www.dmv.ca.gov/pubs/hdbk/right_of_way.htm Per that handbook, "Vehicles entering or exiting the roundabout must yield to all traffic including pedestrians." The Traffic Impact Study did take into account vehicles from the side streets during the rush hour.

Question: I've talked to many retailers over the last few years, and whenever I ask if they'd ever consider moving their business to Del Mar, they invariably report that it's not a business friendly place. Will the VSP help streamline "doing business in Del Mar"?

Response: The VSP, as a Specific Plan, is a land use document and is akin to the Zoning Code where it defines the allowable uses. It does not change the business license process.

Question: I've looked at some commercial businesses that have residential above – namely Pacific Station in Encinitas. The problem I see with this particular building is the Whole Foods doesn't "front" the street and the windows that do front the street are stacked with boxes, etc. If buildings are encouraged to push out to the street front, will their store entrances also be required to front Camino del Mar?

Response: The purpose and desirability of locating store entrances on the street frontage of a building is discussed in the VSP. The purpose of the 'build-to-line' discussed in Chapter 5 of the VSP is to create a strong relationship between the building and the public sidewalk with a welcoming entrance into the building from the sidewalk. The Storefront Design section in Chapter 6.3.3.1 requires that building facades be composed of transparent windows and doors that allow views of interior spaces and of the services or products offered within the building and that the windows be placed no higher than 3'-6" above the adjacent sidewalk.

Question: I live on Crest Road and am concerned about motorists using Crest Road to avoid traffic congestion on Camino del Mar when the roundabouts are installed. What will be done about this problem?

Response: The Traffic Study completed for the Program Environmental Impact Report states that installation of the three roundabouts will increase the traffic capacity from Camino del Mar's current 15,500 average daily trips (ADT) to 25,000 ADT. The current ADT on Camino del Mar is 18,700 trips, which exceeds current capacity by about 20%. With the maximum increase in floor area allowed by the VSP plus the anticipated development in adjacent communities, the long term (20 years) traffic on Camino del Mar is anticipated to be 22,061 ADT, or about 8% below the 25,000 ADT capacity (Table IV-1, page IV-14 of the VSP). With the increase in capacity greater than the long term increase in traffic, the existing congestion is anticipated to decrease. This should reduce the appeal for motorists to use Crest Road to avoid traffic congestion on Camino del Mar. This assessment, as well as potential means to address any unanticipated diversion traffic, as prepared by the City Traffic Engineer, is included in Appendix B-7 of the Village Specific Plan and was part of the Council Report on February 6, 2012, Item 10, Attachment C. In addition, several measures are included in the VSP to address this potential issue. These measures are described in Chapter 3, Section 3.8.2 Residential Neighborhood

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Protection Implementation Strategies and in Chapter 4, Section 4.3.3 Circulation Implementation Strategies in the Local Streets subsection on page IV-21. They include funding for implementation of neighborhood traffic calming measures, baseline traffic counts, and implementation of traffic calming measures as necessary.

Question: Why was the roundabout at 15th Street removed from the VSP at the last possible moment prior to its adoption?

Response: The City Council voted to modify the design of the public improvements by eliminating the roundabout at 15th Street at a publicly noticed Special Meeting of the Del Mar City Council on July 30, 2012. This modification was in response to community concerns about the ability of the roundabout to adequately function during times when there is a large amount of pedestrian activity or unusual traffic impacts created by peak season beach usage and special community events. While the actual decision was made on July 30th, the City Council had deliberated on this matter and heard testimony at its previous meetings, notably on June 25, June 4, and February 6, 2012. Per the traffic analysis prepared by the EIR consultant (Appendix B-5 of the VSP), this modification does not change the overall traffic capacity of Camino del Mar or the operation of the 15th Street intersection.

Question: Does the elimination of the 15th Street roundabout reduce the vehicle capacity of Camino del Mar?

Response: The vehicle capacity does not go up or down with maintaining the signalized intersection at 15th Street, as long as roundabouts replace the stop signs. The Traffic Impact Study prepared for the Program Environmental Impact Report (PEIR) indicates that it is the close spacing, development of queues and slow traffic speeds caused by the stop signs that control the overall trip capacity and result in the stop and go condition along the Camino del Mar corridor. The current capacity with the stop signs at 11th and 13th Streets is 15,500 ADT (average daily trips). Del Mar is currently experiencing 18,700 ADT on Camino del Mar (Village Specific Plan, Table IV-1). The PEIR analysis described in the Mobility Section of the Project Description on PEIR page 3-10 that an option with four signals (replacing all the stop signs with signals) increases the capacity to 30,000 ADT and the option with roundabouts has a capacity of 25,000 ADT. Table IV-1 (page IV-14 of the VSP) estimates the future long-term traffic volume at 22,061 ADT. This is below the 25,000 ADT capacity of the revised streetscape with 3 roundabouts and a signal at 15th Street.

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Question: Help me understand the northbound traffic flow please. Am I correct in understanding that there will be a dedicated right turn lane going north? How will the signals at 15th be managed to keep the northbound flow going at same rate? Will pedestrian crossing times be changed? Is there any consideration of a scramble configuration at 15th Street?

Response: The 15th Street intersection is proposed in the VSP to operate as it does today. There is not a dedicated right turn lane currently. There is a dedicated left turn lane, which would remain. The EIR traffic consultant and the City Traffic Engineer addressed maintaining the signal at 15th Street. Their analysis can be found as both part of the EIR and as part of the August 6, 2012 Staff report to City Council, Item 1, Attachment M. It shows that the intersection remains at level of service B (LOS B) for the AM and PM peak flows with four travel lanes at that intersection. Pedestrian crossing times can be adjusted if warranted. A scramble intersection was not considered as part of this conceptual project.

Question: Will each commercial project need to go through the DRB? Seems with 'public benefits' the planning will likely be a coordinated effort between owners and our staff?

Response: All commercial projects will be reviewed against the Design Review Ordinance. All but Administrative Design Review go to the Design Review Board, per the Del Mar Municipal code, and an ADR would go to the DRB if the noticing produces any concern, as it is currently done today. With the use of Exceptional Public Benefits, the Village Specific Plan requires that these go to the Planning Commission and then to City Council for determination; it would not be a determination at the staff level.

Question: How is the EIR analyses of carbon emissions calculated and does it show that the new development increases pollution?

Response: Due to the intensification in land use, air quality emissions would increase with build-out of the proposed VSP compared to existing land uses, with the exception of mobile emissions which would decrease due to stringent regulations on auto manufacturers. However, the relative increase in air emissions is not used as an EIR threshold; rather the overall emission as compared to an absolute threshold is used for determining the significance of an air quality impact. Additionally, while overall emissions may increase over the existing emissions with additional development, new land uses are required by law to implement various measures, such as high efficiency lighting, energy efficient equipment and buildings, and efficient water fixtures. The Village Specific Plan requires increased energy efficiency beyond state law and current City policy, including use of renewable energy, as well as land use mix and density values that would reduce vehicle trip quantity and distance. The proposed roundabouts would also reduce pollutants associated with vehicle idling. These measures

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along with improvements in vehicle and fuel efficiencies would result in lower per capita emissions.

Question: With the VSP plan, is it correct that all parking spots that are currently on people's property will become shared parking? For an example, I shop at Dexter's deli for dog food. Luckily they have parking spots in front of the store so carrying the pounds of food for two golden retrievers is not far. If VSP is approved, will those parking spots become open for anyone to park in? Will the assigned parking spots with doctors' names on them become open for everyone? Along those same lines, Union Bank parking will also be available for all? I am concerned if I understand this correctly, I will be unable to shop at Dexter's or business at union bank. I guess I can walk to the bank but I cannot carry 100# or more of food to my home.

Response: The VSP provides two options for a property owner to meet the parking required by their development 1) the Del Mar Municipal Code, (DMMC) or 2) the Park-Once ratio, which requires the parking to be open to the public (see VSP Appendix D-3 for draft code section). If a business chooses to have reserved parking, much like the doctor's parking or other retail has today, they can follow the DMMC ratios and can still be providing onsite parking exactly like they do today. Businesses may wish to continue this reserved parking for their customers. If the business chooses to utilize the Park-Once (shared public) parking ratios and have shared parking rather than reserved parking, they will still be required to provide parking on-site for their use per the requirements in the code, so parking is still provided on site.

Question: Did any of the traffic engineer studies extend their studies into the community.....the backup to the beach community. Was this ever specifically addressed and studied? Please direct me to the traffic study only if it did address the beach community. This would be the most recent study which has 15th roundabout removed.

Response: The Traffic Impact Study prepared for the original project can be found as Appendix F to the Environmental Impact Report which is posted on the City's website at: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>. This study addressed many intersections throughout the City, including Coast Boulevard and Camino del Mar in the beach community and the Camino del Mar segment between Via de la Valle and Coast Boulevard. Their update, which addressed maintaining the signal at 15th Street, can be found as both part of the EIR and as part of the August 6, 2012 Staff report to City Council, Item 1, Attachment M.

Note: References are to the adopted Village Specific Plan and certified Program Environmental Impact Report (PEIR) dated August 6, 2012 and posted on the City's website.

Question: I think it would be helpful if you put a 26 ft. stake against one of the buildings on the west side so we can visualize this. We have to do this prior to our DRB process so all neighbors can see the height. It only seems fair ...full disclosure that the city needs to do this as well. Please let me know where and when a stake will be posted.

Response: Examples of the maximum allowed building height, illustrated with a pole to 26 feet were presented at the June 18th City Council meeting for six different sites along Camino del Mar's west side. These examples can be viewed at: [City of Del Mar - Public Meeting Video - City Council Meeting - 6/18/2012](#) All projects, when a design is completed and they are undergoing DRB review, will be required to have "story poles" at their designed height, bulk and mass.

Question: If VSP is approved, where is the parking structure in your timeline? How soon will it be built in relation to roundabouts?

Response: Both the parking structure and the streetscape with roundabouts are shown in the "short term" phase in the Village Specific Plan, which is Chapter X, Implementation, Section 10.2 Public Capital Improvements on pages X-2 through X-4 of the adopted Village Specific Plan. The Timeline shown on page X-4 shows the streetscape project between 2013 and 2016 and the parking project between 2013 and 2018.

Question: Is it true that you will be putting roundabouts at 24th and 27th street? And if this is true when will you be doing this and when were you going to talk with the neighborhood?

Response: No, there are no plans or project budgeted to build roundabouts at either 24th or 27th Streets at this time. Those intersections, along with others throughout the City, were identified only as potential places where roundabouts could be tested. There was an assessment of preliminary feasibility for a number of intersections, which was part of the Council packet at their June 4th meeting (Item 17, Attachment G). However, there was not a determination made to construct roundabouts at any one intersection nor was there full engineering analysis. Any intersection changes of that magnitude, if it is authorized by City Council, will have a complete engineering study associated with it, including community participation.

Question: If VSP does not pass, what is your contingency plan?

Note: References are to the adopted Village Specific Plan and certified Program Environmental Impact Report (PEIR) dated August 6, 2012 and posted on the City's website.

Response: The current zoning and the land use regulations in the Del Mar Municipal Code will remain in effect if the VSP is not approved by the voters. City Council would need to assess any improvements in the public right-of-way against the Capital and Operating Budget.

Question: What is the “delay” column in the traffic engineer’s 15th Street intersection assessment and how is it computed?

Response: This question is in regards to KOA’s August 1, 2012 memo that assesses the 15th Street intersection as a signal rather than roundabout (August 6, 2012 City Council Staff report, Item 1, Attachment M). Table 1 “Long Term Intersection Conditions” has AM and PM columns for Delay and LOS (level of service). The delay reported in the tables of the memo is expressed as average seconds of driver delay experienced at the intersection (ie: 19.1= 19.1 seconds). These represent conditions as expressed by a level of service (LOS) B (and one LOS C) as shown in the Highway Capacity Manual 2000 (HCM), Exhibit 16-2 table below.

The analysis presented both on the memo and the Traffic Impact Study was conducted using the HCM analysis methodology for evaluating signalized intersections which is based on the “operational analysis” procedure. The operational analysis method for evaluation of signalized intersections defines level of service in terms of delay, or more specifically, control stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost travel time. More detailed methodology and thresholds can be found on page 16-17 and Appendix B of the Traffic Impact Study. Below are the delay thresholds and characteristics for each LOS.

Control Stopped Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
<10	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
>10 – 20	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
>20 – 35	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Note: References are to the adopted Village Specific Plan and certified Program Environmental Impact Report (PEIR) dated August 6, 2012 and posted on the City’s website.

>35 – 55	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
>55 – 80	LOS E is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: Highway Capacity Manual 2000, Exhibit 16-2
