

TRANSPORTATION IMPACT ANALYSIS
DEL MAR ZONING AMENDMENT

Del Mar, California
September 24, 2019

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1.0 INTRODUCTION

The following traffic report has been prepared to analyze the potential impacts associated with the proposed City of Del Mar Zoning Amendment, which would allow for the inclusion of residential land uses within specific parcels along Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, and 8th, 13th and 15th Streets in the City of Del Mar.

Included in this traffic study are the following:

- Project Description
- Existing Conditions Discussion
- Existing Traffic Volumes
- I-5 / Via De La Valle Interchange
- Trip Generation Summary
- Parking Assessment
- Conclusions

2.0 PROJECT DESCRIPTION

The Project proposes a General Plan Amendment (amending the Del Mar Community Plan), Zoning Code Amendment, and a Local Coastal Program Amendment to implement the City's Certified Housing Element by allowing multiple-dwelling unit residential as an allowed use within the existing North Commercial (NC) and Professional Commercial (PC) Zones. The Project would set the maximum allowed density range to 20 dwelling units per acre. The addition of multiple-dwelling unit residential to the existing mix of allowed uses within these two zones would allow for these properties to develop or redevelop with a mix of commercial and residential uses; or solely as multiple-dwelling unit residential; commercial development; or light-industrial development where allowed per the zoning code. The applicable zoning setbacks, floor area ratio, lot coverage, and height restrictions within the NC and PC Zones would remain the same as they currently are written within the zoning code. The Project does not include any specific development or redevelopment projects as part of the zoning code modification.

In addition to modifying the zoning code to allow for multiple-dwelling unit residential uses within the PC and NC zones, the Project considers the potential future zoning modification to the twelve Public Facilities (PF) zoned parcels to allow for residential development of up to 20 dwelling units per acre. No General Plan Amendment or zone changes are currently proposed for the PF zones.

3.0 EXISTING CONDITIONS

The following is a description of the roadways within the immediate vicinity of the project area.

Camino Del Mar, south of Jimmy Durante Boulevard, is a north-south facility and is generally constructed as a four-lane road with a raised / landscaped median in the downtown area. Bike lanes are provided and curbside parking is intermittently allowed. Bus stops are provided and the speed limit is 40 mph south of 9th Street, 25 mph between 9th Street and Plaza, and 40 mph at the Jimmy Durante Boulevard split. Traffic signals are provided at the intersections of the Plaza, 15th Street, 9th Street and 4th Street / Del Mar Heights Road. The intersections of Camino Del Mar at 13th Street and 11th Street are all-way-stop controlled. Pedestrian crosswalks with warning lights are provided at 14th Street and 12th Street.

Jimmy Durante Boulevard, south of the San Dieguito River, is a north-south facility and is constructed as a two-lane divided roadway with a posted speed limit of 40 mph. Jimmy Durante Boulevard provides bike lanes for the entire segment; however, no bus stops or curbside parking is provided.

San Dieguito Drive is an east-west facility and is constructed as a two-lane undivided roadway with no curb and gutter and no sidewalks. No bike lanes or bus stops are provided and curbside parking is not allowed. A posted speed limit was not observed. A roundabout has recently been installed at the intersection of Jimmy Durante Boulevard and San Dieguito Drive.

9th Street is an east west facility and is constructed as a two-lane undivided roadway with incremental sidewalks. No bike lanes or bus stops are provided. Curbside parking is allowed. A posted speed limit was not observed.

13th Street is an east west facility and is constructed as a two-lane undivided roadway with no sidewalks. No bike lanes or bus stops are provided. Curbside parking is allowed. A posted speed limit was not observed.

15th Street is an east west facility and is constructed as a two-lane undivided roadway with sidewalks on both sides of the roadway. No bike lanes or bus stops are provided. Angle parking is provided on both sides of the street. A posted speed limit was not observed.

4.0 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUMES

The most recent available Existing Average Daily Traffic (ADT) volumes for roadways within the immediate vicinity of the Project were obtained from the City of Del Mar’s website. **Table 4-1** summarizes the traffic volumes and the year of the count.

In addition, summer weekend ADT volumes for roadways within the immediate vicinity of the Project were obtained from other traffic studies conducted in the area. The weekend ADT counts were conducted on the following days:

- Second Saturday of the San Diego County Fair (Saturday, June 10, 2017);
- Saturday between the end of the San Diego County Fair and the start of the Horse Racing season (Saturday, July 15, 2017);
- Saturday of Labor Day Weekend during the Horse Races (Saturday, September 2, 2017);
- Saturday of the Kaaboo Music Festival weekend (Saturday, September 16, 2017).

Table 4-2 summarizes the summer weekend traffic volumes

TABLE 4-1
EXISTING STREET SEGMENT VOLUMES – TYPICAL WEEKDAY

Street Segment	Count Date	ADT ^a
Camino Del Mar		
At Seaview Avenue	March 2019	19,140
El Amigo to La Amatista	March 2019	19,410
Carmel Valley Road to Del Mar Heights Road	February 2019	15,890
Jimmy Durante Boulevard		
At San Dieguito River Bridge	March 2018	11,680
15th Street		
Ocean Avenue to Stratford Court	March 2019	4,010
Stratford Court to Luneta Drive	March 2019	2,940

Footnotes:

a. Average Daily Traffic Volumes.

TABLE 4-2
EXISTING STREET SEGMENT VOLUMES – SUMMER WEEKEND COUNTS

Street Segment	San Diego County Fair (June 10, 2017)	No Special Events (July 15, 2017)	Horse Races (Sept 2, 2017)	Kaaboo Music Festival (Sept 16, 2017)
	ADT ^a	ADT ^a	ADT ^a	ADT ^a
Jimmy Durante Boulevard				
South of San Dieguito Drive	10,780	8,290	8,440	8,730
Camino Del Mar				
Jimmy Durante Boulevard to Del Mar Heights Road	22,420	24,280	22,970	24,230

Footnotes:

- a. Average Daily Traffic Volumes.

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5.0 I-5 / VIA DE LA VALLE INTERCHANGE

An analysis of the I-5 / Via De La Valle interchange was conducted for the following scenarios using traffic counts conducted in 2017:

- A Typical Weekday
- A Typical Weekend day
- A Weekday During the Fair
- A Weekday During the Horse Races
- A Weekend day During the Horse Races

Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *Highway Capacity Manual (HCM) 6*, with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). The traffic volumes are provided in *Figure 5-1*.

Table 5-1 summarizes the results of the analysis at the intersections of I-5 Southbound Ramps / Via De La Valle and I-5 Northbound Ramps / Via De La Valle. As shown on *Table 4-1*, the interchange intersections are calculated to operate acceptably at LOS C or better under all analyzed scenarios.

The Project would not negatively impact the operations of the interchange intersections due to the net decrease in trips associated with the zoning amendment as discussed further in *Section 6*.

It should be noted that the interchange intersections are manually controlled and directed by certified traffic staff and the 22nd District Agricultural Association Parking Operations staff during the peak days/ times of major events including the Fair and the Horse Races. Since the traffic signals are manually controlled at these times, HCM analyses of the intersections was not conducted.

**TABLE 5-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Delay^a	LOS^b
1. Via De La Valle / I-5 SB Ramps	Signal	Weekday AM	8.1	A
		Weekday PM	9.9	A
		Weekend PM	9.8	A
		Fair: Weekday AM	c	c
		Fair: Weekday PM	c	c
		Horse Races: Weekday PM	9.1	A
		Horse Races: Weekend PM	8.7	A
2. Via De La Valle / I-5 NB Ramps	Signal	Weekday AM	24.2	C
		Weekday PM	27.0	C
		Weekend PM	24.8	C
		Fair: Weekday AM	c	c
		Fair: Weekday PM	c	c
		Horse Races: Weekday PM	25.8	C
		Horse Races: Weekend PM	24.8	C

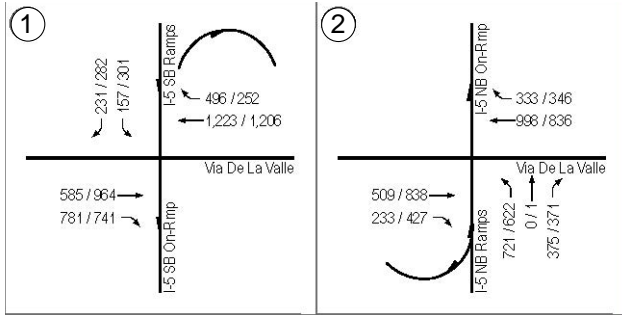
Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Intersections manually controlled at this time

SIGNALIZED

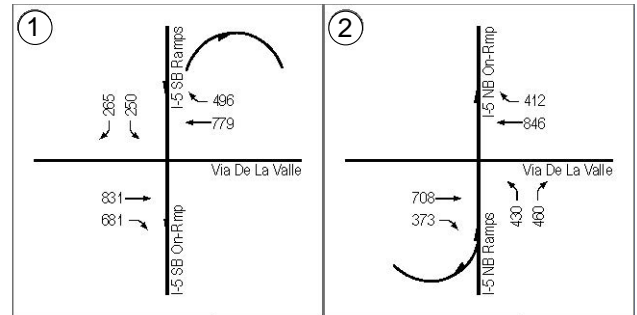
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

Typical Weekday



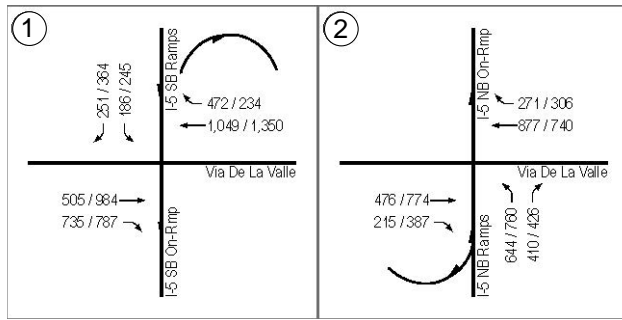
AM / PM Intersection Peak Hour Volumes

Typical Weekend



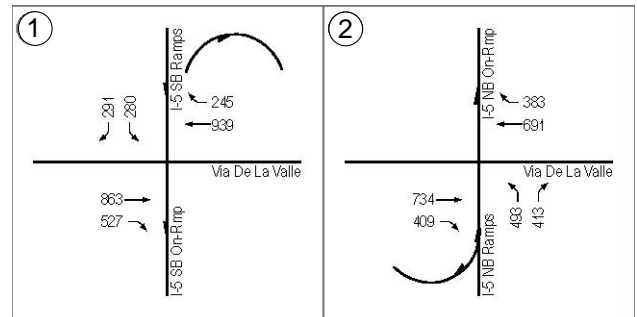
PM Intersection Peak Hour Volumes

Weekday - During Fair

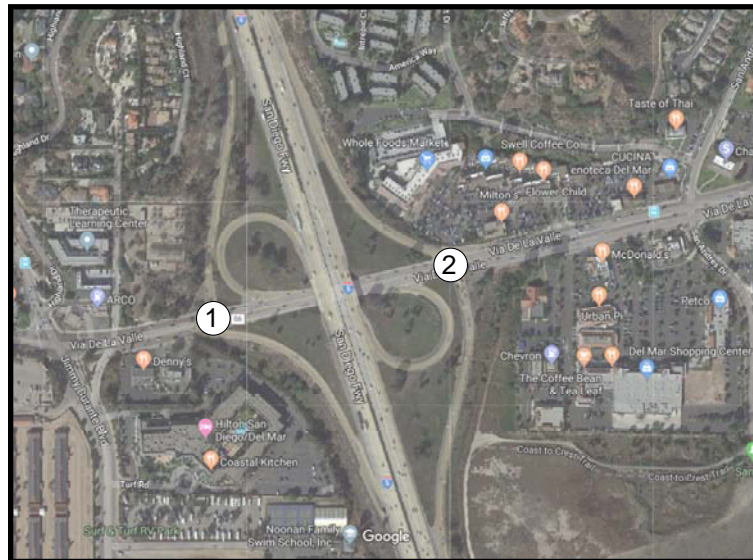


AM / PM Intersection Peak Hour Volumes

Weekday - During Races



PM Intersection Peak Hour Volumes



6.0 TRIP GENERATION SUMMARY

The trip generation associated with the on-the-ground development, the existing zoning and the proposed zoning were calculated for comparison purposes. Trip generation rates were obtained from the *(Not So) Brief Guide of Traffic Generators for the San Diego Region* published by the San Diego Association of Governments (SANDAG) in April 2002.

The number of trips associated with the on-the-ground development, the existing zoning and the proposed zoning are summarized in **Table 6-1**. As shown, the on-the-ground development is expected to generate 4,849 ADT, the existing zoning allows for 7,289 ADT and the proposed zoning would be expected to generate 2,760 ADT.

A discussion of how the trip generation for each of the scenarios was calculated is provided below.

TABLE 6-1
TRIP GENERATION COMPARISON SUMMARY

On the Ground Development	4,849 ADT
Existing Zoning	7,289 ADT
Proposed Zoning	2,760 ADT

6.1 On-the-Ground Development

The trip generation calculations for the on-the ground development are based on the land uses that are currently constructed and in operation on the subject parcels.

Table 6-2 summarizes the trip generation calculations for the on-the ground development. As shown in **Table 6-2**, the on-the ground development is calculated to generate 4,849 ADT with a total of 463 trips during the AM peak hour (377 inbound/ 86 outbound trips) and 526 trips during PM peak hour (168 inbound/ 358 outbound trips).

6.2 Existing Zoning

The project parcels proposed to be rezoned fall into the following three existing zoning categories:

- **North Commercial Zone (NC):** allows for commercial uses that provide a service to the community. A wide variety of retail related land uses are allowed including restaurants. For the purposes of this trip generation comparison exercise, all parcels zoned NC were conservatively assumed to be specialty retail uses with a SANDAG trip rate of 40 ADT / 1,000 square feet. Had a higher rate been used, such as the restaurant rate of 160 ADT / 1,000 square feet, the existing zoning trip generation would have been calculated to be higher.
- **Professional Commercial Zone (PC):** allows for office uses including general office, medical, dental, banks and financial. All parcels zoned PC were conservatively assumed to be general office uses with a SANDAG trip rate of 20 ADT / 1,000 square feet. Medical offices have higher trip rates.

- **Public Facilities Zone (PF):** is designed for publicly owned land set aside, or in use, to support public schools and government offices and facilities. All parcels zones PF were assumed to be governmental uses with a SANDAG trip rate of 30 ADT / 1,000 square feet.

Table 6-3 summarizes the trip generation calculations for the existing zoning. As shown in *Table 6-3*, the existing zoning allows for 7,289 ADT with a total of 336 trips during the AM peak hour (250 inbound/ 86 outbound trips) and 704 trips during PM peak hour (310 inbound/ 394 outbound trips).

6.3 Proposed Zoning

The proposed zoning will allow for residential land uses. For the purposes of this trip generation comparison exercise, the parcels were assumed to replace all of the existing land uses with only residential land uses. The proposed zoning would allow 20 dwelling units (DU) / acre, for a total of 345 dwelling units. The conservative (higher) trip rate of 8 trips / DU for developments with 6-20 DU / acre was used (more than 20 DUs per acre correlates to a rate of 6 trips / DU).

Table 6-4 summarizes the trip generation calculations for the proposed zoning. As shown in *Table 6-4*, the proposed zoning would be expected to generate 2,760 ADT with a total of 221 trips during the AM peak hour (44 inbound/ 177 outbound trips) and 276 trips during PM peak hour (193 inbound/ 83 outbound trips).

Table 6-2
On the Ground Development Trip Generation Calculations

APN	Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
NC Zone														
299-071-02-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-50-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-49-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-30-00	Specialty Commercial	996 SF	40 /KSF	40	3%	60 : 40	1	0	1	9%	50 : 50	2	2	4
299-100-28-00	Commercial Office	10,000 SF	20 /KSF	200	14%	90 : 10	25	3	28	13%	20 : 80	5	21	26
299-100-29-00	Commercial Office	4,744 SF	20 /KSF	95	14%	90 : 10	12	1	13	13%	20 : 80	2	10	12
299-100-27-00	Commercial Office	15,000 SF	20 /KSF	300	14%	90 : 10	38	4	42	13%	20 : 80	8	31	39
299-071-06-00	Commercial Office	28,800 SF	20 /KSF	576	14%	90 : 10	73	8	81	13%	20 : 80	15	60	75
299-071-07-00	Commercial Office	15,600 SF	20 /KSF	312	14%	90 : 10	40	4	44	13%	20 : 80	8	33	41
299-100-48-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-47-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-32-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-33-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-100-34-00	Specialty Commercial	7,691 SF	40 /KSF	308	3%	60 : 40	5	4	9	9%	50 : 50	14	14	28
	Restaurant	4,378 SF	160 /KSF	700	8%	50 : 50	28	28	56	8%	60 : 40	34	22	56
	Auto Repair	3,310 SF	20 /KSF	66	8%	70 : 30	4	1	5	11%	40 : 60	3	4	7
	Commercial Office	2,200 SF	20 /KSF	44	14%	90 : 10	5	1	6	13%	20 : 80	1	5	6
	Storage	1,000 SF	2 /KSF	2	6%	50 : 50	0	0	0	9%	50 : 50	0	0	0
299-100-35-00	Commercial Office	3,132 SF	20 /KSF	63	14%	90 : 10	8	1	9	13%	20 : 80	2	6	8
299-100-36-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal				2,706			239	55	294			94	208	302
PC Zone														
300-200-24-00	Commercial Office	4,556 SF	20 /KSF	91	14%	90 : 10	12	1	13	13%	20 : 80	2	10	12
300-222-31-00	Commercial Office	8,688 SF	20 /KSF	174	14%	90 : 10	22	2	24	13%	20 : 80	5	18	23
300-222-32-00	Commercial Office	14,905 SF	20 /KSF	298	14%	90 : 10	38	4	42	13%	20 : 80	8	31	39
300-222-33-00	Medical Office	7,085 SF	50 /KSF	354	6%	80 : 20	17	4	21	11%	30 : 70	12	27	39
Subtotal				917			89	11	100			27	86	113
PF Zone														
300-093-15-00	Government (Civic Center)	11,894 SF	30 /KSF	357	9%	90 : 10	29	3	32	12%	30 : 70	13	30	43
300-093-16-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300-093-17-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300-093-18-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300-020-06-00	Library	4,795 SF	50 /KSF	240	2%	70 : 30	4	1	5	10%	50 : 50	12	12	24
300-020-07-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-310-02-00	Post Office	7,000 SF	90 /KSF	630	5%	50 : 50	16	16	32	7%	50 : 50	22	22	44
301-025-42-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-260-45-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300-243-10-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300-272-07-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
299-030-12-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal				1,227			49	20	69			47	64	111
Total				4,849			377	86	463			168	358	526

Footnotes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

**TABLE 6-3
EXISTING ZONING TRIP GENERATION CALCULATIONS**

Land Use	Quantity	Daily Trip Ends (ADT)			AM Peak Hour						PM Peak Hour					
		Rate ^a		Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume				
							In	Out	Total			In	Out	Total		
NC Zone - Commercial ^b	147,554 SF	40 /KSF		5,902	3%	60 : 40	106	71	177	9%	50 : 50	266	265	531		
PC Zone - Office ^c	33,814 SF	20 /KSF		676	14%	90 : 10	86	9	95	13%	20 : 80	18	70	88		
PF Zone - Public Facilities ^d	23,689 SF	30 /KSF		711	9%	90 : 10	58	6	64	12%	30 : 70	26	59	85		
Total				7,289			250	86	336			310	394	704		

Footnotes:

- a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
- b. Specialty Retail / Strip Commercial uses assumed.
- c. Standard Commercial Office uses assumed.
- d. Government (Civic Center) uses assumed. "Buildable SF" not provided and therefore the "Existing Development SF" was assumed.

**TABLE 6-4
PROPOSED ZONING TRIP GENERATION CALCULATIONS**

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
				% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
		Rate ^a	Volume			In	Out	Total			In	Out	Total
Residential ^c	345 DU ^b	8 /DU	2,760	8%	20 : 80	44	177	221	10%	70 : 30	193	83	276
Total			2,760			44	177	221			193	83	276

Footnotes:

- a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
- b. Assuming all existing uses are replaced with residential
- c. Multi-Family 6-20 DU / Acre assumed

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7.0 PARKING

The amount of required parking associated with the on-the-ground development, the existing zoning and the proposed zoning was calculated based on rates from the City of Del Mar Municipal Code.

A discussion of how the required parking for each of the scenarios was calculated is provided below.

7.1 On-the-Ground Development

The required parking calculations for the on-the ground development are based on the land uses that are currently constructed and in operation on the subject parcels. **Table 7-1** summarizes the required parking calculations for the on-the ground development.

7.2 Existing Zoning

The required parking calculations for the existing zoning land uses are based on the general uses for which the parcels are currently zoned. **Table 7-2** summarizes the required parking calculations for the existing zoning land uses.

7.3 Proposed Zoning

The proposed zoning will allow for residential land uses. The parcels were assumed to replace all of the existing land uses with only residential land uses. The number of bedrooms per unit is not known at this time. For the purposes of this study, all units were assumed to be 2-bedroom or 3-bedroom units with a minimum parking requirement of 2 spaces per unit (minimum 1 space in a garage). It is likely that a portion of the units may be developed as studios or 1-bedroom units with a minimum one 1 garage space per unit.

Table 7-3 summarizes the required parking calculations for the proposed zoning land uses.

**TABLE 7-1
ON THE GROUND DEVELOPMENT PARKING CALCULATIONS**

APN	Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off-Street Parking
NC Zone				
299-071-02-00	-	-	-	-
299-100-50-00	-	-	-	-
299-100-49-00	-	-	-	-
299-100-30-00	Specialty Commercial ^b	996 SF	1 /300 SF	3
299-100-28-00	Commercial Office	10,000 SF	1 /300 SF	33
299-100-29-00	Commercial Office	4,744 SF	1 /300 SF	16
299-100-27-00	Commercial Office	15,000 SF	1 /300 SF	50
299-071-06-00	Commercial Office	28,800 SF	1 /300 SF	96
299-071-07-00	Commercial Office	15,600 SF	1 /300 SF	52
299-100-48-00	-	-	-	-
299-100-47-00	-	-	-	-
299-100-32-00	-	-	-	-
299-100-33-00	-	-	-	-
299-100-34-00	Specialty Commercial ^b	7,691 SF	1 /300 SF	26
	Restaurant ^c	4,378 SF	1 /90 SF	53
	Auto Repair ^d	3,310 SF	1 /500 SF	7
	Commercial Office	2,200 SF	1 /300 SF	7
	Storage	1,000 SF	1 /1,000 SF	1
299-100-35-00	Commercial Office	3,132 SF	1 /300 SF	10
299-100-36-00	-	-	-	-
Required Parking Subtotal				354
PC Zone				
300-200-24-00	Commercial Office	4,556 SF	1 /300 SF	15
300-222-31-00	Commercial Office	8,688 SF	1 /300 SF	29
300-222-32-00	Commercial Office	14,905 SF	1 /300 SF	50
300-222-33-00	Medical Office	7,085 SF	1 /200 SF	35
Required Parking Subtotal				129

Continued on the following page

**TABLE 7-1
ON THE GROUND DEVELOPMENT PARKING CALCULATIONS**

APN	Land Use	Quantity	Required Off-Street Parking Ratio ^a	Required Off- Street Parking
PF Zone				
300-093-15-00	Government (Civic Center) ^c	11,894 SF	1 /300 SF	40
300-093-16-00	-	-	-	-
300-093-17-00	-	-	-	-
300-093-18-00	-	-	-	-
300-020-06-00	Library	4,795 SF	1 /250 SF	19
300-020-07-00	-	-	-	-
299-310-02-00	Post Office	7,000 SF	1 /300 SF	23
301-025-42-00	-	-	-	-
299-260-45-00	-	-	-	-
300-243-10-00	-	-	-	-
300-272-07-00	-	-	-	-
299-030-12-00	-	-	-	-
Required Parking Subtotal				82
Total Required Parking				565

Footnotes:

- a. Rates from the City of Del Mar's Municipal Code.
- b. Parking requirement for Specialty Commercial land uses calculated using the "Other Sales that do not fit in a category listed above" rate.
- c. Parking requirement for Restaurant land uses is 1 space per 90 sq. feet of GFA up to 4,000 sq. feet and 1 space for each 45 sq. feet of GFSA in excess of 4,000 sq. feet.
- d. Per the Del Mar Municipal Code, the parking requirement for Auto Repair land uses is based on the number of service bays. Since the number of service bays is unknown, the parking requirement was calculated based on the "Industrial" land use rate.
- e. No rates provided for a Government (Civic Center) land use. The "Professional / Business Office" rate was used instead.

**TABLE 7-2
EXISTING ZONING PARKING CALCULATIONS**

Land Use	Quantity	Required Off-Street Parking Ratio^a	Required Off-Street Parking
NC Zone - Commercial ^b	147,554 SF	1 /300 SF	492
PC Zone - Office ^c	33,814 SF	1 /300 SF	113
PF Zone - Public Facilities ^d	23,689 SF	1 /300 SF	79
Total Required Parking			684

Footnotes:

- a. Rates from the City of Del Mar's Municipal Code.
- b. Per the Municipal Code "In the NC Zone, off-street parking shall be provided for each use as set forth in this Code". For the purposes of this study, the "Other Sales that do not fit in a category listed above" rate was used.
- c. Per the Municipal Code "In the PC Zone, off-street parking shall be provided for each use as set forth in this Code". For the purposes of this study, the "Professional / Business Office" rate was used.
- d. The Del Mar Municipal Code does not provide specific direction on the parking requirement for this zone. For the purposes of this study, the "Professional / Business Office" and "Post Office" rates were used.

**TABLE 7-3
PROPOSED ZONING PARKING CALCULATIONS**

Land Use	Quantity	Required Off-Street Parking Ratio^a	Required Off-Street Parking
Residential ^b	345 DU	2 /DU	690
Guest Parking ^c	-	1 /4 DU	87
Total Required Parking			777

Footnotes:

- a. Rates from the City of Del Mar's Municipal Code.
- b. The number of bedrooms per unit is not known at this time. For the purposes of this study, all units were conservatively assumed to be 2-bedroom or 3-bedroom units with a minimum parking requirement of 2 spaces per unit (minimum 1 space in a garage). It is likely that a portion of the units may be developed as studios or 1-bedroom units with a minimum one 1 garage space per unit.
- c. In addition to the required off-street parking ratio, Multi-Family Dwelling Unit development shall provide one guest parking space per every four dwelling units.

8.0 CONCLUSIONS

The proposed City of Del Mar Zoning Amendment would allow for the inclusion of residential land uses within specific parcels along Camino Del Mar, Jimmy Durante Boulevard, San Dieguito Drive, and 8th, 13th and 15th Streets in the City of Del Mar.

The existing zoning allows for approximately 7,300 ADT and the proposed zoning would generate significantly less traffic with approximately 2,800 ADT (assuming all residential land uses). Therefore, it can be concluded that the proposed zoning would not significantly impact the surrounding area from a traffic perspective.

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