

Candidate: Terry Gaasterland

Background: Professor of computational biology and genomics at the University of California, San Diego; formerly served on Del Mar's Finance Committee as a member and chair, served as chair on city's Sea Level Rise Advisory Committee and is currently a Design Review Board member.

Website: <https://tgfordelmar.com/>

Top three priorities:

1. Long-term plan to preserve our beaches, bluffs and wetlands while protecting our neighborhoods from flooding. – On the Sea Level Rise committee, we learned Del Mar's sand has diminished over the years due to groins in Oceanside and Lake Hodges Dam. Our beaches are already at risk, and erosion from sea level rise and climate change will make it worse. Del Mar lacks a regular sand replenishment and retention plan to keep our beaches healthy and protect over 600 homes in the beach community from flooding risk. San Dieguito River flooding risk must also be addressed as laid out in our Adaptation Plan.

2. Action plan to underground utilities, protect our neighborhoods from fire, and improve views. – Risk from wildfires puts poles near Crest Canyon at highest priority. Sparks can create wildfires, and fallen wires can block rescuers from homes. Next priority should go to poles that disrupt views and neighborhoods with plans in place. Funds are in place – let's put them to work. Further, the City needs a better process to flag overgrown or diseased trees and keep them trimmed. A new process is needed that does not impose high fees on people with impacted views.

3. Preserve neighborhood character throughout Del Mar. – From the proposed north Bluff Resort to the home next door, Design Review and public input must work together to ensure projects meet Del Mar values. The Bluff Resort has potential to transform Del Mar through increased traffic, congestion, and density. It would replace quiet, natural green spaces at Del Mar's north boundary with high-density commercial use. Rezoning the north bluff from low-density residential to high-density commercial must go to a vote of the people. At the other end of town in the south bluff neighborhood, NCTD plans to fence the tracks in 2019. This makes safe railroad crossings to access bluff and beach even more urgent. Ultimately, we must work to move the railroad tracks off the bluff.

On the issues:

The Sea-Level Rise Adaptation Plan:

As chair of Del Mar's Sea Level Rise committee, I lead the rewrite of our Adaptation Plan to eliminate all adaptation measures that involved managed retreat for private property. Our plan identified highest priorities as (1) beach sand replenishment with river channel dredging on a regular basis; (2) protect beach access points; (3) Raise and/or floodproof our sewer lift station, public works, and fire station. We recommend about twenty additional adaptation tools and metrics to monitor to tell us when to start planning to use the tools. In addition to getting the highest priorities underway, we need to solidify a plan for regular monitoring of flooding

frequency, tidal encroachment into the wetlands, and erosion rates. Other urgent actions include re-vegetating worn-down bluffs, reducing irrigation flow through the bluffs, and pushing hard to relocate the railroad off the bluff.

941 Camino Del Mar:

Del Mar's citizens are being asked to decide yes or no on the Specific Plan. The plan allows an increase in allowed square footage (FAR) and defines requirements for parking, affordable housing, contributions to streetscape and public spaces, while keeping the building below the height of the previously approved plan. I support Measure T, which will approve these changes. The design of the final project is subject to Del Mar's Design Review Ordinances and must fit within an approved Specific Plan.

Short-term Rentals:

Del Mar lacks a Short Term Rental (STR) policy that will prevent disruption to neighborhoods and preserve Del Mar's residential character. In May, I defended Del Mar's proposed 7/28 plan before the Coastal Commission in Chula Vista. They rejected 7/28 and approved 100 days per year with 3 days minimum (3/100). The city has sued the Coastal Commission to determine who has authority to determine residential zoning policy. Once the courts decide, we can determine next steps and establish policies that work for and protect Del Mar's residents and neighborhoods.

Affordable Housing:

The Fairgrounds factored into the formulas that defined Del Mar's affordable housing obligation. We need to work with the Fairgrounds to renovate existing housing to help fulfill our State-required obligation. Del Mar's 22-in-7 study showed that multi-family units grew just 2% in the past decade. With a growth rate much slower than other cities in the county, Del Mar will need to be creative about how to establish affordable housing. In addition to working with the Fairgrounds, I strongly support evaluating how to dedicate some of our existing apartment housing that is already in the affordable range.

Measure R:

I will vote No on Measure R and seek to work with neighbors in the Sandy Point neighborhood to make sure the low density zoning in that part of town remains fair and equitable to all properties.

Gun shows at the Fairgrounds:

At the September Fairgrounds Board meeting, I spoke against the sale of guns and ammunition on state property. San Diego County has a number of venues open year round for gun purchase and practice.

Bluff Stabilization and the railroad tracks:

Two years ago, I established an online and written petition signed by over 600 people. We presented the signatures to Del Mar's City Council and urged the Council to work with NCTD to stop ticketing people who crossed the railroad. With NCTD's new push to fence off the railroad, the petition is now reopened and has over 800 signatures: <https://www.change.org/p/crossing-the-railroad-tracks-in-del-mar-to-access-the-beach-no-fences-no-tickets>

The original 1909 deed that leased the land under the tracks to the AT&SF railroad reserved the right for residents, owners and visitors in the south bluffs neighborhood of Del Mar to cross the tracks for beach access. I will fight for us to retain that right.

Meanwhile, we must protect our bluffs from erosion. The biggest threat is ground water and irrigation run-off percolating through the bluff soil and rocks. We need to reduce run-off by an order of magnitude to achieve a flow that the bluffs are able to handle. Vibration from heavy trains is another destabilizing force. Let's work to get the freight trains off the bluff right away, and in the long run relocate the tracks.

The Del Mar Resort:

The proposed bluff resort would rezone 16 acres at the north entrance to Del Mar from low density residential to high density commercial. Our Community Plan calls for green, open spaces along the north border. Helen Woodward's deed from the mid-70's established Scripps Preserve adjacent to Dog Beach on the north side of San Dieguito Lagoon. That deed stipulated that the property next to the preserve remain low density residential (1 house per acre) forever. Whether to rezone the 16 acres and accept the increases in traffic, density, and usage should go to a vote of the people of Del Mar.