

CHANGES BETWEEN DRAFT AND ADOPTED VILLAGE SPECIFIC PLAN

Excerpts from Village Specific Plan staff report for City Council, September 10, 2012, Item 10

Between the release of the Draft Village Specific Plan at the March 19, 2012 City Council meeting through its adoption at the August 6, 2012 City Council meeting, there were numerous community comments, Planning Commission meetings and Council reviews of the strategies and tactics included in the VSP. As a result, numerous changes, additions and modifications were discussed and then made to what became the Adopted VSP. The following table compares the Draft and Adopted documents in key areas:

Topic	March 19 Draft	August 6 Adopted	Notes
Development Capacity:			
Cap of Development Capacity in VSP	320,000 additional square feet (s.f.) allowed	220,000 additional s.f. allowed	Overall allowed development capacity reduced by 32%
Amount of total uses anticipated Retail/Services: Restaurant:	138,500 s.f. 66,000 s.f.	94,000 s.f. 45,000 s.f.	32% reduction
Thresholds for overall development capacity review	None	<ul style="list-style-type: none"> First at 70,000 total s.f. or 10-years Second at next 75,000 total s.f. or 20 years. 	Provides review, assessment and reconfirmation, increases public involvement.
Cap of Residential units in VSP	140 units	110 units	Multi-family units reduced 22%
Threshold for overall residential units	None	<ul style="list-style-type: none"> At 35 total units or a 10-year interval At 70 total units or second 10-year interval 	Cap at 110 units
Development Regulations:			
Allowed Height	30 feet, east and west side of Camino del Mar (26 feet + 4 feet for roof articulation)	26 feet, east and west side of Camino del Mar	Reduced to match height limit on east side and in residential areas
Height Limit adjacent to residential neighborhoods	None	50 foot buffer zone restricts height to max. 26 feet.	Comparable to allowed height in adjacent residential
Thresholds for height review	None	When 50% of the block reaches 26 feet/two stories or 10-year intervals.	Provides review, assessment and reconfirmation, increases public involvement
Exceptional Public Benefits (EPB) authorization	Staff decision	Planning Commission recommendation; City Council decision	Enhanced review process, increases public involvement
EPB for sustainable building	Range from .05 FAR (LEED Silver) to .15 FAR (LEED Platinum)	.10 FAR for LEED Platinum	Sets higher level for significant sustainable measures.
EPB for public plaza	.20 FAR for 1,000 s.f.	625 s.f. or .20 FAR whichever is lower	Increased incentive for more public spaces
EPB for view corridor	None	2.5 times floor area	Increased incentive for view corridors
Restrictions on outdoor dining	No restriction beyond DMMC	<ul style="list-style-type: none"> Must be separated from residential property by enclosure/sound attenuation CUP required for second level outdoor dining 	New protections for adjacent residences
Articulation on street facade	None	DRB review to encourage articulation	New DRO findings to address articulation

Topic, cont.	March 19 Draft	August 6 Adopted	Notes
Traffic & Mobility:			
Roundabouts	4 @ 9 th , 11 th , 13 th , 15 th	3 @ 9 th , 11 th , 13 th	Preserves 15 th Street corridor
Lane Transitions	Not determined	At 800 and 1400 block	Now provides adequate transitions
Anticipated average daily trips (ADT) with development	24,483 ADT with 600,000 SF development	22,061 ADT with 500,000 SF development	Daily trips reduced by 10%
Trip capacity of Camino del Mar with streetscape improvements	25,000 ADT with 4 roundabouts	25,000 ADT with 3 roundabouts	Both increase capacity by 10,000 ADT over existing condition.
Neighborhood traffic calming measures	None	\$100,000 in construction program for traffic calming	Traffic calming commensurate with installation of roundabouts
Parking:			
Option 1: Parking required by development and provided per DMMC	2,400 stalls with 600,000 SF development	1,927 stalls with 500,000 SF development	Will be provided by code if not electing 'Park Once' shared parking
Option 2: Parking provided at build-out using combined 'Park-Once' and DMMC.	2,142 stalls with 600,000 SF development	1,838 stalls with 500,000 SF development	Anticipated if property owners elect to combine DMMC and Park Once.
Construction of Parking Structure(s)	Medium-term	Short-term	Prioritizes building parking in early years of VSP
Parking Management Plan	Specific to Village area only	Citywide comprehensive parking management plan	Expands to cover entire city at request of residents.
Public Finance			
Cost of Streetscape Improvements	\$4.5 - \$5.5 million	\$4.0 - \$5.0 million	Savings from elimination of one roundabout; increase for neighborhood traffic calming
Estimated Annual Revenue at Build-out	\$876,000 annually	\$527,000 annually	Reduction from reduced development program

The above table represents major changes but is not inclusive of the numerous changes that were made between the Adopted and Draft documents. The Adopted VSP documents (August 6, 2012) and Draft Village Specific Plan documents are posted on the City's website: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>.

The above text is excerpted from the City Council staff report for September 10, 2012, Item 10. For a complete review of the changes in the documents, please see the minutes from the City Council meetings and the draft and adopted Village Specific Plan documents located at: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>