

CALIFORNIA COASTAL COMMISSION

SAN DIEGO DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370
FAX (619) 767-2384



W16a

LCP-6-DMR-21-0081-2 (City of Del Mar Parking Adjustments)

May 10 – 12, 2023

EXHIBITS

Table of Contents

EXHIBIT 1: Ordinance 982

EXHIBIT 2: Proposed Text Changes in Strikeout/Underline

EXHIBIT 3: Michael Baker Parking Standards Study

EXHIBIT 4: City Zones with Restaurants as an Allowable Use

ORDINANCE NO. 982

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA, AMENDING CHAPTERS 30.80.20 AND 30.80.30 OF THE CITY OF DEL MAR MUNICIPAL CODE RELATING TO THE REGULATION OF REQUIRED OFF-STREET PARKING

WHEREAS, on June 21, 2021 the City Council approved a work program to develop business support in the form of modifications to the City's off-street parking requirements; and

WHEREAS, the City's parking requirements have been an on-going, identified barrier to attracting businesses to the City of Del Mar; and

WHEREAS, a reduction in the amount of required parking for restaurant use would help to better align the local parking regulations with industry standards and best practices implemented by other cities with common community-oriented planning goals; and

WHEREAS, a reduction in the amount of required parking would contribute towards the City's Community Plan goals for supporting an economically viable pedestrian oriented downtown; and

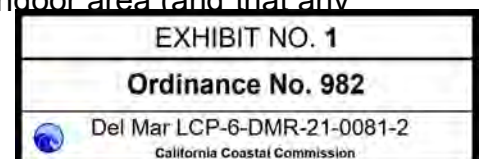
WHEREAS, the reduction in vehicle trips generated by commercial uses would contribute towards the City's Climate Action Plan Goals of reducing greenhouse gas emissions; and

WHEREAS, on October 5, 2021, the City held a Public Workshop to get input from the City's business community and Del Mar Village Association (DMVA); and

WHEREAS, on October 12, 2021, the Planning Commission recommended approval of two of the three amendments to the City Council including to: 1) provide an exemption for existing non-conforming commercial properties in the Central Commercial Zone to change-out existing tenant spaces with retail sales, restaurant, or personal service uses without providing additional parking; and 2) allow a restaurant to have one accessory food or beverage cart/stand without providing additional parking; and

WHEREAS, on October 12, 2021, the Planning Commission further recommended that the City test a reduced parking rate of 1 space per 200 square feet (1:200) sf based on a restaurant's gross floor area (indoor area) and provide a temporary parking exemption for outdoor dining via a 30-month pilot program that would apply only to existing restaurants and regardless of restaurant size; and

WHEREAS, on October 13, 2021, the Traffic and Parking Advisory Committee (TPAC) recommended approval of the amendments to the City Council with an additional recommendation to reduce the required parking rate for table service restaurants from 1:90 to 1:200 sf and provide a parking exemption for outdoor dining areas up to a maximum size that is equivalent to the size of the restaurant's indoor area (and that any



outdoor dining space above that threshold provide parking at a rate of 1:200 sf), and further to modify the required parking ratio calculation to require that any spaces in restaurants with gross floor area greater than 5,000 sf in size be modified from 1:45 to 1:90 for those restaurant spaces in excess of 5,000 sf; and

WHEREAS, the Planning Commission's recommendation was not incorporated into the proposed Ordinance based on concerns raised by TPAC that the Pilot Program approach would not meet the needs of local restaurants (new and existing) and that the existing parking code should be modified to reduce the existing restaurant parking ratio and exempt outdoor parking while also incorporating controls to account for the respective sizes of the outdoor dining and restaurants gross floor area; and

WHEREAS, the proposed amendments constitute a Zone Code Amendment and Local Coastal Program Amendment and following City Council action will be subject to review and certification by the Coastal Commission; and

WHEREAS, the City posted, published, and mailed a Notice of Availability of the draft amendments for public review on September 23, 2021, in accordance with California Code of Regulations Section 13515 requirements for public participation and agency coordination for Local Coastal Program Amendments.

NOW THEREFORE, the City Council of the City of Del Mar, California, does hereby ordain as follows:

SECTION ONE: That DMMC Section 30.80.020 (General Parking Regulations) be modified to add the following:

No changes to sub-sections A-E

F. Notwithstanding Section 30.80.020(C), within the Central Commercial Zone, no additional parking spaces shall be required for a change in commercial use to a retail sales, restaurant, or personal services use, including associated tenant improvements within an existing commercial building with non-conforming parking where the change in use and tenant improvements are consistent with the following:

1. The commercial tenant space was existing as of January 1, 2020;
2. All existing parking spaces that are currently relied upon by the commercial building tenants shall be maintained, unless and until a "Release of Covenant" is approved by the City and recorded with the County Recorder or other City authorization is granted. This limitation shall apply to any existing off-street parking spaces located on-site and any off-site parking spaces that are relied upon by the existing commercial development through an approved in-lieu parking space agreement and/or a recorded parking agreement;

3. The proposed change in use may involve the combination of existing tenant spaces, however, no tenant space on the lot shall exceed a maximum size of 5,000 square feet in gross floor area;
 4. If a tenant space is proposed to be expanded, additional parking spaces must be provided for the area of expansion (includes indoor and outdoor use areas) at the rate set forth in Section 30.80.030;
 5. No more than three restaurants shall be permitted per lot, including existing restaurant tenants; and
 6. All changes in use must comply with the horizontal zoning requirements of the Central Commercial zone in Section 30.22.030.
- G. A restaurant establishment is permitted to have one accessory food/beverage stand or cart on-site that is not subject to required parking provided that all of the following provisions are met:
1. The stand/cart shall not exceed one hundred square feet in area;
 2. The stand/cart shall be open to the air on all sides to the extent possible except where it would preclude compliance with the San Diego County Health Department requirements applicable to food and beverage carts;
 3. The parking exemption shall apply to a maximum of one accessory food/beverage stand or cart per lot;
 4. The location of the stand/cart shall not interfere with access to required off-street parking spaces; and
 5. A Design Review Permit is obtained in accordance with Section 23.08.030.

SECTION TWO: That DMMC Section 30.80.030 C. 1. (Required Number of Off-Street Parking Spaces for Non-Residential Uses) be amended as follows:

No Changes to sections *Commercial Services*- Billiard Parlor through Pet Services-Grooming

| | |
|--|--|
| Restaurant/Bar/Cocktail Lounge/Tea Room/Other Business for the On-Site Consumption of Food and/or Beverage | 1 space per 200 sq. ft. of GFA up to 5,000 sq. ft. and 1 space for each 90 sq. ft. of GFA in excess of 5,000 sq. ft. (Note: a restaurant is permitted one on-site accessory food/beverage stand or cart that is not subject to required parking in accordance with Section 30.80.020(G). |
|--|--|

| | |
|--|--|
| Outdoor Dining on Private Property (Accessory to a Restaurant/Bar/Cocktail Lounge/Tea Room/Other Business for the On-Site Consumption of Food and/or Beverage) | No additional parking requirement if outdoor seating area is equal to or less than the indoor seating area. For any outdoor seating area that exceeds the indoor seating area, parking shall be provided at a rate of 1 space per 200 sq. ft., for the excess outdoor area. |
|--|--|

No changes to Sports & Recreation Club/Facility through Industrial/Manufacturing/Laboratory/Wholesale Printing.

SECTION THREE:

The City Council finds that approval of this ordinance is exempt from the preparation of an environmental document pursuant to the California Environmental Quality Act (CEQA) per CEQA Guidelines Article 19, Section 15301 (Existing Facilities). The action would not expand any existing uses and would encourage less vehicles miles traveled and a reduction in greenhouse gas (GHG) emissions in that less dedicated parking spaces would be required to be provided for restaurant uses in the City’s commercial zones. The City Council finds that none of the six exceptions to the use of a Categorical Exemption are applicable (Guidelines Section 15300.2). The City Council bases these findings upon the record prepared by the City and the City’s analysis demonstrating that no potential environmental effects would occur by adoption of this ordinance.

SECTION FOUR:

This Ordinance was introduced by the City Council on November 19, 2021. The City Council meeting of November 19, 2021 was adjourned from November 15, 2021 due to a power outage in the City of Del Mar.

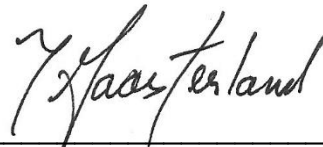
SECTION FIVE:

The City Clerk is directed to prepare and have published a summary of this Ordinance no less than five days prior to the consideration of its adoption and again within 15 days following adoption indicating votes cast.

SECTION SIX:

Upon adoption, the Ordinance will be submitted to the California Coastal Commission for certification as a Local Coastal Program Amendment. The Ordinance will take effect and be in force on the date that the Coastal Commission takes action to unconditionally certify the Local Coastal Program Amendment.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Del Mar, California, at the Regular Meeting held this 13th day of December, 2021.



Terry Gaasterland, Mayor
City of Del Mar

APPROVED AS TO FORM:



Leslie E. Devaney, City Attorney
City of Del Mar

ATTEST AND CERTIFICATION

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
CITY OF DEL MAR

I, SARAH KRIETOR, Acting City Clerk of the City of Del Mar, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Ordinance No. 982, which has been published pursuant to law, and adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the 13th day of December, 2021, by the following vote:

AYES: Mayor Gaasterland, Deputy Mayor Worden, Council Members
Druker, Martinez and Quirk

NOES: None

ABSENT: None

ABSTAIN: None



Sarah Krietor, Acting City Clerk
City of Del Mar

Draft Code Language to Amend the Existing Parking Code

Draft amendments are shown in red line edit format with text to be deleted in ~~strike through~~ and language to be added in underline:

Chapter 30.80 - PARKING

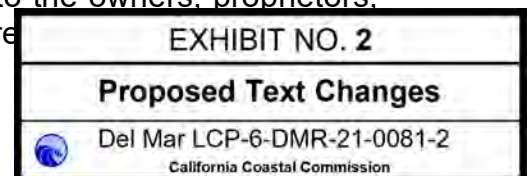
30.80.010 - Purpose.

The purpose of this Chapter is to establish a unified set of regulations, standards, and procedures pertaining to the provision of off-street parking spaces in a manner that preserves the community character and effectively addresses the peak parking needs of allowed uses. The intent is to offer a range of parking options that support multi-modal transit alternatives consistent with the City's Community Plan and Climate Action Plan, and to facilitate efficient use of parking in commercial zones in order to reduce the potential for adverse impacts on adjacent residential neighborhoods.

(Ord. No. 509; Ord. No. 722; Ord. No. 778; Ord. No. 815; Ord. No. 817; Ord. No. 821; Ord. No. 850; Ord. No. 856; Ord. No. 924, § 1, 12-5-2016)

30.80.020 - General Parking Regulations.

- A. Unless otherwise permitted pursuant to the Del Mar Municipal Code, every person conducting a use on private property shall provide permanently maintained off-street parking spaces reserved for parking purposes only, with such off-street parking spaces designed and installed in the amount and in the manner required by this Chapter.
- B. Off-street parking spaces may be provided in a common area to meet the required parking for two or more uses located on the same site. Separate areas for the parking spaces corresponding to each use are not required. The use of common parking areas shall not modify the minimum parking requirements, which shall remain the sum of the required spaces of all uses computed separately, unless otherwise authorized pursuant to a Shared Parking Permit.
- C. When an existing use with a structural nonconformity per Section 30.76.030 does not meet the off-street parking requirement and is proposed to be enlarged, then additional off-street parking shall be provided for the proposed enlargement at the rate required by Section 30.80.030.
- D. Unless approved through a Conditional Use Permit (CUP) pursuant to Chapter 30.74, the parking of motor vehicles shall be without monetary charge when such parking is required pursuant to this Chapter. This Section shall not prohibit measures to limit the use of such parking to the owners, proprietors, employees, and customers for which the parking is re



CUP authorized to allow a monetary charge for parking shall be subject to conditions and the findings for approval in Section 30.74.020 and shall only be allowed during times at least 30 minutes before or after the hours of operation for which the parking is required to ensure that the monetary charge will not result in adverse impacts to the availability of parking either in the public right-of-way or on other private properties in the vicinity.

E. Accessible parking spaces shall be provided in accordance with Title 24 of the California Building Code and shall be designed to meet applicable State and Federal standards for accessibility. Section 30.80.085 provides a process for existing uses to bring existing parking into compliance in cases where no expansion of the existing use is proposed.

F. Notwithstanding Section 30.80.020(C), within the Central Commercial Zone, no additional parking spaces shall be required for a change in commercial use to a retail sales, restaurant, or personal services use, including associated tenant improvements within an existing commercial building with non-conforming parking where the change in use and tenant improvements are consistent with the following:

1. The commercial tenant space was existing as of January 1, 2020;

2. All existing parking spaces that are currently relied upon by the commercial building tenants shall be maintained, unless and until a "Release of Covenant" is approved by the City and recorded with the County Recorder or other City authorization is granted. This limitation shall apply to any existing off-street parking spaces located on-site and any off-site parking spaces that are relied upon by the existing commercial development through an approved in-lieu parking space agreement and/or a recorded parking agreement. ;

3. The proposed change in use may involve the combination of existing tenant spaces, however, no tenant space on the lot shall exceed a maximum size of 5,000 square feet in gross floor area;

4. If a tenant space is proposed to be expanded, additional parking spaces must be provided for the area of expansion (includes indoor and outdoor use areas) at the rate set forth in Section 30.80.030;

5. No more than three restaurants shall be permitted per lot, including existing restaurant tenants; and

6. All changes in use must comply with the horizontal zoning requirements of the Central Commercial zone in Section 30.22.030.

G. A restaurant establishment is permitted to have one accessory food/beverage stand or cart on-site that is not subject to required parking provided that all of the following provisions are met:

1. The stand/cart shall not exceed one hundred square feet in area;

2. The stand/cart shall be open to the air on all sides to the extent possible except where it would preclude compliance with the San Diego County Health Department requirements applicable to food and beverage carts;

3. The parking exemption shall apply to a maximum of one accessory food/beverage stand or cart per lot;

4. The location of the stand/cart shall not interfere with access to required off-street parking spaces; and

5. A Design Review Permit is obtained in accordance with Section 23.08.030.

SECTION TWO: That DMMC Section 30.80.030 C. 1. (Required Number of Off-Street Parking Spaces for Non-Residential Uses) be amended as follows:

30.80.030 - Required Number of Off-Street Parking Spaces.

A. The number of off-street parking spaces required for each use shall not be less than those set forth in this Section.

1. The required off-street parking ratios are specified in Tables within Subsection B. for residential uses and Subsection C. for non-residential uses. References within the Parking Tables to "GFA" shall mean "gross floor area" and references to "sq. ft." shall mean "square feet".

2. Where the required parking ratio is based on the gross floor area of a use, any areas devoted to parking shall be excluded from the calculation.

3. When the calculation of required parking results in a fractional part of an automobile parking space, a remaining fraction of one-half space or more shall be construed as one space; and a remaining fraction of less than one-half space shall be disregarded.

B. Residential Use Parking Requirements.

1. The following Table identifies the required off-street parking for specified residential uses:

| Residential Land Use | Required Off-Street Parking Ratio |
|----------------------|-----------------------------------|
|----------------------|-----------------------------------|

| | | |
|--|------------------------------|---|
| Boarding House; Lodging House; Fraternity-Sorority Housing | | 1 space per 2 sleeping rooms |
| Community Care Facility; Residential Care Facility | | 1 space for the facility operator plus 1 additional space for each employee during the largest shift; see Subsection B.3. |
| Dwelling Unit, Single-Family | Unit with 3 bedrooms or less | 2 garage spaces per unit |
| | Unit with 4 bedrooms or more | 3 spaces per unit (minimum 2 spaces in a garage) |
| Dwelling Unit, Multiple-Family | Studio or 1-bedroom unit | 1 garage space per unit |
| | 2-bedroom or 3-bedroom unit | 2 spaces per unit (minimum 1 space in a garage) |
| | Unit with 4+ bedrooms | 3 spaces per unit (minimum 2 spaces in a garage) |
| | Guest Parking | See Subsection B.2. |
| Mobile Home Park | | 1.5 spaces per mobile home or trailer site |
| Senior Care Facility; Nursing Facility | | 1 space for every 3 beds; see Subsection B.3. |

2. In addition to the required off-street parking ratio specified in Subsection B.1., Multi-Family Dwelling Unit development shall comply with the following:
 - a. Provide one guest parking space per every four dwelling units;
 - b. Provide the guest parking spaces on the same parcel of land where the dwelling units are located;
 - c. Identify the spaces as "Guest Parking"; and
 - d. Prohibit the storage of recreational vehicles, boats, trailers, or similar oversized vehicles in guest parking spaces.
3. The parking rate for any community care, residential care or senior care facility may alternatively be provided at the same parking rate required for an equivalent dwelling unit.

4. The proposed remodel or enlargement of an existing dwelling unit with nonconforming garage parking is subject to Section 30.76.075.

C. Non-Residential Use Parking Requirements.

1. The following Table identifies the required off-street parking rate for specified non-residential uses that are grouped in the following general use categories: Commercial Services, Institutional, Office, Retail Sales, Vehicle and Vehicular Equipment Sales and Services, and Industrial.

| Non-Residential Land Use | Required Off-Street Parking Ratio |
|---|---|
| <i>Commercial Services</i> | |
| Billiard Parlor | 1 space per 150 sq. ft. GFA |
| Bowling Alley | 4 spaces for each bowling lane |
| Child Daycare Facility | 1 space per employee, plus 1 space per 5 children |
| Church or Religious Facility/ Auditorium/Public Assembly | 1 space for each 5 seats of permanent seating; or 1 space for each 18 inches of bench seating (lineal inches); or 1 space per 7 sq. ft. of seating floor area where there is no permanent seating |
| Dance-Ballroom Hall/Meeting Hall | 1 space per each 40 sq. ft. of GFA or 2 spaces for every 6 seats plus 1 additional space for each 30 sq. ft. of dance floor area |
| Golf Course | 10 spaces for each hole or tee |
| Golf Driving Range | 3 spaces for each hole or tee |
| Hotel/Motel | 1.25 spaces for each lodging room/suite; and additional spaces for accessory commercial service uses greater than 500 sq. ft. GFA (using parking rate for that use type) |
| Miniature Golf Course | 3 spaces for each hole or tee |
| Mortuary/Funeral Home/ Commercial Chapel | 1 space for each 50 sq. ft. of assembly room GFA |
| Motion Picture and Live Theater | 1 space for every 4 seats |
| Personal Services | |
| • 5,000 sq. ft. or less of GFA | 1 space for each 300 sq. ft. of GFA |
| • 5,001 to 20,000 sq. ft. of GFA | 17 spaces, plus 1 space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA |

| | |
|---|--|
| • More than 20,000 sq. ft. of GFA | 17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA |
| Pet Services—Grooming | 1 space per 300 sq. ft. of GFA |
| Restaurant/Bar/Cocktail Lounge/Tea Room/Other Business for the On-Site Consumption of Food and/or Beverage | 1 space per 90 200 sq. ft. of GFA up to 5,000 4,000 sq. ft. and 1 space for each 45 90 sq. ft. of GFA in excess of 5,000 4,000 sq. ft. including all outdoor space, covered or uncovered, used for any restaurant purpose (Note: a restaurant is permitted one on-site accessory food/beverage stand or cart that is not subject to required parking in accordance with Section 30.80.020(G).) |
| <u>Outdoor Dining on Private Property (Accessory to a Restaurant/Bar/Cocktail Lounge/Tea Room/Other Business for the On-Site Consumption of Food and/or Beverage)</u> | <u>No additional parking requirement if outdoor seating area is equal to or less than the indoor seating area.</u> <u>For any outdoor seating area that exceeds the indoor seating area, parking shall be provided at a rate of 1 space per 200 sq. ft., for the excess outdoor area.</u> |
| Sports & Recreation Club/Facility | 1 space per 400 sq. ft. GFA |
| Swimming Pool/Ice-Roller Skating Rink | 1 space per 100 sq. ft. of pool/rink surface area |
| Tennis/Handball/Volleyball Courts | 2.5 spaces for each court |
| Veterinarian/Boarding Kennel | 1 space for each 200 sq. ft. of GFA (excludes overnight animal holding areas) |
| Warehouse/Storage Facility | 1 space for each 1,000 sq. ft. of GFA |
| <i>Institutional</i> | |
| Hospital | 1 space for each bed |
| Library | 1 space for each 250 sq. ft. of GFA |
| Museum | 1 space for each 250 sq. ft. of GFA |
| Post Office | 1 space for each 300 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated or kept in connection with the use |
| Public Utilities | 1 space for each 2 employees on the largest shift, plus 1 additional space for each commercial vehicle operated in connection with the use |
| School | |

| | |
|---|---|
| • Elementary/Junior High | 1 space per employee, plus 5 additional spaces (playground areas available for parking may be used to satisfy parking for an accessory auditorium where included) |
| • High School/Vocational/Adult Extension | 1 space for every 5 students plus parking for accessory auditorium, as applicable |
| • College/University | 1 space for every 3 students plus parking for accessory auditorium, as applicable |
| <i>Office</i> | |
| Banks/Financial Institutions | 1 space for every 300 sq. ft. of GFA |
| Medical/Dental/Clinical/Real Estate Mortgage Broker Office | 1 space for each 200 sq. ft. of GFA |
| Professional/Business Office | 1 space for each 300 sq. ft. of GFA |
| <i>Retail Sales</i> | |
| Appliance/Furniture Sales | 1 space for each 600 sq. ft. of GFA, plus 1 additional space for each commercial business vehicle operated in connection with the use |
| Liquor Store | 1 space per 300 sq. ft. GFA |
| Outdoor Sales | 1 space for each 200 sq. ft. of GFA for all areas used for sales, displays, viewing aisles/walkways or storage (required parking spaces shall be located in an area distinct from all sales, displays, viewing aisles, walkways, and storage areas) |
| Retail Food and Beverage Establishment (no table service) | 1 space per 300 sq. ft. GFA |
| Retail Nursery/Open Sales/Rental Yards | |
| • 10,000 sq. ft. or less of open sales and/or rental area | 1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area |
| • More than 10,000 sq. ft. of open sales and/or rental area | 10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft. |
| Other Sales that do not fit in a category listed above: | |
| • 5,000 sq. ft. or less of GFA | 1 space for each 300 sq. ft. of GFA |

| | |
|---|--|
| • 5,001 to 20,000 sq. ft. of GFA | 17 spaces, plus 1 additional space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA |
| • More than 20,000 sq. ft. of GFA | 17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA |
| <i>Vehicle and Vehicular Equipment Sales and Services</i> | |
| Automobile/Boat Sales | |
| • 10,000 sq. ft. or less of open sales and/or rental area | 1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area |
| • More than 10,000 sq. ft. of open sales and/or rental area | 10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft. |
| Automobile Washing | |
| • Automatic | 1 space for every 2 employees, plus 1 space for each queue space per queue line |
| • Manual | 1 space for each car wash bay, plus 2 spaces for each queue space per queue line |
| Gasoline Service Station | 1 space for each gasoline pump, plus 1 additional space for each employee of the largest shift and 1 space per 300 sq. ft. gross floor area for any retail sales area (Note: parking spaces adjacent to the pump count towards the required parking) |
| Vehicular Repair and Maintenance Facility | 2 spaces per service bay, plus 1 additional space for each employee of the largest shift, and 1 additional space for each commercial business vehicle operated in connection with the use |
| <i>Industrial</i> | |
| Industrial/Manufacturing/ Laboratory/ Wholesale Printing | 1 space for each 500 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated in connection with the use |

September 9, 2021

Amanda Lee
City of Del Mar
Planning and Community Development Department
1050 Camino del Mar
Del Mar, CA 92014

Subject: Del Mar Parking Amendments

Michael Baker International (Michael Baker) has completed a review of the potential parking amendments proposed by the City of Del Mar in an effort to reestablish the business district in response to COVID-19. The two project-related changes are aimed at facilitating the process for commercial building owners to establish new tenants in existing vacant spaces and encouraging small business owners to establish business in Del Mar, specifically the Downtown Area.

The focus of this technical memorandum is to summarize how the current proposed parking amendments are consistent with other Cities, industry standards, and best management practices.

Proposed Parking Amendments

The proposed parking amendments include modifications to the Del Mar Municipal Code Section 30.80.030 (Non-Residential Parking Ratios) and 30.80.20 (General Parking Regulations). Additional details for the proposed amendments are as follows:

1. 30.80.30 (Non-Residential Parking Ratios) – Reduce the off-street parking ratio for restaurants
 - o Current ratio - 1 space per 90 square feet (SF) (equates to 11.11 per 1,000 SF) of gross floor area up to 4,000 square feet plus 1 space per 45 square feet (22.22 per 1,000 SF) in excess of 4,000 square feet.
 - o Reduced ratio - 1 space per 300 square feet, (equates to 3.33 per 1,000 SF) of gross floor area up to 4,000 square feet plus 1 space per 90 square feet (11.11 per 1,000 SF) in excess of 4,000 square feet.
2. 30.80.20 – Provide parking exemption to help fill vacancies in existing commercial buildings
 - o A. through E. – No Change
 - o New Item F. – “No new parking spaces shall be required for new retail sales, restaurant, or personal services use that locates within an existing commercial tenant spaces located in the Central Commercial Zone that was an existing commercial tenant space as of January 1, 2020 and where the development meets the following:
 1. All existing parking spaces on the lot or parking spaces that are otherwise relied upon by the existing commercial development shall be maintained.
 2. Each Commercial tenant space shall not exceed a maximum of 5,000 square feet in gross floor area.
 3. No more than three restaurants shall be permitted per lot, including existing restaurant tenants.
 4. All new tenants must comply with the horizontal zoning requirements of the Central Commercial Zone in Section (30.22.030).



Reduced Parking & Transportation Impacts

When it comes to parking requirements, the provision of too much parking often leads to an over-reliance on personal vehicle trips. When people know there is an abundance of parking, they are encouraged to make additional trips in their vehicles which causes more congestion on local roadways and increases vehicle miles travelled (VMT) and greenhouse gas emissions (GHG).

Best practices in parking have been clearly documented through research by Donald Shoup¹ and others, which have demonstrated that lower parking rates may result in a reduction of single purpose, single occupant vehicle trips. Studies show that in areas where parking is prevalent, individuals are more likely to drive to work compared to denser cities with limited parking where public transit use is generally higher. In addition, excessive minimum parking requirements end up wasting land area with unnecessary empty lots instead of densifying tax-paying businesses. With an over reliance on parking, communities and cities are designed wholly around the dependance on cars making it more difficult for people who can't afford cars to get around.

By reducing parking requirements, developments can increase density to utilize the land area more efficiently. Increased density increases the potential for a park once strategy thereby reducing the need for individual use parking and a shift towards shared parking. People are also encouraged to choose alternative modes (i.e. transit, walking, biking) or carpool when the parking supply is constrained. Fewer vehicle trips results in improved roadway operations and a reduction in VMT and GHG. These changes in travel behavior ultimately result in a corresponding reduction in parking demand.

Best Practices For Restaurant Parking Rates

The proposed parking rate adjustments for restaurant uses that are described above are summarized in **Table 1**. Based on input from the City, the current parking requirements for restaurant uses (including bars, cocktail lounges, tea rooms, and other business for on-site consumption of food and/or beverages) is the most frequently identified regulatory barrier that is a limiting factor that for establishing new restaurants within the City’s business district.

TABLE 1 – PROPOSED RESTAURANT PARKING RATE AMENDMENT

| City of Del Mar (Current) ⁽¹⁾ | |
|---|--|
| Restaurants/Bars/Cocktail Lounges (≤ 4.0 KSF) | 1 space per 90 SF or 11.11 spaces per 1,000 SF |
| plus (> 4.0 KSF) | 1 space per 45 SF or 22.22 spaces per 1,000 SF |
| City of Del Mar (Proposed) | |
| Restaurants/Bars/Cocktail Lounges (≤ 4.0 KSF) | 1 space per 300 SF or 3.33 spaces per 1,000 SF |
| plus (> 4.0 KSF) | 1 space per 90 SF or 11.11 spaces per 1,000 SF |

⁽¹⁾ City of Del Mar Municipal Code - 30.80.020

The lower parking rate has already been approved through parking management plans (PMP) for multi-tenant developments within the Downtown Area. It should be noted with the proposed parking amendments, future developments with a PMP could remove non-dining areas such as interior hallways and storage areas from the overall area; however, developments without a PMP would continue to base parking calculations on the gross floor area of the restaurant.

The proposed parking rate modification has been compared to other jurisdictions with similar characteristics to the City of Del Mar Downtown Area. These comparisons include the following jurisdictions:

¹ *The High Cost of Free Parking* (2005); *Parking and the City* (2018)

- City of Carlsbad – Village & Barrio Master Plan
- City of Laguna Beach
- City of Encinitas – Downtown Specific Plan
- City of San Diego
- City of Imperial Beach

In addition, standard industry parking rates researched and published by two nationally recognized sources were also considered and include the following:

- Urban Land Institute (ULI) – “Shared Parking”, 2nd Edition (2005)
- Institute of Transportation Engineers (ITE) – “Parking Generation Manual”, 5th Edition (2019)

The parking rates established by ITE and ULI are based on actual parking survey data collected over the last 30 years. These publications provide guidance for traffic engineers, planners, developers, and public jurisdictions in determining realistic parking demand for various land uses; however care must be given to local conditions in a given community. In many cases, the parking rates are skewed towards standalone business sites and do not consider the interaction of land uses and activities within a downtown setting.

A review of the various parking rates for restaurants show that most jurisdictions include outdoor dining areas and consider the total gross floor area (GFA) of the building, which is consistent with the City of Del Mar requirements. Alternatively, some jurisdictions also consider the total number of seats or square footage of seating area. Only one jurisdiction (City of Carlsbad – Standalone Brewery) has a tiered parking rate based on the square footage of the tasting room (seating area). All other jurisdictions and land uses provide a flat rate parking requirement per restaurant regardless of the size of the restaurant. It should be noted that ITE and ULI rates are based on a multitude of surveys, regardless of the surrounding area, land uses, or other characteristics that may be more appropriate to a walkable commercial district area like the Downtown Area of Del Mar.

As shown in **Table 2**, the proposed parking rate of 1 space per 300 SF (plus 1 space per 90 SF > 4,000 SF) is consistent with other local jurisdictions as well as industry standards. The parking rates included in the review range from 3.33 per 1,000 SF (incidental Delicatessen Use – City of Carlsbad) to 18.0 per 1,000 SF (Fine/Casual Dining – ULI). It should be noted that the City of San Diego rates for the location specific “coastal overlay zone” and “central urbanized” area are among the lowest rates found in the research and are similar to the parking rate proposed by the City of Del Mar. The parking rates within the City of San Diego are tailored to specific areas/zones of the City and the land use characteristics of these communities (such as Pacific Beach and La Jolla) closely aligns with Downtown Area of Del Mar.

The parking demand rates shown in **Table 2** generally reflect the peak parking demand of a standalone restaurant and do not consider that the peak parking characteristics of other nearby land uses varies throughout the day. The distribution of peak parking requirements throughout the day allows some parking to be shared by more than one land use.

Due to the mix of land uses within the Downtown Area of Del Mar with offices, restaurants, retail, and entertainment venues in close proximity to one another, people are most likely visiting two or more businesses in a single trip. Under these conditions, people often “park-once” and visit multiple destinations. Therefore, the overall parking need would be less than the sum of individual parking requirements for each land use since the peak parking demand times for unique land uses are different, and many visitors to the uses can be considered “captive”. The ability to reduce parking is influenced by the ability to share private parking or to establish more public parking that can be shared by all. This concept of shared parking has not been explored as part of this assessment.

TABLE 2 – RESTAURANT PARKING RATE COMPARISON

| Land Use | Parking Rates | |
|--|---------------|--------------------------------|
| | (1 space per) | (spaces per 1,000 square feet) |
| City of Del Mar (Current) ⁽¹⁾ | | |
| Restaurants/Bars/Cocktail Lounges (≤ 4,000 SF) | 90 SF | 11.11 |
| plus (> 4,000 SF) | 45 SF | 22.22 |
| City of Del Mar (Proposed) | | |
| Restaurants/Bars/Cocktail Lounges (≤ 4,000 SF) | 300 SF | 3.33 |
| plus (> 4,000 SF) | 90 SF | 11.11 |
| City of Carlsbad (Village & Barrio Master Plan) ⁽²⁾ | | |
| Restaurant | 170 SF | 5.88 |
| Restaurant (Delicatessen) | 300 SF | 3.33 |
| Restaurant (Fast Food) | 240 SF | 4.17 |
| Brewery/Distillery/Winery (incidental) | 415 SF | 2.41 |
| Brewery/Distillery/Winery (standalone) | 150 SF | 6.67 / KSF Tasting Room |
| plus | 415 SF | 2.41 / Remaining KSF |
| City of Laguna Beach ⁽³⁾ | | |
| Food Services | 100 SF | 10.00 |
| City of Encinitas Downtown Specific Plan ⁽⁴⁾ | | |
| Restaurants, Bars, Lounges | 100 SF | 10.00 |
| Take-Out (no seating) | 250 SF | 4.00 |
| City of San Diego ⁽⁵⁾ | | |
| Coastal Overly Zone | 235 SF | 4.3 |
| Central Urbanized | 475 SF | 2.1 |
| City of Imperial Beach ⁽⁶⁾ | | |
| Drive-In/Drive-Through | 50 SF | 20.00 |
| Restaurants | 75 SF | 13.33 |
| ULI ⁽⁷⁾ | | |
| Fine/Casual Dining | 55 SF | 18.00 |
| Family Restaurant | 95 SF | 10.50 |
| Fast Food with Drive-Thru | 65 SF | 15.00 |
| ITE ⁽⁸⁾ | | |
| Fine/Casual Dining | 95 SF | 10.52 |
| High-Turnover (Sit-Down) | 105 SF | 9.44 |
| Fast Food with Drive-Thru | 115 SF | 8.66 |
| Fast Food without Drive-Thru | 100 SF | 9.91 |

SF = square feet; GLA = gross leasable area; GFA = gross floor area

Source:

⁽¹⁾ City of Del Mar Municipal Code - 30.80.020

⁽²⁾ City of Carlsbad Village & Barrio Master Plan Table 2-3

⁽³⁾ City of Laguna Beach Municipal Code - 25.52.012G

⁽⁴⁾ City of Encinitas Downtown Specific Plan - 3.3.3C

⁽⁵⁾ City of San Diego Municipal Code Table 142-05E

⁽⁶⁾ City of Imperial Beach Municipal Code - 19.48.050E-F

⁽⁷⁾ Source: Urban Land Institute (ULI) - "Shared Parking", 2nd Edition (2005)

⁽⁸⁾ Institute of Transportation Engineers (ITE) - "Parking Generation Manual", 5th Edition (2019). ITE rates shown are weighted averages.

In addition, the standalone parking rates do not consider modal splits, which reflect the potential for people to walk, ride their bicycles, or take transit into the Downtown Area. Individuals that do not drive to their destinations inherently reduce the demand for parking. Certain land uses such as restaurants and bars are experiencing a surge in ride-sharing use by their guests (including carpooling, taxi's, and Transportation Networking Companies [TNC's] like Uber and Lyft) and many bars are subsidizing ride-sharing fees. Recent research show guest arrivals by car-sharing services can be as high as 25% - 50% with the high end applying to bars.

Parking Exemptions

The second revision proposed to the City's parking code is the provision of a parking exemption within the Central Commercial Zone in order to help fill vacancies in existing commercial buildings. The City's Village business district is primarily located in the Central Commercial Zone and is characterized by small, older commercial buildings with limited capacity for on-site parking.

The parking exemption states that "no new parking spaces shall be required" for the following types of uses within the Central Commercial Zone:

- Retail sales – antique shop, apparel, bakery, book shops, florist, furniture sales, gift shops, grocery/food, jewelry, music shop, etc.
- Restaurants – bars/cocktail lounges/wine bars, cafes/tea rooms, delicatessens, ice cream shop, restaurant, sandwich shop, etc.
- Personal services – barber shops/beauty parlors, day spas, health studios, dry cleaning, laundromat, postal services, tailors etc.

In order to be eligible for a parking exemption, new developments must be located within an existing commercial tenant space that was previously a commercial tenant space as of January 1, 2020 and meet the following requirements:

1. Maintain all existing parking spaces
2. Each tenant does not exceed 5,000 square feet in gross floor area
3. No more than three restaurant uses per lot (including existing uses)
4. Comply with horizontal zoning requirements in Section 30.22.030 of the Municipal Code

A similar parking exemption was passed in the City of San Diego in 2020 which allows Small Lot Commercial Development (less than 15,000 square feet) to use reduced parking rates² or be exempt from parking requirements entirely³. The City of San Diego's parking exemption extends to a wider array of commercial uses and larger developments than what is currently proposed in Del Mar.

Within the City of Imperial Beach, specific zones are allowed to use shared or off-site parking within one-thousand feet of a commercial site to satisfy minimum parking requirements with the approval of a conditional use permit. For mixed-use (and residential developments over commercial use), required parking may be reduced by up to 25% with approval of a conditional use permit.⁴

In various other jurisdictions, including City of San Francisco, City of Berkeley, and City of Sacramento, have amended their parking requirements in recent years to reduce or even eliminate city-wide parking minimum

² City of San Diego Municipal Code; Section 142.0540(a)

³ City of San Diego Municipal Code; Section 156.0313(b)(3)

⁴ City of Imperial Beach Municipal Code; Section 19.48.050(J)

requirements. In some cases, jurisdictions have begun to implement parking maximums to discourage excess parking.⁵

Based on the review of various other jurisdictions and the parking exemptions allowed, the proposed amendments to the City of Del Mar's parking code consistent with standard practices and is more conservative with the size and type of developments allowed under the exemption.

Conclusion

As shown, the parking amendments proposed to modify the City of Del Mar Municipal Code Sections 30.80.030 (Non-Residential Parking Ratios) and 30.80.020 (General Parking Regulations) are consistent with other jurisdictions, industry standards, and best management practices. Overall, reduced parking helps to reduce VMT and GHG by encouraging alternative modes of transportation resulting in fewer vehicular trips. It should also be noted that parking is not a consideration under the California Environmental Quality Act (CEQA).

The proposed modifications support the following City Policy Documents:

- **General Plan**
 - **Transportation Goal 2** – Minimize the impact of automobiles on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscape buffer zones, and alternative means of transportation. These changes are further consistent in that they meet the intent of Policy E of Goal 2 of minimizing air pollution by encouraging alternatives to the use of personal vehicles.
 - **Community Development Goal 4** – Focus on major retail and office activity into an economically viable, pedestrian oriented and attractive area that serves the needs of both residents and visitors and is well integrated
- **Climate Action Plan (CAP)**
 - The proposed modifications to the parking code would contribute to the overarching goal of the CAP to reduce Greenhouse gasses (GHG) generated by vehicles which burn fossil fuels. One of the target areas of the CAP is to reduce vehicle miles traveled (VMT). Reducing the amount of required parking incentivizes business patrons to use alternative modes of transportation thus contributing to the reduction in VMT which in turn reduces GHG levels.
- **Complete Streets Policy**
 - Was applied to the design of the City's Downtown Streetscape Project (see below).
 - Expected to be applied to future right-of-way improvements to ensure design elements to provide safe access to all users (vehicles, walking, biking, public transit, etc.)

In addition, the following recent actions also support proposed parking amendments:

- **Downtown Streetscape Project (completed in 2019)**
 - Improved pedestrian access
 - Improved bicycle lanes and provided bicycle parking facilities
 - Improved and added parking spaces for passenger cars and motorcycles
- **Construction of new City Hall (completed in 2018)**
 - Added public parking spaces both in the parking structure and adjacent streets
 - Added bicycle lockers

⁵<https://www.rmmenvirolaw.com/more-california-cities-eliminate-parking-minimums-to-promote-low-carbon-transportation-and-affordable-housing/>

Another factor to be considered in relation to parking, specifically in the Downtown Area, is the provision of public parking. Free parking is provided at the public parking garage at City Hall as well as on-street along Camino Del Mar 15th Street, 11th Street and several other side streets within the Downtown Area. Additional paid parking is available at L 'Auberge Del Mar parking garage. This public parking is available to supplement the private development parking lots as necessary. In addition, shared parking and parking management plans (PMP's) can further reduce parking requirements but are not considered in this assessment.

If you have any questions pertaining to the analysis results summarized in this memo, please call me at (760) 603-6266.

Sincerely,

A handwritten signature in black ink that reads "Dawn Wilson". The signature is written in a cursive, flowing style.

Dawn Wilson, PE TE
Associate Vice President | Transportation Planning Manager

City Northern Boundary

Land Use Map City of Del Mar

Residential Designations

- R1-40 Very Low Density
- R1-14 Modified Low Density
- R1-10 Low Density
- R1-10B Low Density Beach
- R1-5 Medium Density SF
- R1-5B Medium Density SF Beach
- RME Medium Density Mixed East
- RMW Medium Density Mixed West
- RMC Medium Density Mixed Central
- RMS Medium Density Mixed South
- R2 High Density
- CVPP Carmel Valley Precise Plan

Commercial Designations

- RC Residential Commercial
- CC Central Commercial
- BC Beach Commercial
- PC Professional Commercial
- NC North Commercial
- VC Visitor Commercial

Specific Plan Designations

- 941SP (941 CDM Specific Plan)
- PSP (Plaza Specific Plan)
- HSP (Hotel Specific Plan)

Miscellaneous Designations

- FR Fairgrounds-Racetrack
- RR Railroad ROW
- FW Floodway
- PP Public Parkland
- PF Public Facilities



Parcels where restaurants are an allowable use



EXHIBIT NO. 4

Map of Zones with Restaurant
as an Allowable Use

Del Mar LCP-6-DMR-21-0081-2



California Coastal Commission

Land Use Map City of Del Mar

Residential Designations

- R1-40 Very Low Density
- R1-14 Modified Low Density
- R1-10 Low Density
- R1-10B Low Density Beach
- R1-5 Medium Density SF
- R1-5B Medium Density SF Beach
- RME Medium Density Mixed East
- RMW Medium Density Mixed West
- RMC Medium Density Mixed Central
- RMS Medium Density Mixed South
- R2 High Density
- CVPP Carmel Valley Precise Plan

Commercial Designations

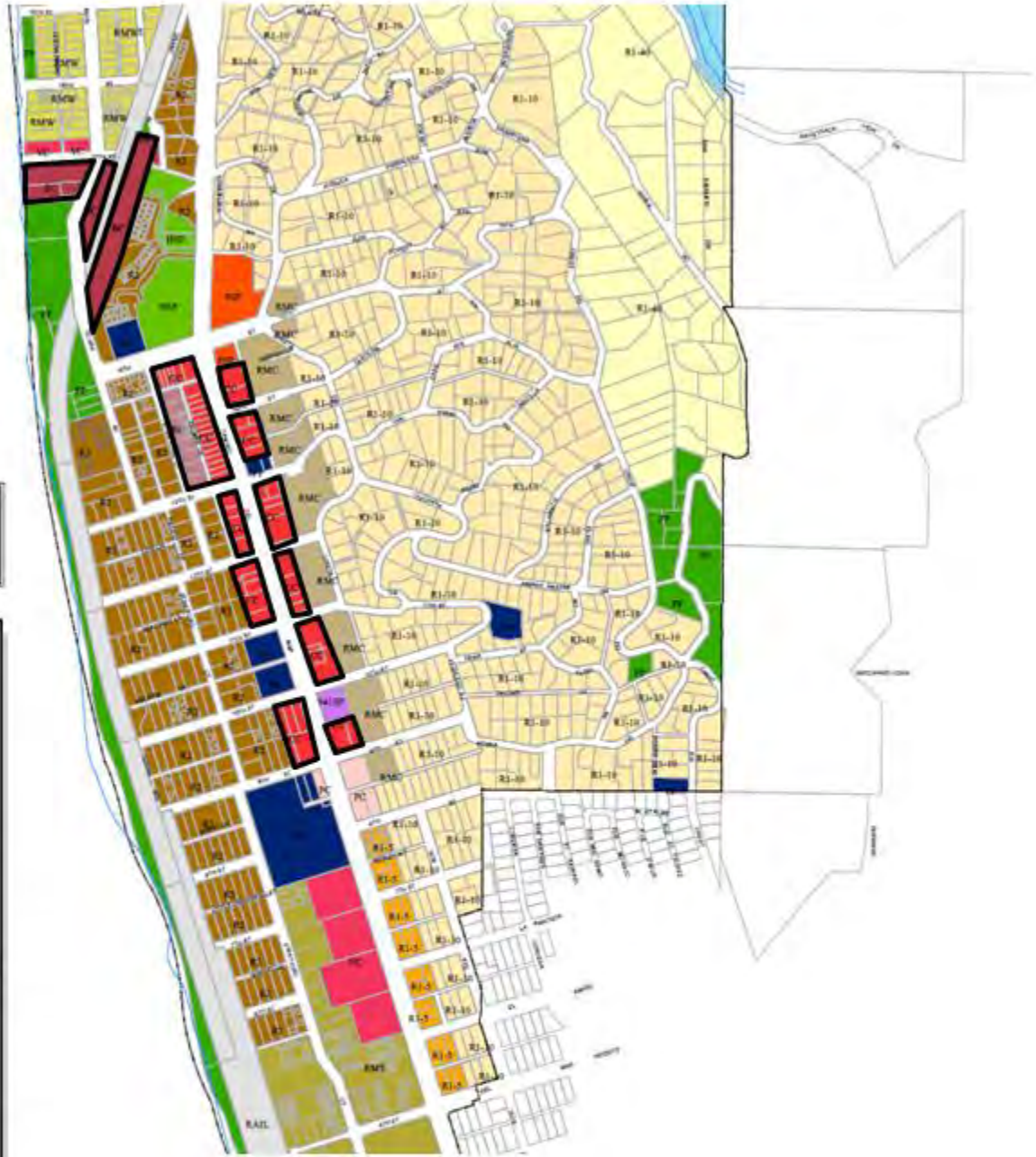
- RC Residential Commercial
- CC Central Commercial
- BC Beach Commercial
- PC Professional Commercial
- NC North Commercial
- VC Visitor Commercial

Specific Plan Designations

- 941SP (941 CDM Specific Plan)
- PSP (Plaza Specific Plan)
- HSP (Hotel Specific Plan)

Miscellaneous Designations

- FR Fairgrounds-Racetrack
- RR Railroad ROW
- FW Floodway
- PP Public Parkland
- PF Public Facilities



Parcels where restaurants are an allowable use

